



Smart Bulloch 2040

SMART PLAN FOR THE NEXT GEN

Bulloch County
City of Brooklet
City of Portal
City of Register

**2019 Comprehensive
Plan Update**

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SMART BULLOCH 2040 PLAN

ACKNOWLEDGEMENTS



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Bulloch County would like to give special thanks to the various stakeholders that have been committed to making our community a better place by sharing their gifts of time and talent in this process. We would also like to thank citizen participants who contributed through answering surveys, attending public meetings, or making inquiries, as well as the citizens of Brooklet, Portal, Register, and all of Bulloch County who supported this effort.

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CHAPTER 1 EXECUTIVE SUMMARY

OUR PLAN

Welcome to the **SMART BULLOCH 2040 PLAN**. This Comprehensive Plan update is both visionary and strategic, articulating our aspirations for the future of Bulloch County and the cities of Brooklet, Portal and Register. It is also a toolbox of ideas that guide policy and decision-making for community development and land use.

This Comprehensive Plan update is a progressive product of planning studies and technical reports built upon since the 1990’s. These plans and reports provide a more in-depth understanding of the evolution of the community and how they relate back to the set of guiding principles articulated in this document. As such, this should be considered a living document, being regularly reviewed, modified, and supplemented as necessary to reflect changing circumstances, needs, and opportunities. Keeping this plan current enables Bulloch County’s communities to utilize a range of implementation tools to advance the vision of the plan.

PLANNING IMPLEMENTATION TOOLS	
MANAGEMENT TOOLS	PLANNING AND DESIGN TOOLS
<ul style="list-style-type: none"> • Promote a strong, healthy community. • Provide a common vision for the future of the community. • Set priorities. • Guide to amending policies and regulations. • Assist in forming public budgets and capital improvements programs. • Protect property rights while supporting and accommodating economic development. • Promote orderly and rational development that is economically viable. • Manage growth and development. 	<ul style="list-style-type: none"> • Create certainty about where development will occur. • Steer development in the right places. • Achieve development patterns that are orderly, rational, physically attractive and economically viable. • Preserve important natural, cultural and historic resources. • Encourage infill and redevelopment. • Create a sense of place. • Provide transportation alternatives. • Target planning for special districts or areas.

This Comprehensive Plan update serves the purpose of meeting the intent of the Georgia Department of Community Affairs’ (DCA) *“Minimum Standards and Procedures for Local Comprehensive Planning”*. Preparation in accordance with these standards is an essential requirement in maintaining status as a Qualified Local Government (QLG). QLG status allows communities to remain eligible for state-aid

assistance programs. Bulloch County, Brooklet, Portal and Register are required to update their Comprehensive Plan every ten years, along with their Community Work Program in five-year increments. State law requires the update of the Comprehensive Plan to be completed by June 30, 2019. While the City of Statesboro updates its comprehensive plan independently, this joint comprehensive plan process considers Statesboro’s presence and importance to the community, where appropriate. The **SMART BULLOCH 2040 PLAN** is designed to address the following required by the minimum planning standards.

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS MINIMUM PLANNING STANDARDS	
<p style="text-align: center;">PLAN ELEMENTS</p> <ul style="list-style-type: none"> • Community Goals • Needs and Opportunities • Community Work Program • Broadband Services • Economic Development • Land Use • Transportation 	<p style="text-align: center;">OTHER FACTORS</p> <ul style="list-style-type: none"> • Community Involvement • Consideration of the Coastal Regional Water Plan • Quality Community Objectives • Procedures for Plan Review, Adoption and Maintenance

The **SMART BULLOCH 2040 PLAN** represents a new way of thinking. The plan integrates three (3) primary **SMART** themes. **SMART GOALS** are meant to create attainable objectives and strategies that are notably reflected throughout the plan and the Community Work Program. We are a **SMART COMMUNITY** that educates, recreates and innovates. The participation process used to build this plan by some of Bulloch County’s “super-smart” people has identified a vision for each jurisdiction. **SMART PLANNING** addresses both state mandated or recommended topic specific elements. For each jurisdiction, key needs and opportunities have been assigned a prioritized goal-oriented policy and implementation framework. This framework also addresses the Quality Community Objectives required by the minimum planning standards of the Georgia Department of Community Affairs.

THEME 1 - SMART GOALS
<ul style="list-style-type: none"> • Specific: Target an area for improvement. • Measurable: Quantifiable, measurable or key performance indicators, where possible. • Achievable: Identify responsible parties. • Relevant: What results can feasibly be achieved? • Time-Bound: When will the results be achieved (fiscal/calendar year, or on-going)?
THEME 2 - SMART COMMUNITY
<ul style="list-style-type: none"> • The plan brings our community closer to the next “wow-factor” with a broadband element for to improve access to the digital economy. • The plan illustrates that Bulloch County is an education hub possessing some “super-smart” people. • The plan promotes sustainability with scalable implementation resulting in an improved quality of life and “smart” local government services.

THEME 3 - SMART PLANNING

- SMART Business: Economic Development
- SMART Mobility: Transportation
- SMART Connections: Broadband
- SMART Growth: Land Use

OUR COMMUNITY

BULLOCH COUNTY

Bulloch County originated as a sparsely settled frontier. By the late 19th century, it began to grow as an agricultural community built on railroads shipping out timber, “Sea Island” cotton and other agricultural products. In 1903, the county seat of City of Statesboro was incorporated. By 1906, community leaders solicited the State of Georgia to allow Statesboro to host what grew into a small teacher’s college. Everything changed in 1982 when a man named Erskine (“Erk”) Russell arrived to town to coach football at what was then Georgia Southern College. After his arrival, Statesboro and Bulloch County were never the same. County residents are proud to be the home of Georgia Southern University, the flagship post-secondary institution of South Georgia with an enrollment of 20,500 students. The impact of Georgia Southern University cannot be underestimated for modern Statesboro, Bulloch County and the region. A study has estimated the regional impact of the University for Bulloch and surrounding counties to be nearly \$1 billion and is responsible for creating over 10,000 jobs above its direct employment base of over 1,800 workers.

Bulloch County, centered around its county seat of Statesboro, has positioned itself to provide an exceptional quality of life that includes ample cultural amenities, economic and educational opportunities to its citizens, southern charm to its visitors, and progressive, yet, fiscally conservative governance. It is also one of the largest counties geographically in the state comprised of 682 square miles, supporting a rich legacy of agriculture, forestry and natural resources.



Located on the fringe of the expanding Savannah metro area, Bulloch County is now home to 77,692 residents, more than doubling its population since 1980. Bulloch County is the Coastal Region’s third fastest growing county behind Bryan and Effingham and is the third most populous behind Chatham and Glynn. Its annual growth rate is twice as fast that of the region as a whole and outpaces the state’s overall growth rate. Bulloch County remains ranked in the top 20% of Georgia’s fastest growing counties. It is estimated that approximately 50,000 persons reside within five miles of the very center of the City of

Statesboro. According to current census data, Statesboro's population is now estimated at 31,149. This poses a possibility that Statesboro and adjoining areas may reach the status of a small metropolitan statistical area (MSA) after the 2020 census enumeration, bringing a mix of new opportunities and responsibilities.

Surface transportation and road improvements have always been a critical challenge in Bulloch County given its population growth, vast territory and 1,200-mile road system. Yet, the road network overall is very functional and well maintained. Interstate 16 has become a major economic and travel corridor since its construction in 1972. Both U.S. 301 and Georgia State Route 67/25 offer quick and convenient access to Statesboro. Veterans Memorial Parkway (Statesboro By-Pass), a four-lane perimeter road encircling most of Statesboro, opened in 1994. The Parkway extends south from Highway 80 West circling north to Highway 301 North. This has become Bulloch County's major traffic corridor providing not only a means to divert freight traffic from downtown Statesboro, allowing quick access to Georgia Southern University, the local airport and the city's emerging commercial and industrial areas. There is a five-mile segment of the Parkway north of Statesboro waiting to be programmed for construction.



While the county has among the most paved roads of any in the state, the county also has the most dirt road mileage of any other county in Georgia. Therefore, the county invests significant funds in road maintenance and construction. Since county forces can construct roads to pavement ready status, this brings substantial cost savings for local road improvement projects. However, insufficient transportation funding and less demand for dirt road paving now causes the county to consider other types of operational surface transportation improvements.

The Statesboro-Bulloch County Airport, located just north of Statesboro, has emerged as an important transportation and economic development asset. The airport handles over 18,000 aviation operations annually. It is progressively becoming one of Georgia's best Level III general aviation public airports. An aggressive expansion program began in the mid-1990's that includes modern navigation systems, several new hangars (including a corporate hanger), taxi-lanes and runway improvements, and on-going terminal improvements. During the last two decades, these multi-million-dollar investments have helped to make its operations self-funding through increased fuel sales, landing fees and hanger rentals.



Bulloch County has also progressively become a leader in southeast Georgia and statewide in environmental management and solid waste recycling. In addition to twenty manned convenience centers located county-wide, the county has a recycling processing center that diverts approximately 5,000 tons annually. To illustrate the success of the convenience centers, since 1970, the county now has only two

remaining “green box” dumpster site left serving the most remote areas, which is a far cry from the former 450 dumpsters serving the entire county at that time.



As a part of its master greenway plan, a major transportation project was the initial \$2 million, 3.1-mile phase, of the S & S Greenway, an eight-mile multi-use vehicle-pedestrian corridor between Statesboro and the City of Brooklet. Bulloch County and the City of Brooklet are teaming up on a federal grant opportunity to connect Phase II of the trail to Brooklet. This project also links to Statesboro’s multi-use pedestrian McTell Trail, and eventually a multi-use trail being developed by Georgia Southern University. As a result of an annexation

agreement with the City of Statesboro, the city expects future development of a planned area that surrounds Phase I of the greenway consisting of up to 2,200 new residences at build-out. The city and county are working together in an effort to develop a corridor protection ordinance that will preserve the integrity of the project. The annexation agreement also includes a land use plan.

Recreation and leisure opportunities are abundant in Bulloch County. The Bulloch County Parks and Recreation Department is one of the oldest and most prestigious recreation organizations in the state. The department maintains and operates eight recreation areas encompassing more than 200 acres, and also oversees a multitude of unique infrastructure and facilities at these parks. The department has a good relationship with both the Bulloch County Board of Education and Georgia Southern University, thus allowing the department to joint use of facilities at non peak times. Included in these parks are 38 athletic fields, 10 tennis courts, 2 swimming pools, 11 outdoor basketball courts, walking trails, picnic areas, playgrounds and picnic pavilions.

Mill Creek Regional Park operated by Bulloch County is a 223-acre state-of-the-art recreational complex. Mill Creek has played host to hundreds of field sport tournaments including multiple national tournaments. The facility has also hosted the Georgia State Special Olympics, and the annual GSU International Festival and Fourth of July Firecracker Festival. It is not uncommon for attendance to run as high as 20,000 daily for these events. In late 2011, Mill Creek added an ATA certified ten-court lighted tennis center that includes spectator seating and locker room facilities and concessions.



Mill Creek also features what has turned out to be its marquee attraction, the Splash in the 'Boro Family Aquatic Center. The facility originally consisted of an 800-foot long lazy river, a 7,000 square foot low-



depth play pool with spray features; a leisure pool six feet deep at the deepest; three water slides, concessions facilities and shade structures. There are also lap pools and a therapy pool that provide winter activities under a domed roof structure. A major expansion was undertaken in 2008 adding a new tot slide and spray ground in the existing island area of the leisure pool. The river area was expanded on the west side of the park to add a zero-beach entry and sunning area. Also, a new four-lane mat racer slide and a simulation "surf-rider" was installed which provide extreme thrill rides for the teen market. A second expansion was undertaken in 2016 that

added a million-gallon wave pool, new concession areas and an expanded admissions and car drop off area to accommodate increased attendance. These expansions were funded by debt service to be paid from generated revenues. Annual attendance exceeds 150,000 during a 12-week period in the summer.

Bulloch County's vast geography guarantees its place as a leader in agribusiness in Georgia, even if Statesboro and south Bulloch County evolve as a small metropolitan area. The County is ranked 3rd highest in the state in total farm acreage with over 206,000 acres and ranks 8th in farm gate value for timber and forestry products. The county's farms provide a venerable mix of row crops, livestock and poultry. New products have also been introduced in the last generation including sweet carrots and onions, and most recently south Bulloch County has become an established farm winery epicenter for increasingly popular wines and mead.

As horses have become a leading form of livestock in the county and the region, interest has been generated in proceeding with successive phase development for the Center for Agriculture located just south of Statesboro. Completion of the first of successive phases of a long-term development plan of the 50-acre tract provided a \$2 million, 30,000 square-foot office and professional center for local, state and federal agencies serving agribusiness in the area that includes county extension offices, USDA and the NRCS. The second phase of a \$6.5 million multi-purpose arena is nearing completion and will have multiple uses positioned to be a regional venue for statewide and regional equestrian events.



Manufacturing and commerce have grown significantly since 1990 particularly in proximity to Statesboro. The county has three planned industrial parks with two of them nearing capacity. Statesboro has become

a hub for retail, health care and hospitality and leisure which attracts many out-of-town visitors and a higher level of services for local residents.

CITY OF BROOKLET



Source: BCDA Facebook

The Georgia General Assembly incorporated Brooklet as a City in 1906. Before 1899, the area was called Nellwood. It is located approximately eight miles southeast of Statesboro on U.S. Highway 80, and geographically consists of 3.1 square miles within its boundaries.

Broklet, known for its avenues of oak trees, took shape at the end of the 19th century. Optimistic citizens built the new town beside the recently completed Savannah & Statesboro Railroad (now a planned multi-use trail route). An early resident asked the U.S. Post Office to accept the name of Brooklet for

the new town, since a brook ran through it. Brooklet has become a thriving community growing with a population of 1,612 residents (2017 Census Bureau estimate). Brooklet and its surrounding area have become a magnet for new residents, given its close proximity to Statesboro.

The City of Brooklet offers basic services including a police department, sanitation services, a municipal water utility, a municipal court and development and permitting. Fire, recreation and recycling services are offered by Bulloch County.

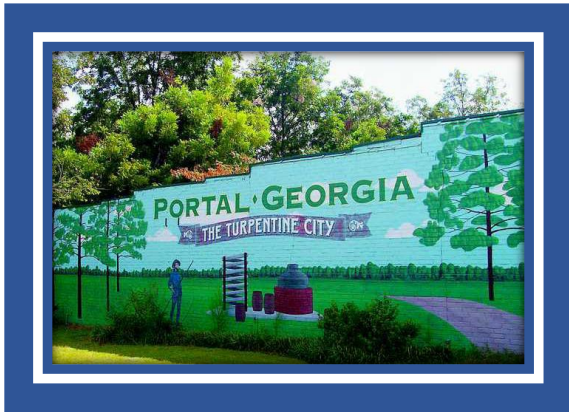
The Brooklet Peanut Festival is an annual festival that was established in 1990. It initially drew about 2,000 people and helped finance a town park lined with benches around a gazebo and fountain. The park was dedicated to the City of Brooklet at the 6th Annual Peanut Festival in 1995. The Brooklet Peanut Festival consists of an annual parade, a beauty pageant, a Peanut Run, booths, entertainment, and a tractor race. Each year, the festival has grown in attendance.



Source: georgiagrown.com

CITY OF PORTAL

Portal was established as a settlement in 1819 but incorporated in 1914. The origin of the City's name is unknown. However, it is thought by residents that the naming references the City as the "portal" into Bulloch County, as it is located in the far northwest section of the county. It is located approximately twelve miles northwest of Statesboro on U.S. Highway 80, and geographically consists of 2.2 square miles within its boundaries. Portal also has a growing population of 668 residents (2017 Census Bureau estimate).



Like Brooklet, Portal's development took shape at the end of the 19th century with the growth of the timber and railroad industry in Bulloch County. Portal has a population of over 600 residents, though it has begun to decline over the last 20 years due to the closing of a manufacturing facility. However, it remains as a center of small commerce and attaches its identity as feeder system of public-school facilities for the northwest portion of the county.

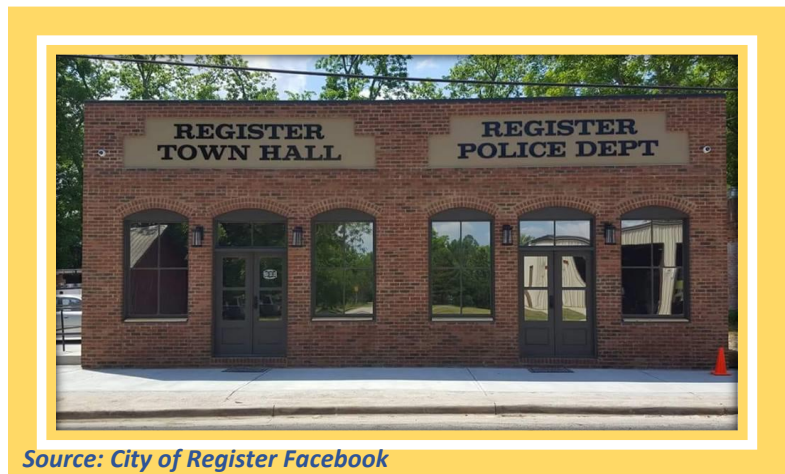
The City of Portal offers basic services including a police department, sanitation services, a municipal water utility, a municipal court and zoning. Fire, recreation and recycling services are offered by Bulloch County.

In 1982, Portal established what is now a long running community event known as the Catface Turpentine Festival. The festival celebrates the history of turpentine at the historic E. C. Carter turpentine museum. Although turpentine has many uses, the commercial production of turpentine is now a dying industry and very few turpentine stills remain in the United States. The festivities include a parade, arts and crafts, entertainment and tours of a local turpentine museum where some stills and demonstrations are featured.

CITY OF REGISTER

Register is located approximately eight miles southwest of Statesboro on Georgia State Route 46, and geographically consists of 0.8 square miles within its boundaries. Its current resident population is estimated at 183.

Originally a small turpentine community with a largely agricultural heritage, Register grew into fruition at the turn of the twentieth century. Register was settled in 1855, but was earlier known as Bengal, then Herschal. The settlement was later named for Franklin P. Register, who moved to the area in 1894 and became the City's postmaster. The City's population grew to 400 when the intersecting Register & Glenville Railroad and a Central Georgia Railroad branch were completed in 1901, jumpstarting the local economy. By this time cotton farming and products bolstered the City's growth further. By the 1950s the decline of the railroad spelled the end of most commercial growth in



Source: City of Register Facebook

Register. However, local citizens sought and achieved official incorporation as a City in 1982, and in 1992, the City engaged in restoration efforts to preserve vital pieces of its local history.

The City of Register offers basic services including a police department, a municipal water utility, a municipal court and zoning. Fire, recreation and sanitation and recycling services are offered by Bulloch County. Because of its smaller size and other factors, its character is likened to other unincorporated rural neighborhoods and centers in Bulloch County included and described in the section below.

RURAL CENTERS

Bulloch County also has several rural center communities located at crossroads that have influences or characteristics similar to Brooklet, Portal and Register, but they were never incorporated. Some of the more prominent centers include Clito, Denmark, Hopeulikit, Leefield, Nevils, New Hope and Stilson. Other crossroad communities exist like Bay, Middleground, Ogeechee, Westside and Willow Hill that have historical, cultural or familial significance as rural residents’ settlements sometimes formed around churches or old schools. Most of these rural centers have been assigned as Character Areas.



OUR PEOPLE

POPULATION AND DEMOGRAPHICS

As previously stated, Bulloch County’s population stood at 77,692 in 2018. Brooklet, Portal, Register and Statesboro have all benefitted from this continuing population growth. From statistics provided by the Census Bureau’s American Community Survey, county-wide population characteristics are highlighted in the following boxes below.

BULLOCH COUNTY POPULATION CHARACTERISTICS		
<p style="text-align: center; color: #0056b3;"><u>AGE</u></p> <p style="text-align: center; color: #FFD700;">Median Age is 27.4</p> <p style="font-size: small;">Georgia Southern University is an influence. The median age in Bulloch County is increasing, but still lower than the state and nation.</p>	<p style="text-align: center; color: #0056b3;"><u>CITIZENSHIP</u></p> <p style="text-align: center; color: #FFD700;">97.9% of Bulloch County residents are US citizens</p> <p style="font-size: small;">This was higher than the national average of 93%.</p>	<p style="text-align: center; color: #0056b3;"><u>RACE AND ETHNICITY</u></p> <p style="text-align: center; color: #FFD700;">Hispanic/Latino and Asian residents are growing at a faster rate than other groups</p> <p style="font-size: small;">Since 2000, Hispanic/Latino and Asian races combined have increased in proportion from 2.7% of the county-wide population to 5.3% at an equivalent growth rate. 70% of the 3,452 persons in these two groups are Hispanic/Latino.</p>

BULLOCH COUNTY POPULATION CHARACTERISTICS

NON-ENGLISH SPEAKING

4.5%
Speak a non-English language

Lower than the national average of 21.1%. The most common non-English language spoken is Spanish, closely followed by Korean and Arabic. Uniquely, Native Gujarati is spoken 1.3 times higher than elsewhere in the United States.

EDUCATION

87.3% of residents 25 years or older have a high school degree or higher

26.5% have a bachelor's degree or higher, and 12.7% have no degree. These rates are consistent with Georgia and the nation. Brooklet and Statesboro tend to have slightly higher educational attainment than the balance of the county.

HOME OWNERSHIP

47.1% of housing units are renter occupied

65% of the county's 12,053 renter occupied units are in the City of Statesboro where 77% of Statesboro's housing units are renter occupied. Home ownership rates highest in the Register (76%), followed by the unincorporated areas (73%), Portal (67%) and Brooklet (64%)

HOUSING VACANCIES

Homeowner vacancy rate is 2.6%; while renter-occupied vacancy rate is 11.4%

Rental vacancy rates have risen dramatically since the year 2000 signaling a market over-supply caused by speculation in student housing.

VETERANS

There are 3,941 veterans residing in Bulloch County

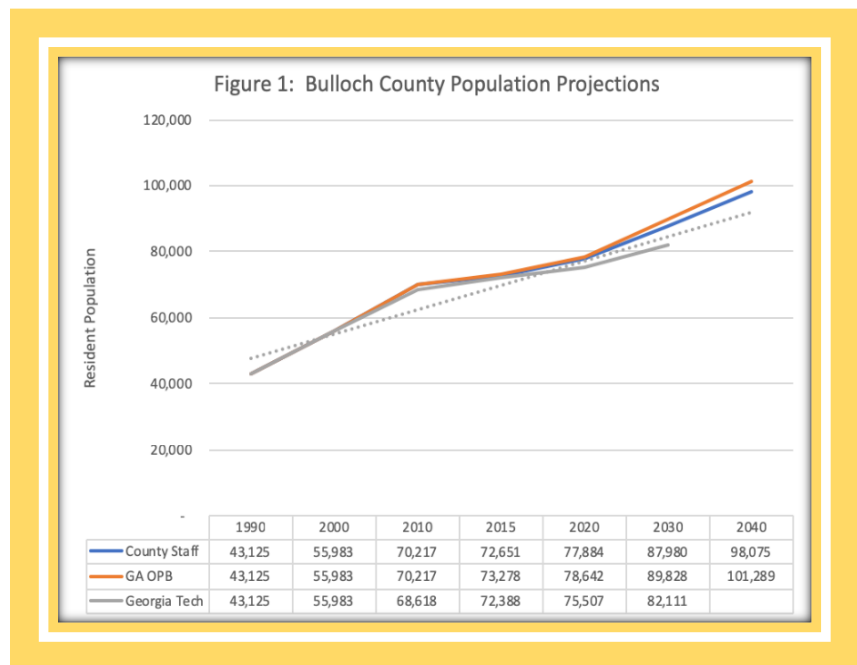
This represents more than 7.5% of the population, and there is a high rate of Vietnam veterans compared to the state and nation.

HEALTH OUTCOMES

Ranked #57 of 159 Georgia Counties

According to the Robert Wood Foundation, Bulloch County ranks 57th out of 159 Georgia counties in measured population health outcomes, 35th in length of life, 99th in quality of life, 71st in clinical care and 112th in health behaviors.

Bulloch County's population growth has been obvious to its residents going back to the 1980's. Although the growth rate has slowed since 2010 due to "The Great Recession" of 2008-2009, a 10% growth rate county-wide in each decade forward to 2040 is projected. Most of the future population growth is expected to be concentrated in and around Brooklet and Statesboro, primarily within the cities Brooklet, Statesboro and Suburban Neighborhood Character areas (see chapter 6) that surround them. However, there is a chance for additional



Source: Bulloch County Planning Staff, 2019.

population growth in the more rural areas and centers of Nevils and Stilson. Bulloch County is expected to reach approximately 100,000 residents by 2040. Figure 1 represents three scenarios of low, moderate and high projections. A Georgia Tech study performed in 2006 for the Coastal Regional Commission represents low growth scenario, the Bulloch County planning staff model represents the moderate scenario, and the Georgia Office of Planning and Budget projections, represent the high model. While the statistical methodologies only varied slightly, it is practical to reject the Georgia Tech model since their projections have not been updated and surpassed.

It is most likely that Statesboro, Brooklet and the nearby unincorporated areas will experience more robust population growth than Register and Portal. Geographically, growth will be concentrated within a 5-8 mile radius of Statesboro, but to the south or southeast toward Brooklet. These assumptions align with the Future Development Map in Chapter 6 (Land Use) of this plan. However, as the planning period progresses Bulloch County will closely monitor potential population growth that may occur in lower southeastern Bulloch County and the Interstate Gateway District Character Area at Interstate 16 and U.S. 301 in southwest Bulloch County.

OUR VISION

Bulloch County is a growing community with unique issues and opportunities related to its historical development and projected future growth. In order to manage the future growth and enhance the quality of life, the County has identified a vision for future development for unincorporated Bulloch County and the municipalities of Brooklet, Register and Portal. The community vision statements are built upon this plan's framework of carefully analyzing needs and opportunities. These needs and opportunities were then examined, and with community feedback have been formed into goals, policies and strategies to help define and achieve the vision statements below.

BULLOCH COUNTY Incorporated and Unincorporated

Bulloch County is a **SMART COMMUNITY** that works to promote sustainability and self-sufficiency. We embrace our history while coming together to promote economic growth and development, protect our natural and cultural resources and build a successful future that includes the following missions:

- Guiding future development with informed land use plans.
- Preserving agricultural land and agriculture as a cornerstone of our economy.
- Providing a variety of walkable neighborhoods with scalable amenities and pedestrian infrastructure.
- Creating a variety of opportunities for our children, including recreational facilities, historical and educational-oriented resources.
- Offering public transportation facilities and services which are safe, efficient and improve mobility.
- Embracing our history with preservation of historic resources and neighborhoods.



- Embracing the future of the digital age and digital economy.
- Maintaining ourselves as a community that actively promotes and pursues innovative businesses that provide good-paying job opportunities and a balanced tax base.
- Supporting our regional university, technical college, and local public K-12 schools which all have attractive programs and an enriching educational environment.

CITY OF BROOKLET

Brooklet shares with the Bulloch County community the collective vision for the area while also promoting some of its own uniqueness that includes the following missions:

- Smart growth policies that deliver efficient, sprawl-preventing growth patterns and that promote cooperation, coordination and efficient use and expansion of the City's public facilities and services.
- Establishing a variety of neighborhood connections such as sidewalks, greenway trails and bike lanes.
- Protecting and promoting downtown's historic resources and its traditional role as the business/civic center of the community.
- Preserving the character of established neighborhoods and supporting revitalization efforts to increase housing opportunities and neighborhood stability.
- Providing cultural activities and educational opportunities to both residents and tourists visiting the area.



CITY OF PORTAL

Portal shares with the Bulloch County community the collective vision for the area while also promoting some of its own uniqueness that includes the following missions:

- Providing for a variety of opportunities to live and work in Portal.
- Preserving historic resources, neighborhoods and unique character.
- Requiring future development to support and preserve the rural and natural setting while also providing for traditional neighborhood development patterns.
- Creating manufacturing jobs while also creating new commercial opportunities.
- Providing cultural activities and educational opportunities to both residents and tourists visiting the area.

CITY OF REGISTER

Register shares with the Bulloch County community the collective vision for the area while also promoting some of its own uniqueness that includes the following missions:

- Guiding development with land use plans that take into account existing and proposed utility infrastructure and the protection of watersheds.
- Offering a variety of neighborhood connections such as sidewalks, greenway trails and bike lanes.
- Maintaining a clean and aesthetically appealing community.
- Encouraging development to be tied to the historic and rural character of the area.



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CHAPTER 2 COMMUNITY PARTICIPATION PLAN DEVELOPMENT

Creating a functional comprehensive plan begins with defining a common vision for the future development of the community. A community vision is the overall image of what the community aspires to be and how it should look in the future. The visioning process is the starting point for creating a plan to reach identified goals and requires meaningful participation from a wide range of community stakeholders. Bulloch County residents, property owners, business owners and other stakeholders contributed to the production of the **SMART BULLOCH 2040 PLAN**, generating pride and enthusiasm about the future of Bulloch County, thereby encouraging implementation of the plan.

VISIONING PROCESS

The Visioning Process, or citizen participation process for the **SMART BULLOCH 2040 PLAN** began with a Kick-Off Public Hearing, followed by a series of Steering Committee meetings aimed at gathering feedback and recommendations that would frame the entire planning process. Community Visioning Workshops, a Countywide Stakeholders Workshop, and Public Hearings for the Board of Commissioners and municipal mayor and council meetings provided opportunities for input. Throughout the process, the Steering Committee added considerable input into the planning process and informed the content of the plan. Media strategies were employed to encourage participation such as social media postings, website utilization, newspaper advertisements, press releases, and informational flyers.

COMMUNITY PARTICIPATION

The Countywide Kick-Off Meeting introduced the community involvement plan and took place in conjunction with the first public hearing on November 20, 2018. Surveys and flyers were made available in County Buildings and were also posted on the County’s social media and website for wider distribution, which ultimately resulted in 62 responses. The combination of feedback guided the planning team to supplement and expand the list of preliminary needs and opportunities presented in our **SMART PLANNING** elements and Community Work Program.



During the design of the *Community Involvement Plan* (See Appendix A), the planning team, along with the Board of Commissioners and Mayors and City Councils for each municipality, identified a group of 16 individuals that would guide the planning process. The members had various backgrounds and expertise including retirees, farmers, bankers, business owners, residents, volunteer boards and committees, county/city staff, and elected officials representing each municipality and county. The broad spectrum of committee members were essential as they provided valuable input and informed their constituencies about various opportunities to become involved, thereby encouraging greater engagement. The Steering Committee met four (4) times prior to the visioning workshops to set the stage for the focus of the workshops and the planning process. Each member was given a notebook with the existing Community Agenda to familiarize themselves with the plan and handouts at each meeting for them to interact and give feedback.

Visioning Workshops were held at three (3) locations in the County throughout February and March 2019. These meetings encouraged participation by providing convenience for residents in various parts of the County by providing shorter travel distances to participate. The workshops focused on subareas in or surrounding the municipalities, as well as unincorporated areas. The subarea workshop locations were advertised via press releases, newspaper ads, and social media. The workshop locations were as follows:



Brooklet Public Workshop

Portal/North Bulloch County Area: February 12
Statesboro/Central Bulloch County Area: February 19
Register/Southwest Bulloch Area: also covered on February 19
Brooklet/Southeast Bulloch County area – February 21

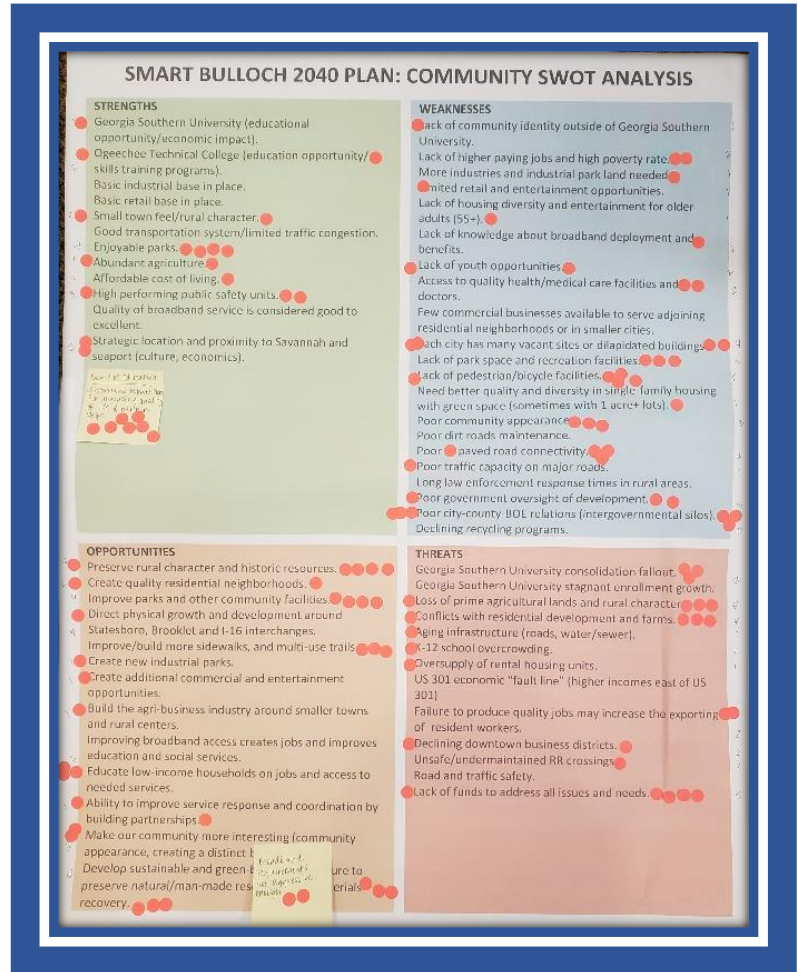
Participants were invited to drop in at their convenience and stay as long as they desired. The current *Community Agenda*, large-scale maps, and documents provided participants the opportunity to work interactively to provide their input on the future of Bulloch County during the workshops via community preference surveys, facilitated discussions, questionnaires, and one-on-one conversations with the planning team.

Participants were asked to prioritize and contribute to a list of preliminary needs and opportunities identified by the planning team during the data gathering process and gathered from discussions with the Steering Committee. Topics ranged from land use, transportation, housing, economic development, community facilities, intergovernmental coordination, natural and cultural resources, and broadband. Participants also provided input on the proposed character areas at these meetings in addition to addressing the questions, “Where are we? Where are we going? Where do we want to go? How do we get there?”.

The Countywide Stakeholders Workshop was held in Statesboro on March 12, 2019, which including the general public along with various community stakeholders identified by the Steering Committee and planning team. Participants had the opportunity to prioritize and give feedback on ways to address the needs of the topics identified by the visioning workshops and online surveys. A draft of the planning elements analysis was presented and made available for the public and stakeholders to critique and provide recommendations for improvement.

A needs and opportunities survey was designed for additional community input using multiple media strategies. The survey and flyers were heavily advertised and distributed via the County's social media pages and website, generating sixty-two (62) responses. This survey provided valuable information relating to the community vision, strengths, and problems related to a variety of topics such as transportation, land use, economic development, housing, community facilities and services, natural and cultural resources, and broadband. **Appendix A** provides illustrations of the survey results.

In addition to the kick-off public hearing, a final public hearing was held to present the final draft plan to the Board of Commissioners, as well as to provide opportunities for stakeholders to offer additional input. Each municipality presented the final draft of the plan to their Mayor and City Councils at regularly scheduled meetings in April 2019, while also opening the floor for input from the public.



DECISION MAKING FRAMEWORK

In order to implement the community's vision of the future for unincorporated Bulloch County along with Brooklet, Portal, and Register, the Comprehensive Plan is guided by a decision-making framework related leading to **SMART GROWTH** and development. Significant analysis of existing conditions were considered to identify needs and opportunities. Through the interactive workshops, steering committee meetings, community surveys, and stakeholder input, the planning staff identified visions and prioritized **SMART GOALS** resulting in implementation strategies that are **SPECIFIC** in scope and priority, having **MEASURABLE** cost and financial impacts that are **ATTAINABLE**, responsible parties who are **RELEVANT**, and scheduled benchmarks that will ensure **TIMELINESS**. These goals were complimented by policies, priorities and quality community objectives to create the community vision. Ultimately, the **SMART GOALS** theme was incorporated into the new 2019-2023 Community Work Program in Chapter 7.

SPECIFIC

•This plan is based on the community’s vision for growth and development over the next 20 years. Developed with input from citizens, elected officials, and community stakeholders, the vision focuses attention on the future of the County and defines a **specific** strategies for the the next five year developed to provide guidance related to the long-term decision making of the community.

MEASURABLE

•Because goals are related to the long-term view of development and growth, strategies are used to guide the execution of goals, turning the vision into reality. Strategies include the adoption of policies and standards while providing **measurable** actions. In the community surveys and community workshops, participants were given the opportunity to prioritize the strategies, although the local governing bodies are responsible for adoption and implementation.

ATTAINABLE

•While strategies inform the decision making process, feasibility such as cost effectiveness, resources, and acceptability must be considered to ensure that the goals are **attainable** through the identification of funding resources. This plan weighs the likelihood that strategies will realistically lead to the goals and vision identified in order to maintain stable and practical predictions by contemplating its capability.

RELEVANT

•With multiple goals, visions, and strategies in place, it is crucial to assign parties responsible for implementation. The responsible parties identified understand the specific strategies, the priorities, the estimated resources and the time-orientation for completion. priorities identified have been reflected in this plan to ensure that they are **relevant** to the community’s needs, opportunities, and desires. Priorities and relevancy are reflected in the Community Work Program.

TIMELY

•In order to maintain the spirit and intent of the plan, which is ultimately to create a vision and take proactive steps to achieve it, schedules or deadlines are crucial in guaranteeing accountability for completion. Schedules are identified and listed for each strategy to ensure **timeliness** in the Community Work Program.

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CHAPTER 3 SMART BUSINESS ECONOMIC DEVELOPMENT

INTRODUCTION

Bulloch County’s status as a Tier I community by the Georgia Department of Community Affairs makes addressing economic development a mandatory element in this planning document. Ultimately however, the purpose for the Economic Development Element of the Comprehensive Plan is to examine ways to improve economic opportunity in a community. If designed thoughtfully, processes and programs can be considered that can facilitate and stimulate jobs creation/retention, capital investment and business growth. In order to improve economic opportunity, it is important to analyze past trends and current conditions of the local economy. The following sections carefully consider these trends and conditions.

GOALS

SMART BUSINESS starts with having smart goals for economic development. The following represents the four primary goals for **SMART BUSINESS** throughout Bulloch County.

- **Diversification:** Achieve stability by balancing the economic base of the community.
- **Workforce:** Provide high quality employment that pays a living wage by building a skilled, flexible workforce, targeting training and education for the unemployed/underemployed.
- **Business Support:** Foster entrepreneurship, retain and expand existing businesses, and encourage the utilization of development ready commercial and industrial sites.
- **Quality of Life:** Maintain the character area framework of the Comprehensive Plan to support and foster quality development to make the community an attractive place to live, work and play.

ANALYSIS

ECONOMIC INDICATORS

Despite population growth, data in Table 1 below demonstrate that between 2012 and 2017 Bulloch County struggled to recover from The Great Recession of 2008-2009. These indicators suggest stagnation in local economic growth compared to the long boom period between 1990-2010.

However, there is reasonable growth resuming in population, residential construction, employment, tourism and retail and services. Current unemployment in 2019 mirrors state and national levels which is now below the frictional level and where labor shortages exist. Consumer spending is slowly increasing but it is congruent with inflation which means that real growth in sales taxes is stagnant. It is also thought that a major factor in sales tax trends is the effect of more local residents shopping in Chatham County – although, the State of Georgia continues to pass sales tax legislation that favor special interest tax exemptions.

Indicator	2012	2013	2014	2015	2016	2017
Population Estimates	73,167	71,873	72,734	73,233	74,721	76,169
Single Family Building Permits	143	149	130	170	208	232
Consumer Price Index – Urban South	4.6%	3.5%	-0.4%	2.5%	4.7%	5.3%
Annual Unemployment Rate	9.8%	8.7%	7.3%	6.1%	5.7%	5.0%
Total Civilian Labor Force	34,177	34,535	33,926	34,740	36,004	37,157
GSU Fall Enrollment	20,574	20,517	20,517	20,459	20,673	20,418
Hotel-Motel Tax Receipts*	526,503	805,918	876,296	660,890	727,015	840,647
Statesboro Natural Gas Output (MCF)	0.522	0.517	0.590	0.553	0.599	0.566
Statesboro Water Output (MG)	1.126	1.120	1.092	1.072	1.110	1.150
Sales Tax Receipts (Millions of \$)	10,428,461	10,109,201	10,208,253	10,412,700	10,213,347	10,613,909

Sources: U.S. Census. Bureau of Labor Statistics, University System of Georgia, City of Statesboro Budgets, Georgia Department of Revenue; * Statesboro increased lodging tax rate from 5% to 6%; (MCF) means millions of cubic feet; MG means millions of gallons.

Meanwhile, state and national indicators show a continued recovery since the Great Recession. Gross Domestic Product and Gross State Product have maintained steady annual growth. Unemployment remains low, and wages and income are improving marginally. As some economic sectors show decline, they are buoyed by others that are accelerating. Inflation remains relatively low along with interest rates for borrowing and investments. However, housing, capital and equity markets remain robust.

Short-to-intermediate term economic forecast show a 20% probability of a national recession by 2020. While a low probability, the prediction ratio has been increasing since 2016. A recession is quite likely within the next three years which may influence plan assumptions and strategies.

MEDIAN AND PER CAPITA INCOME

Figure 1: Bulloch County Median Household Income 2000-2017



Source: U.S. Census Bureau American Community Survey

The median household income (MHI) in Bulloch County increased by 6% rising to \$39,305 between 2010 and 2017. Bulloch County's MHI is still 26% below the State of Georgia, and 32% below the national level. Bulloch County MHI, along with the Brooklet and Portal's MHI is growing at a faster annual rate than the state and nation, though Register and Statesboro remain below the rest of the county. Per capita income (PCI) in Bulloch County increased by 15% rising to \$20,526 between 2010 and 2017. The gap between Bulloch County's PCI and

state and national levels improved but is still much lower. The PCI in the municipalities of Register and Statesboro also remain well below state and national levels, though Brooklet and Register's PCI is growing at a faster rate and volume than the rest of the county.

The disparity in median and per capita income throughout Bulloch County is largely influenced by low resident student income at Georgia Southern University, the City of Statesboro's high poverty rate, and a growing number of elderly households with reduced fixed incomes. The City of Brooklet compares favorably to the rest of the county where Portal and Register are lagging, but gaps are closing.

Figure 2: Bulloch County Per Capita Income 2000-2017



Source: U.S. Census Bureau American Community Survey

AVERAGE WEEKLY WAGES

Bulloch County's Average Weekly Wages (AWW) have been consistently lower than state and national levels. The 2017 AWW in Bulloch County was \$681. The highest AWW economic sectors in Bulloch County in 2017 were in the federal and state government and wholesale trade, while the lowest average weekly wages were in agriculture, farming and fishing. From 2013 to 2017, Bulloch County's annualized growth in AWW has been more favorable than state and national rates, and labor market area rates. However, Bryan and Effingham Counties benefit from their presence in the Savannah metropolitan area. Jenkins County's AWW surged after a difficult period before and during The Great Recession. The eight-county labor market area includes the surrounding counties of Bryan, Candler, Effingham, Emanuel, Evans, Jenkins and Screven.

Table 2: Comparative Average Weekly Wages (All Economic Sectors)

	2013	2014	2015	2016	2017
Bulloch	\$624	\$629	\$653	\$666	\$681
Bryan	\$605	\$632	\$686	\$660	\$702
Candler	\$566	\$654	\$590	\$584	\$588
Effingham	\$747	\$762	\$812	\$785	\$835
Emanuel	\$568	\$605	\$623	\$617	\$659
Evans	\$651	\$752	\$771	\$694	\$767
Jenkins	\$545	\$548	\$568	\$578	\$625
Screven	\$619	\$641	\$666	\$633	\$655
Chatham	\$839	\$872	\$921	\$884	\$908
Georgia	\$923	\$958	\$1,002	\$993	\$1,028
U.S.	\$1,000	\$1,036	\$1,083	\$1,067	\$1,109
Eight-County Market Area	\$616	\$653	\$671	\$652	\$689

Source: Georgia Department of Labor

POVERTY CHARACTERISTICS AND PUBLIC ASSISTANCE

Poverty status represents a lack of access to goods and services commonly taken for granted by members of mainstream society. Based on Census figures and thresholds, 30% of individuals in Bulloch County remain below the poverty line in the last decade and this ratio is increasing in areas throughout the county except for Brooklet and Register. The typical cause of individuals reaching poverty thresholds is unemployment, and the effect of The Great Recession is coincidental to the higher rates of unemployment in the county during that time period. However, the prevalence of other demographic changes, household income, and education levels are also influences.

Table 3: Bulloch County Poverty Status

	2000	2010	2012	2017	00-17
Countywide	24.5%	28.4%	31.3%	30.4%	28.7%
Brooklet	10.7%	5.2%	4.7%	12.3%	8.2%
Portal	14.4%	41.3%	39.8%	35.5%	32.8%
Register	10.1%	13.0%	8.3%	16.4%	12.0%
Statesboro	42.6%	46.6%	52.1%	48.4%	47.4%
Georgia	13.0%	15.7%	17.4%	16.9%	15.8%
U.S.	12.4%	13.8%	14.9%	14.6%	13.9%

Source: Georgia Department of Labor

Public assistance refers to programs that provide cash or in-kind benefits to individuals and families from any governmental entity. Two major types of public assistance programs include social welfare programs and social insurance programs. Bulloch County residents receiving certain kinds of public assistance is on the rise.

In 2017, 16.7% of county residents received Food Stamps/SNAP, while 8.2% received them in 2010 with the number of recipients more than doubling. This increase is more pronounced in Statesboro and in the

unincorporated areas while increasing less than at the statewide level in the smaller towns. A similar trend has occurred with cash assistance for recipients including both General Assistance and Temporary Aid to Needy Families increasing by 46.6% countywide in 2017 (compared to 26.6% statewide), though assisting far fewer individuals or families than either Food Stamps/SNAP. Meanwhile, the number of individuals receiving Supplemental Security Income is decreasing, while those receiving Social Security in 2017 has increased 27.4% since 2010, particularly in Portal and in the unincorporated areas. This trend is expected to continue as the local population ages.

EMPLOYMENT BY INDUSTRY

Employment by industry analyzes what kinds of sectors employed people work in. Data examined is organized into thirteen high-level groups but can be distinguished between goods and services producing sectors. The service producing sector accounted for 82% of all jobs in 2017, up from 77% in 2000. Meanwhile, during the same period the goods producing sector (agriculture, construction and manufacturing) has decreased as a percentage of total jobs from 23% to 18% in 2017. The fastest growing sectors since 2010 are the public administration; finance, insurance and real estate; arts, entertainment, recreation and accommodation food services; and, manufacturing. The sector having the greatest numeric gains during the same period is educational services, and health care and social assistance, which consists of nearly one-third of the workforce (31.2%), while construction showed the greatest losses, and percentagewise (-5% annually).

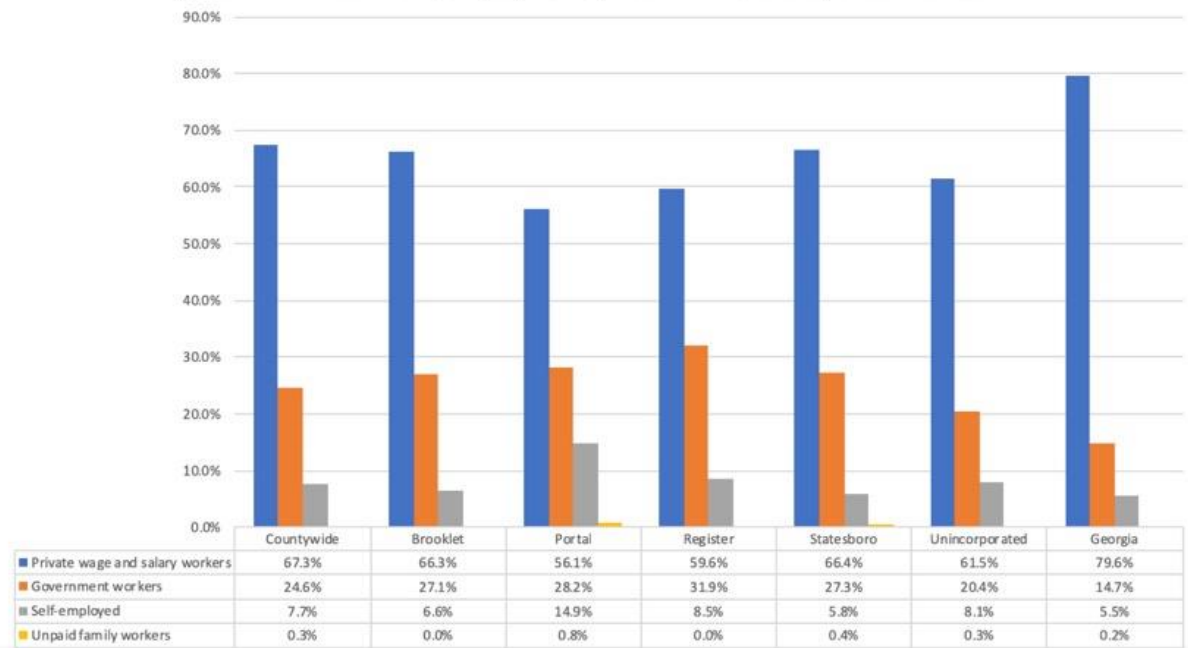
Bulloch County has a relatively diversified economy when compared with Georgia and the United States. While the goods producing sector in Bulloch County is very similar to Georgia and the United States, the service producing sector is influenced with the presence of major educational institutions, a regional private hospital with health care support businesses, and state and local government.



EMPLOYMENT BY CLASS OF WORKER

Employment by class of worker categorizes resident workers according to the type of ownership of the employing organization independent of industry and occupation. Data examined is organized into four high-level groups distinguished between private wage and salary workers, government workers, self-employed workers, and unpaid family workers.

Figure 3: 2017 Bulloch County Employment by Class of Worker and by Percent Distribution



Source: U.S. Census Bureau American Community Survey

While private wage and salary workers consist of a majority of workers countywide, the proportion of government and self-employed workers is currently higher compared to the State of Georgia as a whole. Between 2010 and 2017, there were noticeable shifts from private wage and salary workers into the government and self-employed classes, particularly for workers residing in Portal or Register where there were significant declines in private workers that shifted primarily to the government class. This significance of this shift is greater than changes elsewhere in the county and contrary to statewide changes. Overall, between 2010 and 2017 government workers grew by 10% countywide, but self-employed workers increased by 32%, primarily in Brooklet and the unincorporated areas.

EMPLOYMENT BY OCCUPATION

Employment by occupation measures the mix of skill levels in a community's workforce which is useful to companies interested in expanding or locating a new business. It is typically organized into five high level groups. Skill levels also indicate the relative need for vocational training programs.

During the 2010-2017 period, production, transportation, and material moving occupations; and, management, business, science, and arts occupations were the fastest growing. Meanwhile, sales and office occupations; and, natural resources, construction, and maintenance occupations were showing stagnation or a slight decline. Proportionately management, business, science, and arts occupations; and, service occupations were increasing to 55% of the work force in 2017 compared to 49% in 2000.

Bulloch County has similar occupation mixes compared to the State of Georgia, such as management, professional, and related; farm, fishing, and forestry; construction, extraction and maintenance; and production, transportation, and material moving. The County has a slightly higher percentage of jobs in service occupations (17% compared to 13% in Georgia and 15% in the U.S.) and a slightly lower percentage of jobs in sales and office (24% compared to 27% in Georgia and the U.S.).

EMPLOYMENT AND COMMUTING

Examining Bulloch County’s worker commuting patterns provides insight into economic development, housing, land use issues, and traffic patterns. In terms of means to work, 79% of employed Bulloch County residents drive alone in their own vehicle, increasing from 78% in 2010. While carpooling or walking to work has declined, use of public transportation and working at home has increased.

Data examined from the Census Bureau’s American Community Survey (ACS) 2011-2015 measures work destinations of resident workers reveals that 23% of Bulloch County workers commute to other locations (9% work in Chatham County; the remaining 14% work in nearby communities). 83% of the jobs originating in Bulloch County are filled by Bulloch County residents. Of the remaining 17%, a sizeable majority commute from the eight-county labor market area, primarily from Screven, Candler and Evans Counties with others from outlying counties and outside the state.

The Census Bureau provides an alternative product called “*OnTheMap*” measuring employment commuting within a labor-shed (a user defined area such as Bulloch County). This tool reveals differences from the ACS data. Data for commuting patterns reflect labor force and employment efficiency shown by resident employee work locations being inside or outside of the County. Net job inflows to Bulloch County shifted from a positive 858, to a negative 450 between 2002-2015. During the same period, the percentage of employed persons living and working in in Bulloch declined from 63% to 52%, while the percentage of employed persons living in the county working in other counties increased from 36% to 48%. The percentage of workers coming to work in Bulloch County increased from 39% to 47%. Taken together, the labor market efficiency measures indicate the county is becoming less self-sufficient over time despite the local work force increasing. Increasing numbers of Bulloch County’s resident workers commute to Bryan, Chatham, Effingham and Emanuel Counties, though resident commuters from Candler, Jenkins and Screven Counties offset the imbalance.

Table 4: Bulloch County Commuter Inflow/Outflow (Primary Jobs)								
Attribute	2002		2005		2010		2015	
	Count	Share	Count	Share	Count	Share	Count	Share
Area Labor Market Size								
Employed and Living in Selection Area	19,367	100.0%	20,445	100.0%	20,786	100.0%	23,349	100.0%
Living in selection Area	18,509	95.6%	20,347	99.5%	1,086	101.4%	23,799	101.9%
Net Job Inflow (+) or Outflow (-)	858		98		(300)		(450)	
In-Area Labor Force Efficiency								
Living in Selection Area	18,509	100.0%	20,347	100.0%	21,086	100.0%	23,799	100.0%
Living and Employed in the Selection Area	11,794	62.7%	12,608	62.0%	11,205	53.1%	12,418	52.2%
Living in the Selection Area but Employed Outside	6,715	36.3%	7,739	38.0%	9,881	46.9%	11,381	47.8%
In-Area Labor Employment Efficiency								
Employed in the Selection Area	19,367	100.0%	20,445	100.0%	20,786	100.0%	23,349	100.0%
Employed and Living in the Selection Area	11,794	60.9%	12,607	61.7%	11,205	53.9%	12,418	53.2%
Employed in the Selection Area but Living Outside	7,573	39.1%	7,837	38.3%	9,581	46.1%	10,931	46.8%

Source: U.S. Census Bureau, OneTheMap/LEHD

MAJOR ACTIVITY CENTER AND EMPLOYERS

Bulloch County has five major business activity centers represented in Table 5 showing traffic counts, the number of business establishments and estimated employment. Most of Bulloch County’s major private employers, represented in Table 6 are located in one of these activity centers.

Table 5: Profile of Major Activity Centers			
Attribute	Average Daily Traffic Count	Business Establishments	Estimated Employment
Gateway Regional Park (Industrial)	18,000	8	2,400
Statesboro CBD – (Office-Public-Retail)	14,800	200	1,700
Georgia Southern University (Mid-Campus)	14,700	20	2,000
Market District-EGRMC (Office-Retail)	24,800	70	1,500
Statesboro Mall (School-Office-Retail)	24,900	100	3,200

Sources: Georgia Department of Transportation, Bulloch County Planning Staff, 2019

Table 6: Current Major Employers by Category		
Five Largest Private Employers – 2018 Bulloch County		
East Georgia Regional Medical Center	750	Health Care
Wal-Mart	563	Distribution
Viracon	415	Manufacturing
Great Dane	415	Manufacturing
Briggs & Stratton Corp.	350	Manufacturing
H.A. Sack	300	Construction
Five Largest Public Employers – 2008 Bulloch County		
Georgia Southern University	1,836	Education
Bulloch County Board of Education	1,493	Education
Bulloch County Board of Commissioners	435	General Local Government
City of Statesboro	314	General Local Government

Source: Georgia Department of Labor Area Profiles.

MAJOR INDUSTRIAL PARKS

Table 7 profiles Bulloch County’s major industrial parks strategically located on the U.S. 301 corridor. All three parks have sufficient infrastructure and access. The most marketable industrial land is at Southern Gateway Commerce Park located at Interstate 16 and U.S. 301. Bulloch County has invested \$16 million for land acquisition, roads, utilities and site work which has helped to generate interest in the site.

Meanwhile, there is still available land for development at Gateway Industrial Park developed in 1993 and is located on U.S. 301 South between Statesboro and Interstate 16. However, land availability is expected to be absorbed within the next ten years. The Airport-Holland Industrial Area is nearly absorbed. Gateway and Airport-Holland both have rail access where Southern-Gateway does not.

It would be desirable to perform studies to determine acquisition and development of new industrial sites, along with reviewing the Gateway and Airport-Holland parks for future improvement needs to existing users.

Table 7: Industrial Parks Profile for Bulloch County			
Attribute	Gateway	Airport-Holland	Southern Gateway
Location	US 301 South, 2.0 miles from Statesboro city limits	US 301 North, 0.7 miles from Statesboro city limits	US 301 South, 8.0 miles from Statesboro city limits
Ownership	Public	Public	Public
Total Acres	972	214	220
Undeveloped	301	34	220
Prime Free Tract	118	5	220
Water	12" line and on-site storage; 2.0 mgd excess capacity	12" line and on-site storage; 2.0 mgd excess capacity	12" line and on-site storage; 2.0 mgd excess capacity
Sewer	8" main; 5.0 mgd excess capacity	12" main; 5.0 mgd excess capacity	12" main; 5.0 mgd excess capacity
Natural Gas	4" line; sufficient capacity and uninterrupted.	6" line; sufficient capacity and uninterrupted.	6" line; sufficient capacity and uninterrupted.
Power	Georgia Power and Excelsior EMC	Georgia Power	Excelsior EMC
Telecom Provider	Frontier	Frontier	Bulloch Telephone
Rail Available	Georgia Midland	No	No
ISO Rating	3	3	3

Source: Development Authority of Bulloch County. MGD – Million Gallons Daily

IMPORTANT RECENT DEVELOPMENTS

Despite Bulloch County’s slow recovery from The Great Recession, the community has benefitted from many public and private investments since the last Comprehensive Plan update.

- **Industrial:** New industries including Great Dane, GAF Materials and WL Plastics creating over 500 jobs and over \$50 million in capital investment.
- **Commercial:** Expansion of the Statesboro Market District, Mall Area, several hotels and private apartment complexes along major state highways surrounding Statesboro.
- **Institutional:** Georgia Southern University, Ogeechee Technical College and East Georgia State College have received millions of dollars in state funding to construct academic and recreational complexes.
- **Public:** Bulloch County has made multi-million-dollar investments in tourism related recreational facilities including two expansions of Splash in the ‘Boro, and a Mixed-Use Agricultural Arena.



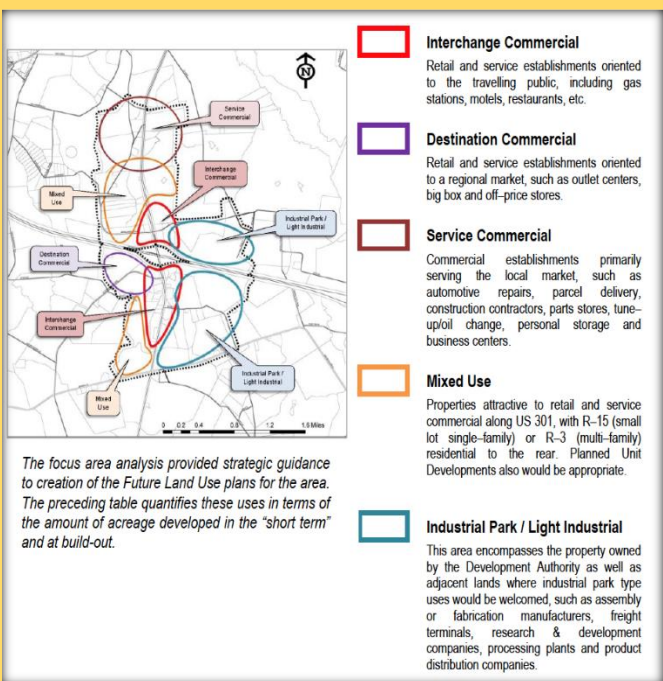


Source: Maxwell-Reddick & Associates

Future investment is being augmented by the following key projects:

Bulloch County Tax Allocation District #1 Interstate Gateway Redevelopment Plan: Created in 2011, this 1,800 acre planned district (shown in Figure 5) already has \$16 million in local and state investment to create a mixed-use area supporting up to \$800 million in future private investment. At build-out the plan projects up to 8 million square feet of retail and commercial space and up to 1,700 workforce housing units. Phase I of the \$40 million infrastructure plan is nearly complete.

Figure 5: Illustration of Bulloch County TAD #1



Georgia Southern University South Campus Development: Purchased in 2014, this 208-acre parcel of land showing in Figure 6 is located south of Veterans Memorial Parkway and will be linked to the main campus by looping Akins Boulevard across the Bypass to Lanier Drive. This extension will become the primary connection between the two sides of the campus. A variety of buildings are being considered for this site, creating academic, student housing, research, support, and special use sectors. An \$8 million warehouse project has been completed serving as a storage unit for the university, along with a primary gateway

entrance along Lanier Drive. There are no other immediate projects being planned until the Campus-wide Master Plan is updated.

Figure 6: Illustration of GSU South Campus Concept



City of Statesboro Tax Allocation District #1 South Main Redevelopment Plan: Created in 2014, this 899-acre district shown in Figure 7 is intended to upgrade and enhance the South Main Street Corridor, now affectionately called the Blue Mile. At build-out the plan projects up to \$150 million of private investment, 300,000 square feet of office, retail and commercial space and up to 1,700 housing units. The city and a Blue Mile oversight committee has received over \$20 million in state funding and \$1.25 million in corporate funding.

Figure 7: Illustration of Blue Mile Creek and Statesboro TAD #1

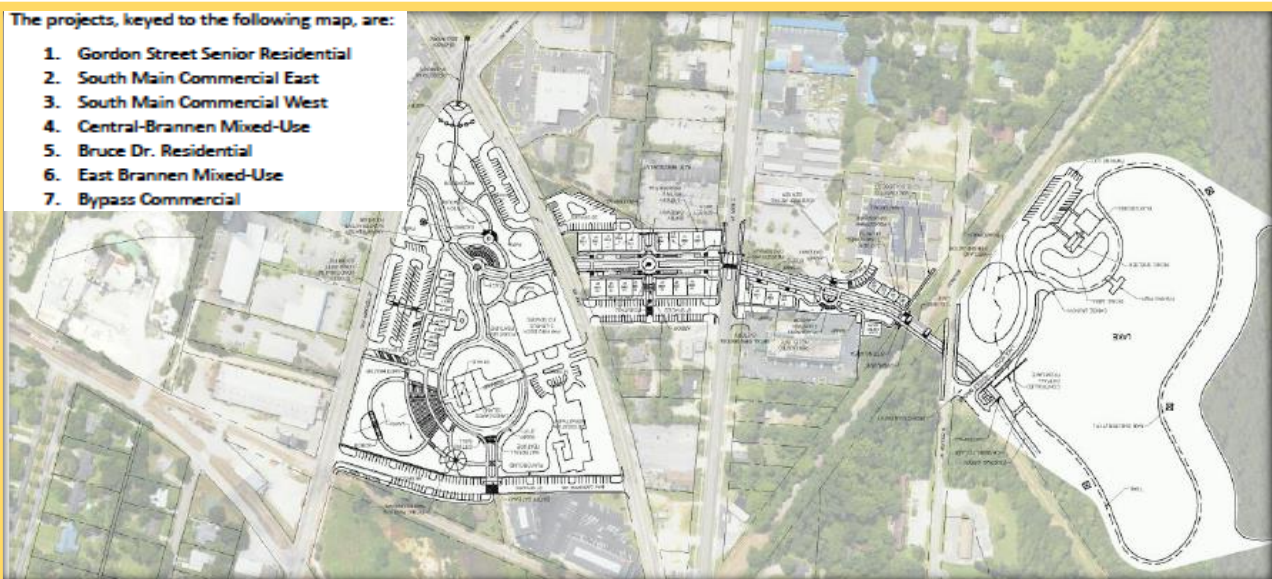
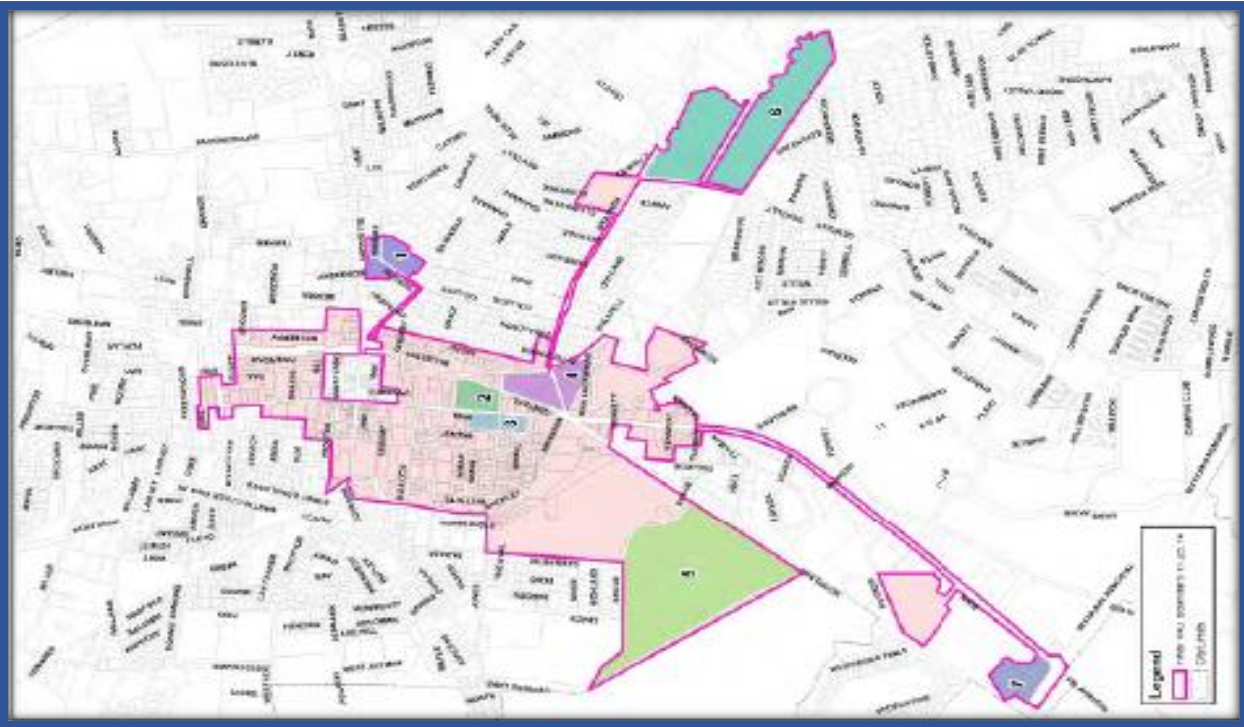


Figure 7 Cont.: Illustration of Blue Mile Creek and Statesboro TAD #1



City of Statesboro Tax Allocation District #2 Old Register Road Redevelopment Plan: Created in 2018, this 290-acre district shown in Figure 8 is intended for project-specific development anchored by a 5,000-seat soccer stadium and grocery store shopping complex, and retail, office and commercial development in later phases. This will represent \$165 in private investment. The anchor projects are anticipated for development in 2019.

Figure 8: Illustration of Project Concept Statesboro TAD #2



ADVANTAGES/DISADVANTAGES OF GEOGRAPHIC LOCATION FOR FUTURE ECONOMIC GROWTH

Advantages: Geographic factors can affect economic activities. Superior location provides higher consumption utility, higher productivity and the attraction of human capital leading to higher growth. Bulloch County offers advantages due to its high investment in physical capital and infrastructure. A good and accessible transportation system exists which lowers transport costs, offering close proximity to the Savannah metropolitan area and the Port of Savannah. The county also has a good utility grid for water and sewer, natural gas, telecommunications and electricity. Along with a diverse economic base, the county also offers human capital with higher education and skill levels than comparable communities.

Disadvantages: The County also has location challenges. The City of Statesboro is the only sewer utility provider for existing industrial parks and major business centers in the County and there is no county-wide provision of such services. While water and gas utilities have now been expanded to US 301 and Interstate 16 from Statesboro's municipal system, the smaller communities of Brooklet and Register have no sewer service. During the last decade, Portal has invested in a sewer system which may be capable of supplying smaller industries. Though there are industries that exist that benefit from local assets such as infrastructure and educational institutions, the county is still behind in attracting higher-wage technology-based jobs. The retail and commercial sectors are also limited because lower income and wage rates deter higher-end shopping and commercial services.

SUMMARY

- Bulloch County has recovered more slowly than other communities from The Great Recession.
- An economic “fault line” may exist along the US 301 corridor within the county, as reflected in income and workforce disparities.
- Georgia Southern University is a key economic driver, but stagnant enrollment growth and consolidation with Armstrong State may signal that the growth of the Statesboro campus is hitting a ceiling.
- Income and wage rates are influenced by the presence of resident students and a very high poverty rate centered in Statesboro, and to a lesser degree in Portal.
- Despite growth in most industries and occupations, the county's workforce is shifting from goods producing to service producing – though the local trend mirrors state and national trends.
- There has been a shift from private wage workers to government jobs and self-employment with more occupations working from home.
- The county is exporting resident workers to other bordering communities, where two decades ago it was importing resident workers from these communities.
- Major economic activity centers have shown growth in physical and workforce presence.
- The county has been able to maintain its largest private employers during The Great Recession and the following economic recovery.
- Key educational institutions continue to make investments and develop programs in physical plant and infrastructure to facilitate economic stability and future growth.

OUTLOOK

From a long-term perspective, the nation's economy may be affected by many factors, including a growing national debt and trade deficit, increased demands on Social Security as baby-boomers near retirement, and geo-political events. However, the long-term local outlook is favorable.

- Bulloch County's infrastructure and base of large employers will create sustainability.
- Local banking institutions and the housing and construction markets are more stable locally than they are elsewhere.
- Population growth continues allowing Statesboro and Bulloch County to become a secondary economic hub to metropolitan Savannah and the Coastal Region.
- Coastal Georgia is poised to be the state's fastest growing region now and in the immediate future in terms of population and job growth.
- The expanding activity at the Port of Savannah has spurred opportunities for the logistics industry and the construction of new facilities to expand import-export distribution.
- Growth of retail sales is essential to the County's overall economic well-being.
- Preserving existing jobs and industries while developing strategies for attracting new economic opportunities will be critical to adapting to the changing macro-economy.
- A significant challenge in attracting new industrial growth is the intense competition by other communities in the region for new economic development projects.
- Bulloch County must also continue its commitment to nurture existing industries and businesses, while also planning for strategies for attracting new businesses.
- As the County continues to grow in population, it also faces a shift in its tax base. Windfall tax revenues from the 1990's boom of commercial and industrial development have declined from its peak, creating a heavier reliance on residential property taxpayers to support operations demanded from the community.
- It will also be important for all the municipalities to focus on redevelopment and revitalization of their downtown areas and existing commercial centers in order to spur new business activity and tax revenues.

ALIGNMENT MATRIX

The following pages present tabular descriptions that advance this baseline analysis for the purpose of identifying needs, opportunities, goals, policies and quality community objectives addressed by priority for each community. By identifying these attributes, this matrix allows decision-makers to develop implementation strategies for the Community Work Program element.

SMART BUSINESS: ECONOMIC DEVELOPMENT ELEMENT ALIGNMENT MATRIX

Needs	Slower economic recovery than state and nation.	Create quality jobs with higher income and wages and lower poverty rates.	Address geographic economic disparities along the US 301 "fault line."	More from goods producing jobs and industries.	Maintain a proper import-export balance of resident workers.	Nurture existing industries and businesses.
Opportunities	Local economic base reasonably diversified; major employers remain in place.	Target new industries that match labor supply with higher wage rates.	Strategic character area locations; OTC training programs.	Create local job opportunities that have competitive wages.	Create local job opportunities that have competitive wages.	Maintain local job opportunities that have competitive wages.
Goals	Diversification support.	Workforce support.	Diversification, workforce, business and quality of life support.	Workforce support.	Diversification, workforce, business and quality of life support.	Business support.
Policies	Seek a balance of import and export-based businesses in community.	Provide business incentives for higher paying jobs based on cost-benefit.	Support the availability of skilled labor for local jobs at reasonable wages.	Provide business incentives for higher paying jobs based on cost-benefit.	Support the availability of skilled labor for local jobs at reasonable wages.	Provide business incentives for higher paying jobs based on cost-benefit.
Quality Community Objectives	Economic prosperity, local preparedness, educational opportunities, community health.	Economic prosperity, local preparedness, sense of place, educational opportunities, community health.	Economic prosperity, local preparedness, sense of place, housing options, transportation options, educational opportunities, community health.	Economic prosperity, local preparedness, sense of place, housing options, transportation options, educational opportunities, community health.	Economic prosperity, resource management, efficient land use, local preparedness, sense of place, housing options, transportation options, educational opportunities, community health.	Economic prosperity, resource management, efficient land use, local preparedness, sense of place, housing options, transportation options, educational opportunities, community health.

SMART BUSINESS: ECONOMIC DEVELOPMENT ELEMENT ALIGNMENT MATRIX

Needs	Redevelopment and revitalization of business districts.	Stagnant retail sales growth due to the “Pooler” effect and state tax exemptions.	Higher-end shopping, dining and entertainment sources.	Increase enrollment at Georgia Southern University Statesboro campus.	Additional land for planned industrial areas.	Better partnerships.
Opportunities	Improved tax base; new and small business growth.	Good locations and infrastructure; use tax allocation districts to incent.	Good locations and infrastructure; use tax allocation districts to incent.	Local economic and population growth correlated to on-campus enrollment.	Publicly owned land in planned districts is a recruiting tool for goods producing jobs.	Public-private; public non-profit; public-public.
Goals	Diversification, workforce, business and quality of life support.	Diversification, quality of life support.	Diversification, quality of life support.	Diversification, workforce, business and quality of life support.	Diversification, workforce, business and quality of life support.	Diversification, workforce, business and quality of life support.
Policies	Enhance or create programs for support based on best practices.	Target suitable businesses for prime accessible locations.	Target suitable businesses for prime accessible locations.	Collaborate with post-secondary institutions to make community interesting and appealing to students, faculty and administration.	Target suitable locations and develop resources for land acquisition.	Foster communication and coordination among a variety of groups serving the local area.
Quality Community Objectives	Economic prosperity, resource management, efficient land use, local preparedness, sense of place, housing options, transportation options, community health.	Economic prosperity, resource management, efficient land use, local preparedness, sense of place, transportation options, community health.	Economic prosperity, resource management, efficient land use, local preparedness, sense of place, transportation options, community health.	Economic prosperity, resource management, efficient land use, local preparedness, sense of place, transportation options, community health.	Economic prosperity, efficient land use, local preparedness, sense of place, regional cooperation, transportation options, community health.	Economic prosperity, resource management, efficient land use, local preparedness, sense of place, regional cooperation, transportation options, community health.

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CHAPTER 4 SMART MOBILITY TRANSPORTATION

INTRODUCTION

While transportation is an optional Comprehensive Plan element for Bulloch County and all of its municipalities, it is an essential element for the Comprehensive Plan.

Statesboro and Bulloch County do not yet have territory within in a Metropolitan Planning Organization (MPO). However, because the greater Statesboro area has been forming an urbanized cluster that could create a metropolitan statistical area after the next Census enumeration, the formation of an MPO is within reach. Given Bulloch County’s rate of population growth, and even without an MPO, transportation planning has been a staple of the overall community planning framework for the past two decades.

Traffic congestion is not yet a major concern because the planning and scalable implementation for multi-modal transportation improvements is approached pro-actively, rather than reactively. Furthermore, adverse traffic issues that do occur at peak periods is more of a result of a lag in local regulatory standards for design and access that has fallen behind the growth curve, rather than traffic volumes or level of service capacity.

GOALS

SMART MOBILITY starts with having smart goals for transportation. The following represents the five major goals for **SMART MOBILITY** county-wide.

- **Safety and Quality:** Provide access to a safe, efficient, and well-maintained transportation system
- **Mobility and Connectivity:** Improve mobility through enhanced connectivity and reduced congestion.
- **Alternative Modes:** Improve access to jobs, homes, and services through a multi-modal transportation system.
- **Land Use Compatibility:** Create a sustainable environment through the coordination of land use and transportation plans.
- **Economic Benefit:** Maintain a reliable transportation system which will sustain economic activity and promote economic development.

ANALYSIS

SURFACE TRANSPORTATION

Roadways are grouped into classes according to the character of traffic they are intended to serve. The Georgia Department of Transportation (GDOT) has developed a functional classification system mapped for all roadways within the state. Urban classifications are those places within boundaries, which have a population of 5,000 or more. Roadways within these established urban areas carry urban roadway functional classification categories. Areas outside these urban areas utilize rural functional classification categories.

Broadly, the functional classification system groups the streets and highways according to the service they are intended to provide.

- *Interstate and freeways* are limited access highways meant for longer distance connections with higher travel speeds and which do not abut land uses that serve them.
- *Arterial* roadways provide direct service between cities and provide a network of continuous routes for moderate lengths and often link to interstates.
- *Collector* roadways collect traffic from the local roads and streets that are accessing land uses and distributing them onto the arterials with speeds lower than arterials and have fewer signalized intersections. They are often a connection between residential neighborhoods and small commercial centers and community facilities.
- *Local* roadways account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel due to their provision of direct access to abutting land. They are often designed to discourage through traffic. The origin is typical from rural or residential uses.

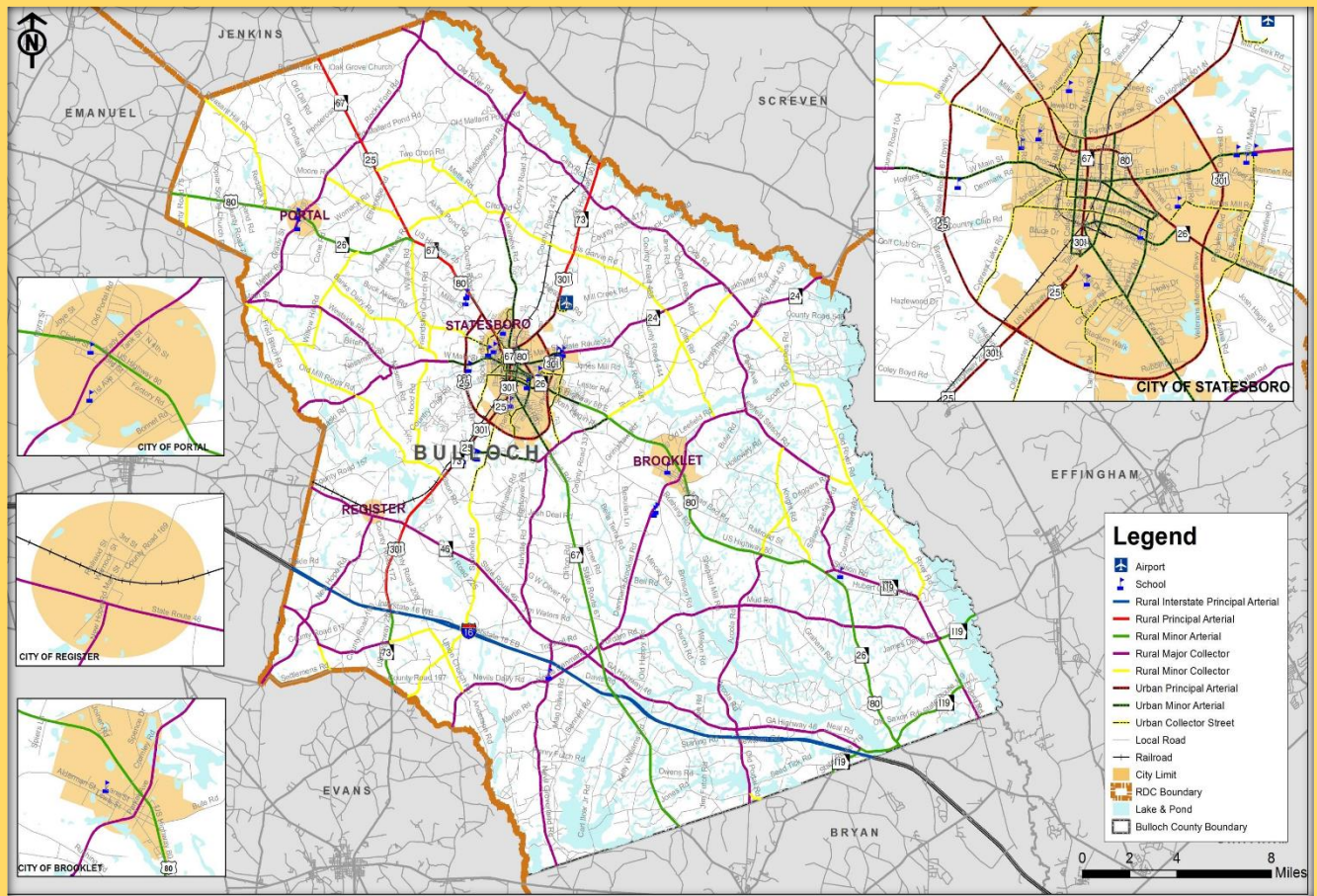
For economic development purposes, most businesses centers in the county have good access to roads, and to some degree by rail and aviation facilities.

There is a significant burden to construct and maintain existing roads in Bulloch County. Bulloch County's road system is the fourth largest in the state behind Cobb, Gwinnett and Laurens Counties with approximately 1,606 miles of local, state and federal routes. The county ranks 24th in the state in the amount of paved local (city and county) roads and 33rd in the amount of total vehicle miles traveled for all routes. Bulloch County has a large network of rural unpaved roads which is the most of any county in Georgia. However, with minor exceptions, the paved road system provides good connections and radial access to the municipal centers and cross-county connections between rural communities.

Table 8 profiles the Bulloch County Road System with regard to size, demand and pavement characteristics. Table 9 indicates that 42% of local roadways in Bulloch County are unpaved. Most of these unpaved roads are concentrated in rural areas and classified as local roads. It may be appropriate to upgrade and pave some of these roadways to provide better connectivity throughout the county, and which would elevate them to collector status. Most of the vehicle miles traveled is concentrated along I-16, and the major and minor arterials leading to and from Statesboro. However, the vehicle miles traveled

on the local road system is evenly split between rural and urban sections illustrating that such travel is widely dispersed.

Figure 9: Bulloch County Functional Classification of



Source: 2035 Long Range Transportation Plan

Table 8: Profile of the Bulloch County Road System

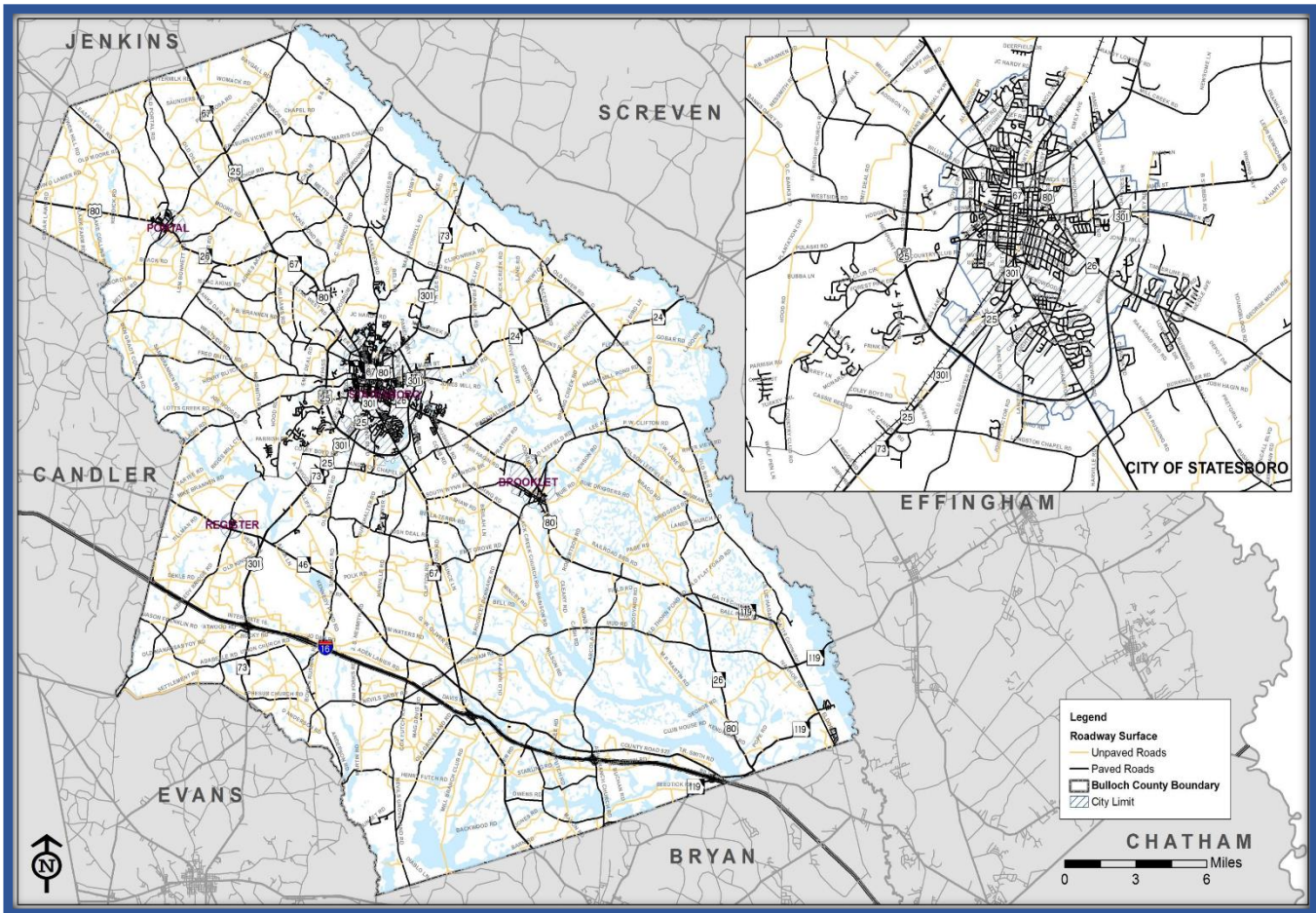
Jurisdiction	Local Road Network Size				Local Road Network Demand			
	CM	% Dist.	LM	% Dist.	VMT	% Dist.	VMT /PLM	% Dist.
Statesboro	122	8.8%	243	8.8%	174,888	24.3%	720	54.6%
Brooklet	18	1.3%	35	1.3%	9,536	1.3%	272	11.5%
Register	2	0.1%	5	0.2%	1,335	0.2%	267	11.5%
Portal	11	0.8%	21	0.8%	5,149	0.7%	245	11.3%
Unincorporated	1,233	89.0%	2,470	89.0%	527,822	73.4%	214	11.1%
Total	1,386	100.0%	2,774	100.0%	718,730	100.0%	NA	100.0%

Source: Georgia Department of Transportation 400 Series Reports, 2017; centerline mileage (CM), lane mileage (LM), vehicle miles traveled, and vehicle miles traveled per lane mile (VMT/PLM)

Table 9: Roadway Surface Types					
Route Type	Total Mileage	Unpaved	Paved	% Paved by Route	% Dist.
Interstate	25.87	0.00	25.87	100.0%	1.7%
State Routes	191.33	0.00	191.33	100.0%	10.2%
County Roads	1,238.24	723.49	514.74	43.5%	81.2%
City Streets	150.79	5.47	144.98	94.7%	6.7%
TOTAL	1,606.23	728.96	876.92	53.7%	100.0%

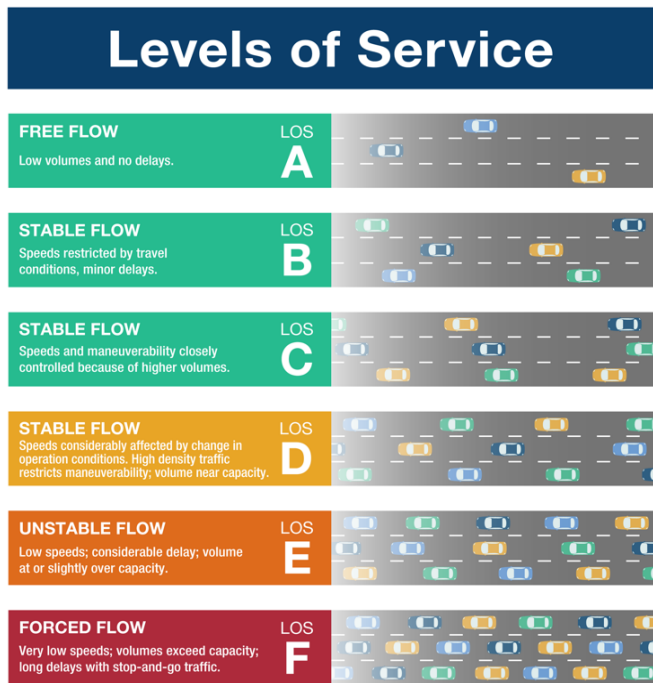
Source: Georgia Department of Transportation 400 Series Reports, 2017.

Figure 10: Bulloch County Roadway Surface Types



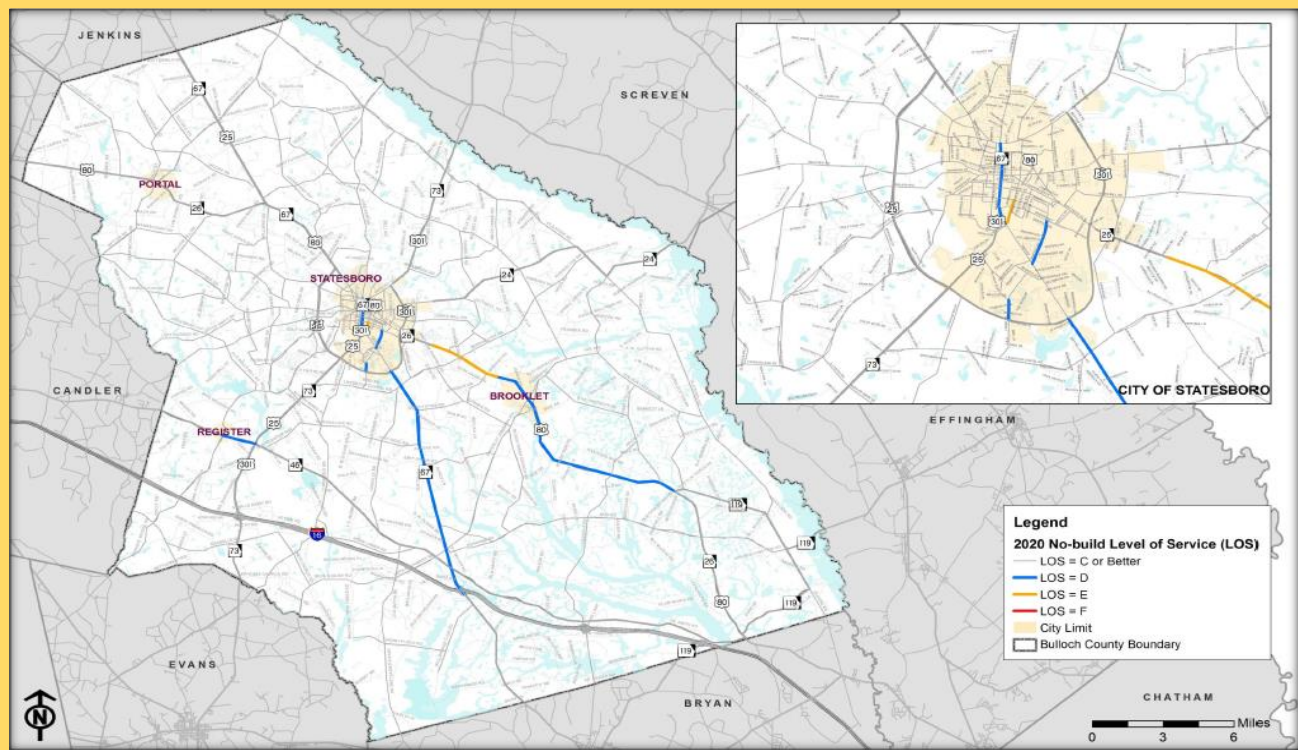
Source: 2035 Long Range Transportation Plan

Travel demand models assist in the evaluation of existing and future travel conditions throughout Bulloch County. The key outputs from the travel demand models are the daily volume to capacity ratio for each roadway segment that helps identify the level of service (LOS). LOS is a qualitative measure of traffic flow and describing roadway operating conditions. Each level is given letter designations from A to F, with LOS A representing the best operating conditions and F the worst. A facility may operate within a range of levels of service depending upon time of day, day of week or period of the year. A qualitative description of the different levels of service is provided below.



Bulloch County has a travel model that identifies deficient segments projected for 2020 and 2035. For daily operating conditions, any segment identified as LOS D or worse is considered deficient. The vast majority of roadways in Bulloch County currently operate at an acceptable LOS C. There are ten road segments that current operate at or below LOS D.

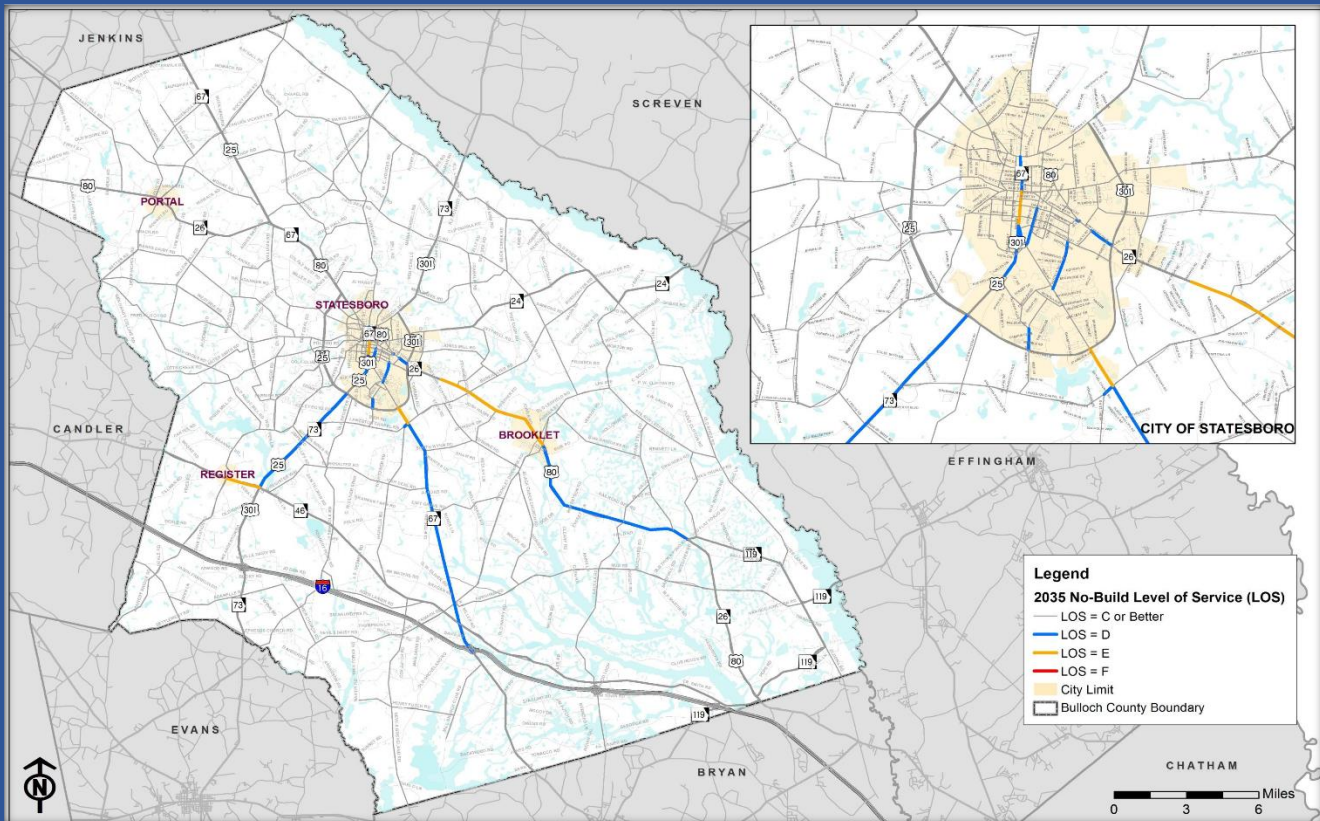
Figure 11: 2020 LOS Deficient Segments



Source: 2035 Long Range Transportation Plan

By 2035, with expected population and employment growth, there is projected to be an additional five segments that will operate at or below LOS D without improvements. However, two desirable projects are the completion of passing lane extensions on two Rural Minor Arterials including U.S. 80 East between Statesboro and Brooklet, and the two-to-four-lane expansion of State Route 67 South to I-16, both of which would improve the level of service. These projects are currently underway.

Figure 12: 2035 LOS Deficient Segments



Source: 2035 Long Range Transportation Plan

Bridges

Deficient bridges can pose problems for a fully functional road network due to load limits or condition. The GDOT provides bridge condition reports every three years to measure sufficiency ratings to determine a bridge’s structural condition and maintenance needs.

Based on current sufficiency ratings, only three out of 138 bridges countywide are in poor or deficient condition that could be candidates for federal funding assistance. Meanwhile, there are 48 bridges that are in need of maintenance or rehabilitation which should be scheduled within the next 10-15 years.

ALTERNATIVE MODES

Public Transit

Coastal Regional Coaches is the only public transit system in Bulloch County, part of a regional system serving 10 counties and 35 municipalities within the coastal region. Counties serviced by the regional program include Bryan, Bulloch, Camden, Chatham, Effingham, Glynn, Liberty, Long, McIntosh, and Screven counties and the respective municipalities. The system operates a system of 62 buses and covers a service area of over 5,100 square miles. Passengers can travel regionally to accommodate their trip purpose. The system is a demand-response, advance-reservation regional rural public transit program that coordinates human services transportation and private contract service on one fleet of vehicles option. The fare for public transit ridership on Coastal Regional Coaches is \$3 one-way (\$6 round-trip) within the passenger's county of residence or point of origin. For travel outside the county of residence, the fare will vary based on the number of counties traveled.



Georgia Southern University's Statesboro campus has a bus system for its students called Southern Express. According to their Parking and Transportation Office, buses serve the campus and immediate areas weekdays from 7:00 AM to 9:00 PM, with reduced service after 4:00 PM, Monday through Thursday and Friday service ending at 5:00 PM. During peak service on weekdays, the bus stops every 3-4 minutes. During off-peak hours, buses stop every 15 minutes. The route begins at Paulson Stadium and serves various apartments on Lanier Drive before entering campus. Fares are not charged but are covered through student enrollment fees. Parking for students is free at Paulson Stadium and the Recreation Activities Center.



In 2008, the *Statesboro-Bulloch County Transit Development Plan* concluded that public transportation was needed in Statesboro and Bulloch County, although the plan was only partially implemented with the Coastal Regional Coaches demand-response service funded by Bulloch County. Opportunities exist to allow the City, County and GSU to work together as a consortium in providing a fixed route system in greater Statesboro. The availability to tie a fixed-route service into the Coastal Regional Coaches variable route transit system also exists. Finally, funding options may increase should the area become an MPO after the 2020 census, which would enhance federal support.

In 2018, the City of Statesboro engaged a consultant to study the feasibility of fixed-route public transit for the city, and limited areas outside of the city. The results of the study are not yet complete.

Aviation

The Statesboro-Bulloch County Airport is a County operated Level III general aviation public airport located three miles northeast of the central business district of Statesboro. It is jointly owned by the City of Statesboro and Bulloch County, but operated by Bulloch County. Currently, there is no commercial service to the airport. The airport annually updates its five-year capital improvements program, while updating its airport layout plan every ten years, both of which are filed with the Georgia Department of Transportation and Federal Aviation Administration. The airport is financially self-supporting thanks to high-volume fuel sales and hangar rentals and is also an active community asset providing an annual “Airport Day” open to the public, a local Civil Air Patrol unit, and offering educational tours to K-12 students and the general public. Fifty miles to the east, the Savannah-Hilton Head International Airport provides the region with access to commercial passenger and cargo air service. The airport is located strategically near the junction of Interstates 95 and 16, and the Savannah Ports.

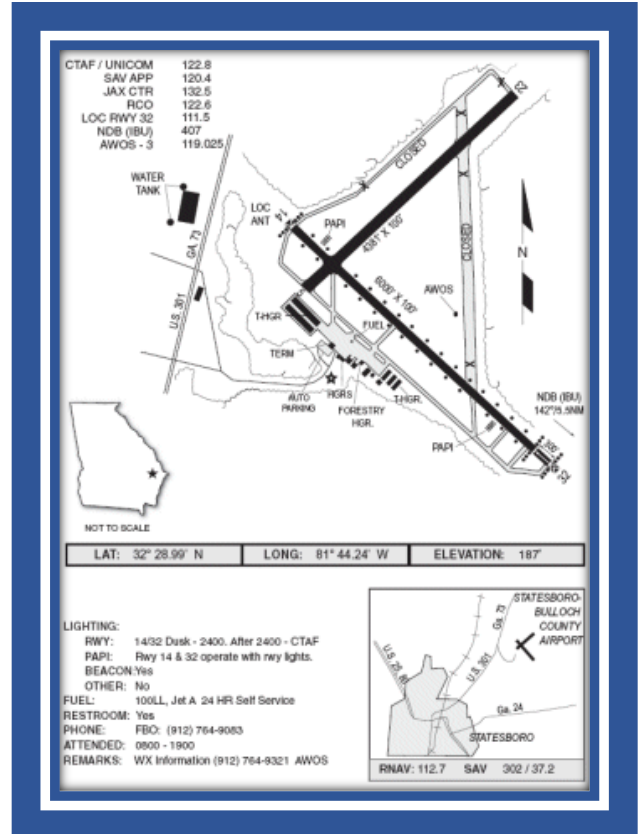


Table 10: Statesboro-Bulloch County Capital Improvements Program for Leveraged Projects

Fiscal Year	Project	Federal	State	Local	Total Project Cost
2019	Install Perimeter Fencing	\$596,250	\$33,125	\$33,125	\$662,500
2019	T-Hangars	\$720,000	\$40,000	\$40,000	\$800,000
2020	Airport Layout Plan Update	\$67,500	\$3,750	\$3,750	\$75,000
2021	Access Road to East Hangar Area: Design	\$67,500	\$3,750	\$3,750	\$75,000
2022	Access Road to East Hangar Area: Phase I	\$585,000	\$32,500	\$32,500	\$650,000
2023	T-Hangars	\$720,000	\$40,000	\$40,000	\$800,000
Total		\$2,756,250	\$153,125	\$153,125	\$3,062,500

Source: FY 2019 Bulloch County General Appropriations Budget and Capital Improvements Program

Railroads, Trucking, and Port Facilities

Rail freight facilities: The Georgia Southern Railroad short line runs west from Pulaski (east of Metter) through Statesboro, then north to Dover tying into a Norfolk Southern line connecting Savannah with Augusta. It is reported that the short line carries up to 3 million gross tons of freight per year. In 2011, Bulloch County made over \$300,000 in signal improvements for A.J. Riggs Road at Gateway Regional Industrial Park, with \$1,000,000 in improvements to rail spur installations to local industries.

Non-rail freight facilities: Statesboro is home to many industries that benefit from the transportation infrastructure available for goods movement. Especially, the 972-acre Gateway Regional Industrial Park just three miles south of Statesboro on US 301, where several industries access the rail line. Holland

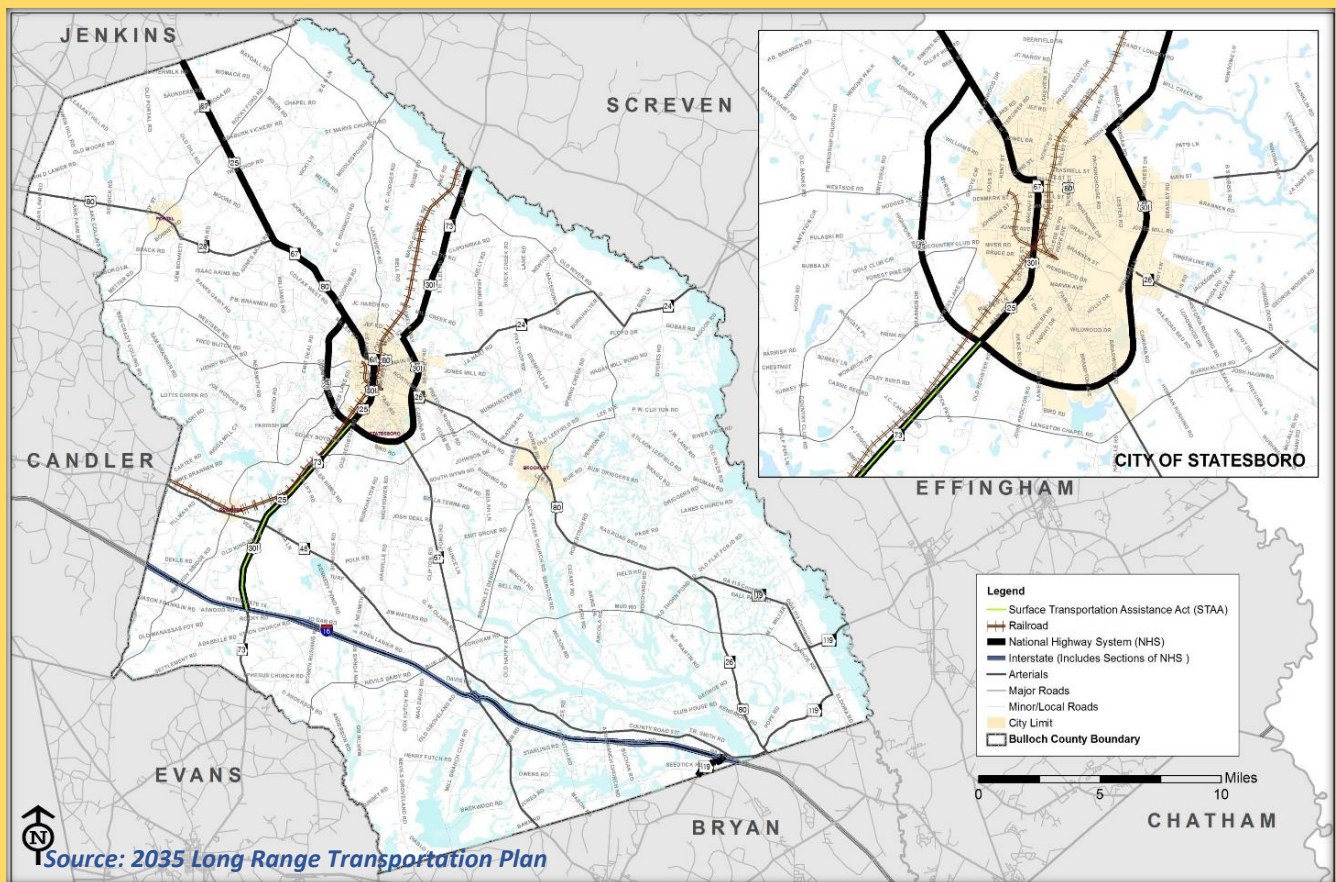
Industrial Park is located adjacent to the municipal airport, on 214 acres on US 301. Key manufacturing and distribution centers in Statesboro or Bulloch County include:

- Wal-Mart distribution center (retail)
- Briggs and Stratton manufacturing facility (engines)
- Viracon fabrication facility (high-performance glass products)
- WL Plastics (pipe)
- GAF Materials (construction products)
- Brodie Meter Co. (flow meters, valves)
- Braswell Foods (toppings, syrups, sauces, etc.)
- Claude Howard Lumber Co. (softwood lumber)



Seaport and truck freight: Statesboro and Bulloch County are located approximately 50 miles from the Savannah Port and roughly 110 miles to the port of Brunswick and 160 miles from the ports of Charleston and Jacksonville. Truck access is available primarily from I-16, State Route 67, State Route 80 and US 301.

Figure 13: Major Countywide Surface Transportation Freight

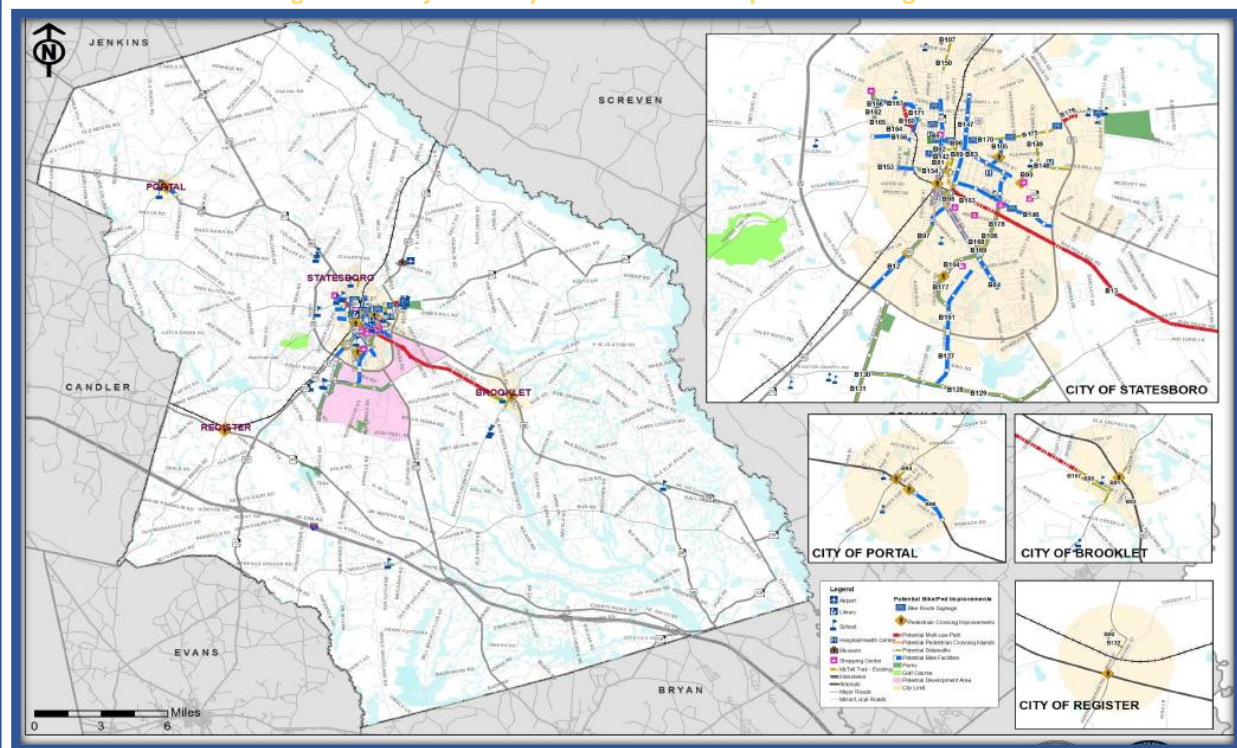


BICYCLE – PEDESTRIAN

Bicycle and pedestrian facilities are an important part of a multimodal transportation system to efficiently move people. It is important to consider that everyone is a pedestrian at one point in almost every trip, even if the primary mode of travel for a trip involves a personal vehicle or transit. Sidewalks are an important element along roadways near local activity centers such as schools, libraries, commercial centers, and public recreation areas which attract significant pedestrian and vehicular traffic.

To help reduce the overall costs of infrastructure development for a bicycle and pedestrian network, new local facilities should be implemented concurrent with subdivision development and local policy standards. Recommendations for development of a county-wide system for bicyclists and pedestrians should focus on safety and connectivity with the existing designated bicycle routes, system of sidewalks, neighborhood streets, and pathway connections.

Figure 14: Major Countywide Surface Transportation Freight



Source: 2035 Long Range Transportation Plan

The City of Statesboro maintains a partially developed sidewalk network in the downtown areas and some residential neighborhoods. The three smaller communities of Brooklet, Portal, and Register also have similar core sidewalk networks. The networks in these four areas could be expanded to better connect residents to activity centers within these communities and have better safety features such as signage, signal and crosswalk infrastructure. Maintenance is also an issue. There are very few sidewalks outside of these incorporated communities, located at a few neighborhoods and some public-school sites.

The McTell Greenway Trail was constructed by the City of Statesboro, beginning at Fair Road Park and runs north to North Main Street linking Georgia Southern University to downtown. The University also has a well-developed internal system of facilities for walking and biking.

Phase I and II of the 3.1 mile S&S Greenway Trail was constructed by Bulloch County, starting in the City of Statesboro at Gently Road running southeast to Burkhalter Road. The County has received a FHWA Transportation Alternatives Program grant to extend the Greenway an additional four miles into the municipal limits of Brooklet.

Short walking trails are available at city neighborhood parks in Statesboro and Portal, and county parks including Mill Creek Regional Park and Stilson Park. A new project is being considered by the County for a walking trail inside Fletcher Road Park inside the City of Statesboro.

The Georgia Department of Transportation (GDOT) has designated a State Bicycle Route network consisting of fourteen routes throughout the state.

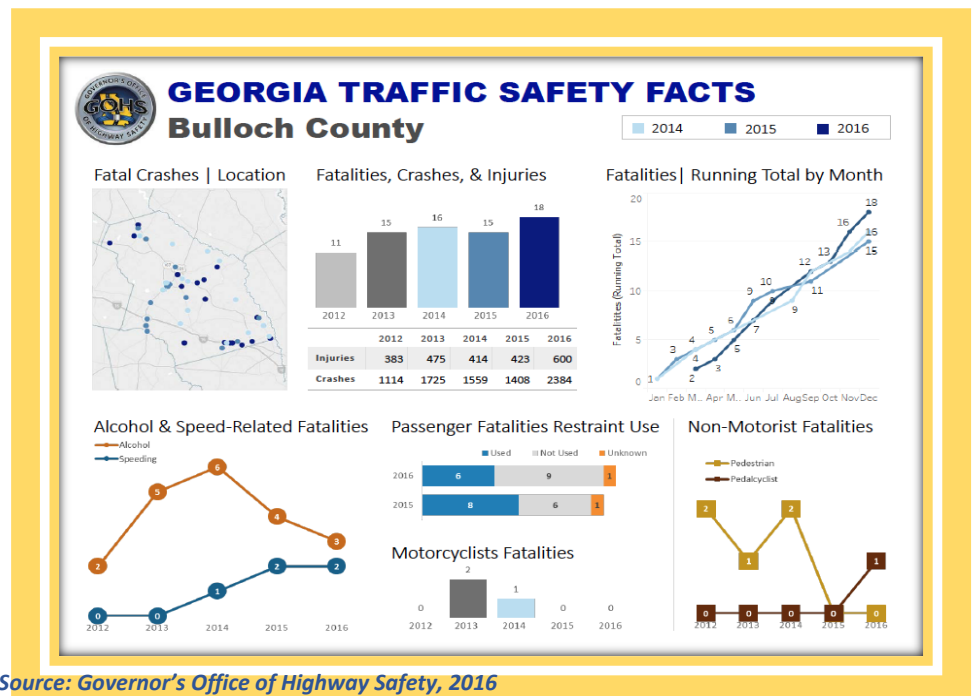
Two of those identified routes, *March to the Sea* and *TransGeorgia*, traverse Bulloch County. The Bulloch County portion of the *March to the Sea* route is approximately 44 miles long running northwest to southeast. The *TransGeorgia* route runs west to east across southern Bulloch County for approximately 29 miles. As part of the implementation strategy of the State Bicycle Routes Network Plan, GDOT has been signing the routes as state bicycle routes, while also adding paved shoulders or bike lanes to these routes during regularly scheduled road widening or major reconstruction. The two identified routes in Bulloch have not been signed by GDOT to date.



S&S Greenway Sign

TRAFFIC SAFETY

Traffic safety has become an increasing concern. Traffic volumes are increasing with population growth. The Governor's Office of Highway Safety reports that fatalities, crashes and injuries are dramatically rising in both urban and rural areas. While human error and traffic enforcement are influences, physical interventions such as speed zone reviews, striping and signage improvements, installing bike lanes, and improving intersections crossings offer additional tools.



While traffic calming techniques are being considered for designing new road improvement projects, only the City of Statesboro and Bulloch County have policies for the installation of vertical deflection device (speed humps, bumps, tables, chicanes, etc.) installation in appropriate locations. Such devices are installed by petition and are typically paid for by special assessments for the neighborhoods or districts considered.

PARKING

Bulloch County and its municipalities do not currently have parking issues, except at infrequent times of the year when various special events occur. Public parking is usually on-street or in modest amount offered for government buildings or facilities. However, as the County's population continues to grow, it is likely that demand for additional public parking facilities may arise.

TRANSPORTATION PLANNING

Bulloch County has actively been involved in short, intermediate and long-range planning since the year 2000. The following plans have addressed transportation related matters.

- 2000 Bulloch County Transportation Plan
- 2002 Bulloch County Greenways Master Plan
- 2005 Coastal Georgia Regional Bicycle and Pedestrian Plan
- 2006 Bulloch County Land Use Plan
- 2008 Bulloch County Transit Development Plan
- 2008 Statesboro-Bulloch County Airport Improvement Plan
- 2009-2029 Bulloch County Comprehensive Plan
- 2009-2029 City of Statesboro Comprehensive Plan
- 2009-2035 Statesboro Bulloch County Long Range Transportation Plan
- 2018-2021 Georgia Department of Transportation; State Transportation Improvement Program
- 2019-2025 Bulloch County Capital Improvements Program

The *2035 Statesboro-Bulloch County Long-Range Transportation Plan* document has recommended various road, bridge and bike-pedestrian projects subject to programming and available funding. Subject to a pending update, it is structured to accommodate federal designation for Statesboro and parts of Bulloch County as small metropolitan statistical area status after the 2020 Census. Such a designation would trigger the need to form a Metropolitan Planning Organization responsible for transportation planning and allocating federal funds for eligible projects within the urbanized area.

TRANSPORTATION – LAND USE CONNECTION

Investments in transportation affect land use patterns, density, and housing prices especially in more urban environments. Built environment characteristics such as the size and diversity of neighborhoods

and the siting of jobs and housing significantly influence travel demand. Policies expanding travel choices can be important to expanding housing and job choices. Land use decisions directly impact the transportation system and facilities generating vehicle trips leading to traffic congestion and costly, expansive roadway capacity improvements.

The design of transportation facilities also impacts the rural character of a community. Conventional street design has tended to create roads with the motorist in mind, forgetting the needs of pedestrians and bicyclists. This has contributed to safety issues and some loss of rural “small town” character.



To achieve sustainable development, this plan addresses land use and transportation policies and implementation strategies that promote development approaches, walkable communities, and access management. In practice, Bulloch County, Brooklet, Portal and Register implements these policies and strategies through a combination of development regulations including zoning, subdivision controls and right-of-way encroachment permitting.

SUMMARY

- Traffic congestion on the surface transportation system is not yet a concern except during peak periods and special community events.
- Traffic safety is an increasing concern.
- The size of the overall surface transportation system coupled with population growth and the diversity of road profiles create significant challenges and burdens for maintenance and construction.
- There is a need for public transit, but demand to support a fixed-route system is uncertain.
- General aviation is well served by the Statesboro-Bulloch County Airport with access to commercial airline service accessible in Savannah.
- The arterial road and railroad system are adequate to serving freight to and from other destinations.
- The bicycle and pedestrian system are deficient in terms of quality, quantity and connections, although there is demand and emerging support to expand multi-use trail systems and facilities.
- Public parking facilities are limited, especially on the Georgia Southern University campus in Statesboro, and future options should be studied in the future.
- Transportation planning and connections with land use are important to the community, but greater implementation efforts are desirable.

OUTLOOK

- Bulloch County and the municipalities of Brooklet, Portal, Register and Statesboro will continue to share a vested interest in long-term transportation planning.
- The 2035 Statesboro-Bulloch County Long Term Transportation Plan remains relevant today, though an update is tentatively scheduled in 2022-2024 period with anticipation of an MPO being established.
- Past and current transportation planning efforts focus on mobility, connectivity and safety for primary and alternative modes of transportation.
- In 2018, Bulloch County voters passed a 1% single-county Transportation Special Local Option Sales Tax (TSPLOST) that will remain in effect until late 2023, providing a meaningful funding source.

ALIGNMENT MATRIX

The following pages present tabular descriptions that advance this baseline analysis for the purpose of identifying needs, opportunities, goals, policies and quality community objectives addressed by priority for each community. By identifying these attributes, this matrix allows decision-makers to develop implementation strategies for the Community Work Program element.

SMART MOBILITY: TRANSPORTATION ELEMENT						
Needs	Increase the level of service for dirt road maintenance and drainage.	Dirt road construction that enhances paved network connections.	Improve asphalt pavement quality.	Improve paved collector roads to a higher standard (wider shoulders; bike-pedestrian facilities).	Reduce vehicle and pedestrian crashes with injuries and fatalities.	Absence of traffic signals/control devices and poor signal timing at needed intersections.
Opportunities	New equipment technology and increasing the frequency of service.	The 2035 Long Range Transportation Plan identifies potential projects.	Pavement preservation and improvement programs with condition indices reviewed every 5 years.	The 2035 Long Range Transportation Plan identifies potential projects.	Identify high risk locations for safety counter measures and establish educational programs.	Identification of specific locations to pursue traffic studies and determine warrants.
Goals	Safety and quality.	Safety and quality.	Safety and quality.	Safety and quality. Alternative modes.	Safety and quality.	Safety and quality. Mobility and connectivity.
Policies	Develop a standard and amend the appropriate local government policy manual.	Schedule candidate projects into the Capital Improvements Program.	Schedule candidate projects into the Capital Improvements Program.	Schedule candidate projects into the Capital Improvements Program.	Schedule candidate projects into the Capital Improvements Program.	Schedule candidate projects into the Capital Improvements Program.
Quality Community Objectives	Resource management, sense of place, transportation options, educational opportunities, community health.	Resource management, sense of place, transportation options, educational opportunities, community health.	Resource management, local preparedness, sense of place, transportation options, educational opportunities, community health.	Resource management, sense of place, transportation options, educational opportunities, community health.	Local preparedness, transportation options, community health.	Local preparedness, transportation options, community health.

SMART MOBILITY: TRANSPORTATION ELEMENT

Needs	Intersection safety (geometric improvement, signalization, alignment).	Cut through traffic is and speeding in residential neighborhoods.	Additional carpool/vanpool programs.	Event traffic and parking for the community and visitors.	Truck freight traffic use on non-arterial roads.	Congestion at school locations at peak times of pick-up, drop off and special events.
Opportunities	The 2035 Long Range Transportation Plan identifies potential projects; upgrade bike-ped where warranted.	Adopt policies with Complete Streets criteria for new development or traffic calming measures for existing development.	Identify new sites for GDOT Ride Share lots.	Work with partners to examine feasibility of remote parking and shuttle services for event parking issues.	Certain routes can prohibit truck traffic by ordinance. Direct truck freight traffic to arterials.	Stagger drop-off/pick up times; work with public education on better site planning and design for future school facilities.
Goals	Safety and quality, mobility and connectivity. Alternative modes.	Safety and quality.	Alternative modes.	Alternative modes.	Safety and quality; land use compatibility. Economic benefit.	Safety and quality, mobility and connectivity, land use compatibility.
Policies	Schedule candidate projects into the Capital Improvements Program.	Consider establishing special assessment districts to fund improvements.	Schedule candidate projects into the Capital Improvements Program.	Schedule candidate projects into the Capital Improvements Program/annual budgets.	Create/amend ordinances when necessary; work with law enforcement to identify candidate roads.	Schedule candidate projects into the Capital Improvements Program.
Quality Community Objectives	Local preparedness, transportation options, community health.	Local preparedness, transportation options, community health.	Local preparedness, transportation options, community health.	Economic prosperity, efficient land use, local preparedness, sense of place, transportation options, community health.	Local preparedness, transportation options, community health.	Local preparedness, transportation options, community health.

SMART MOBILITY: TRANSPORTATION ELEMENT

Needs	Bridge maintenance.	Lack of new sidewalks.	Connecting greenspace areas (schools, parks, etc.) to a defined network.	Limited bike/pedestrian amenities (bike racks, benches, trash receptacles, restrooms, multi-use trail buffers).	Additional boat launches on the Ogeechee River.	Future airport improvements.
Opportunities	The 2035 Long Range Transportation Plan identifies potential projects.	Add sidewalks where necessary in the U-N, U-CTR and U-C character areas and at school sites.	The 2035 Long Range Transportation Plan; 2002 Bulloch County Greenways Plan identifies potential projects.	Reduce need for vehicle parking.	Utilize previous 2006 internal study by County staff.	Continue to leverage assets and state and federal funding with SPLOST/TSPLOST.
Goals	Safety and quality, mobility and connectivity, economic benefit.	Safety and quality, mobility and connectivity, alternative modes.	Alternative modes.	Alternative modes, economic benefit.	Alternative modes.	Alternative modes, economic benefit.
Policies	Use the GDOT bridge inventory to prioritize projects.	Develop level of service standards. Schedule candidate projects into Capital Improvements Program.	Schedule candidate projects into the Capital Improvements Program.	Identify locations and select sites that are best suited.	Schedule candidate projects into the Capital Improvements Program.	Schedule candidate projects into the Capital Improvements Program.
Quality Community Objectives	Local preparedness, transportation options, community health.	Economic prosperity, efficient land use, local preparedness, sense of place, transportation options, community health.	Resource management, efficient land use, local preparedness, sense of place, transportation options, educational opportunities, community health.	Resource management, efficient land use, local preparedness, sense of place, transportation options, educational opportunities, community health.	Economic prosperity, resource management, local preparedness, transportation options, community health.	Economic prosperity, resource management, local preparedness, transportation options, community health.

SMART MOBILITY: TRANSPORTATION ELEMENT

Needs	Update 2035 Long Range Transportation Plan.	Public Transit	Accommodating future autonomous vehicles.	Funding	New development creates traffic adverse impacts.
Opportunities	Maintain consistency with other plans.	County-wide demand response system in place. Feasibility being study for Statesboro fixed-route system.	Development of ROW for small cell use.	Local (TSPLOST); State (LMIG, GTIB, REBC, GOHS); Federal (TAP, HR3, Build America, FAA, SRS).	Shift costs to developers for site related improvement; or consider impact fees.
Goals	Safety and quality. Mobility and connectivity, alternative modes, economic benefit.	Alternative modes, economic benefit.	Alternative modes, economic benefit.	Safety and quality, mobility and connectivity, alternative modes. Economic benefit.	Safety and quality, mobility and connectivity, alternative modes, economic benefit.
Policies	Follow plan recommendations with available funding.	Funding support must be feasible and cost-effective.	Consider as a study element in a Long-range Transportation Update.	Leverage additional state and federal funding when available.	Require developers to perform traffic impact studies.
Quality Community Objectives	Economic prosperity, efficient land use, local preparedness, sense of place, regional cooperation, transportation options, educational opportunities, community health.	Economic prosperity, efficient land use, local preparedness, regional cooperation, transportation options, educational opportunities, community health.	Economic prosperity, efficient land use, local preparedness, regional cooperation, transportation options, educational opportunities, community health.	Economic prosperity, efficient land use, local preparedness, regional cooperation, transportation options, educational opportunities, community health.	Efficient land use, local preparedness, transportation options.

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CHAPTER 5 SMART CONNECTIONS BROADBAND

INTRODUCTION

Technology plays a large part in developing a **SMART COMMUNITY**. Smart communities have broadband connectivity that is readily available and affordable for its residents, usually with some type of government involvement. Though Bulloch County is much better off than most rural communities in this regard, to stay ahead of the curve, a planning framework to facilitate emerging state policy is needed.

On May 7, 2018, Governor Nathan Deal signed into law Senate Bill 402, the “Achieving Connectivity Everywhere (ACE) Act.” This legislation outlines a multi-agency strategy to provide for planning, incentives and deployment of broadband services to unserved areas throughout the state. One provision of the ACE Act required the incorporation of a Broadband Services Element in the Local Comprehensive Plan of each local government in the state, effective on October 1, 2018. Specifically, each local government must include an action plan for the promotion of the deployment of broadband services by providers into under-served areas within its jurisdiction.

GOALS

SMART CONNECTIONS start with having smart goals for broadband deployment. The following represents the six major goals for **SMART CONNECTIONS** county-wide.

- **Availability:** Every address in the county should have at least two provider choices for landline and cellular service.
- **Abundance:** Every address in the county should have broadband service that offers the FCC minimum definition.
- **Affordability:** Monthly prices and value should be equitable with national averages with consideration for low-income households.
- **Readiness:** Learning how to achieve operational preparation and readiness for broadband deployment by developing a coherent community plan.
- **Reliability:** All service providers in the region should have redundant connections.
- **Sustainability:** Leverage funding sources without putting significant local public assets or funds at risk.

ANALYSIS

IMPORTANCE OF BROADBAND SERVICES

Broadband planning is relatively new to public sector planning. Unlike other forms of infrastructure such as roads, water, sewer and stormwater systems, broadband services are more likely to be owned by private sector enterprises. Therefore, local government officials must now become actively involved to advocate for community interests, yet, support coordinated broadband deployment with private interests. Community interests may broadly include economic development, appropriate use of public right of ways, neighborhood revitalization, or providing access to low-income or underserved households. Broadband initiatives will require communities to reconsider business models and infrastructure planning.

The House Rural Development Council was created by House Resolution 389 during the 2017 Legislative Session of the Georgia General Assembly. The two-year charge for the Council was to address issues that have caused economic lags occurring in rural areas of Georgia with a focus on education, health care, infrastructure and utilities.

The Council found that a lack of broadband connectivity, particularly in rural Georgia, has influenced population loss. It is reported that 16% of Georgians have no access to broadband services. Expanding broadband statewide is thought to be vital for attracting and retaining people in parts of rural Georgia, especially for those communities who are losing population. This type of infrastructure build-out is also thought to be important to education, health care and general business growth. It has become a key policy initiative for the State of Georgia.

Further, the Council proposed modernizing the state and local tax structure and expanding the ability of rural utilities to provide broadband services. The combined effect would create state funding for grants available for broadband deployment to underserved areas.

The Council also issued recommendations to ensure both rural and urban areas are prepared for future 5G cellphone technology. Further, the Council found the need for a streamlined application and permitting process for attaching or co-locating small cell technology on power-line poles or other infrastructure in the right-of-way. Small cells, which are wireless antennas, will help increase telecommunication companies' network capacities and speeds. These technologies are essential to present and future technologies, such as smart cars and smart cities.

Legislative action in the 2019 Georgia General Assembly has advanced some seed funding and has enabled new providers to enter the market. The Georgia Department of Community Affairs continues to work with federal, state, local and private partners to implement the ACE Act.

ASSESSMENT OF UNDERSERVED AREAS OF BULLOCH COUNTY

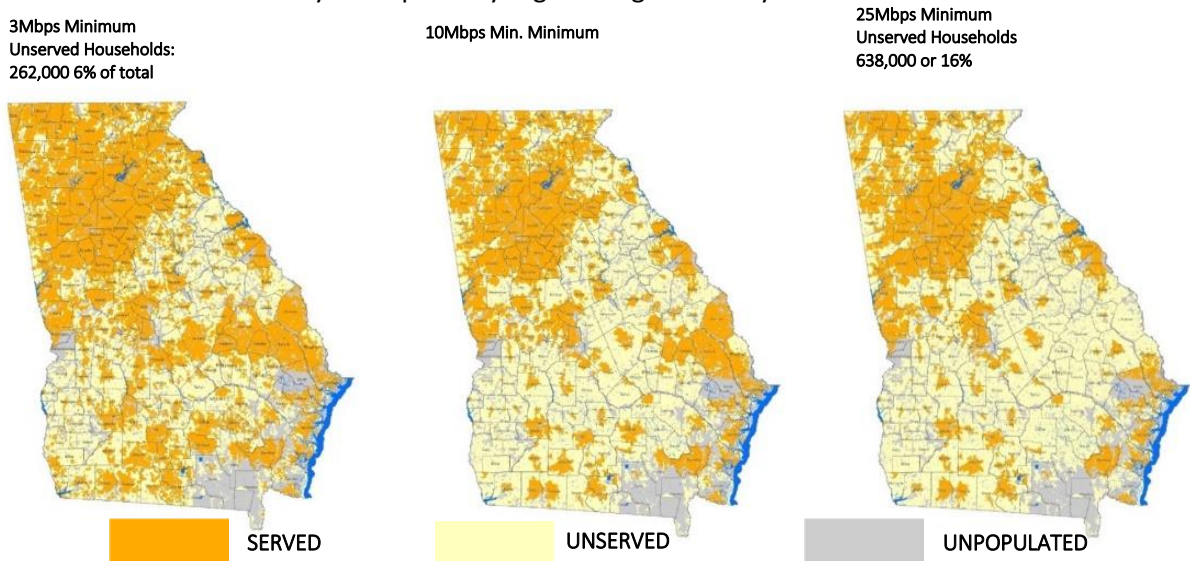
The Federal Communications Commission (FCC) defines broadband as data transmission technologies that are always on and capable of simultaneously transporting multiple signals and traffic types between the

Internet and end users. In January 2015, the FCC upgraded the definition of broadband speeds for downloading content from 4 Mbps (Mega-bytes per second) to 25 Mbps and for uploading content from the previous rate of 1 Mbps to a new standard of 3 Mbps. The FCC notes that with the revised standard, 13% of households nationwide do not have access to broadband. There are no known formal public studies performed specifically for Bulloch County or its municipalities on broadband services. Downloaded zip code datasets for fixed and mobile broadband deployment were examined from June 2017 provider submissions to the Federal Communications Commission (FCC) Form 477. The maps and data below were arranged broadband coverage for the State of Georgia, but particularly Bulloch County.

Georgia is the 21st most connected state in the U.S. with 224 internet providers. Almost 92% of consumers in Georgia have access to a wired connection with true broadband speeds faster than 25 Mbps, while 88% of Georgians have access to 100 Mbps or faster broadband. The average internet download speed in Georgia is 42 Mbps. In Bulloch County, there is virtually 100% access to broadband services. It is estimated that approximately 300 people do not have access to 25 Mbps wired broadband. Approximately 100 people in Bulloch County do not have access to any wired internet. The fastest service within Bulloch County as of June 2017 is located in zip code 30461. There are differences in provider access, choices, and speed. Generally, the areas around Statesboro and Brooklet have advantages over Portal and Register. It is apparent that Bulloch Telephone Cooperative has been the most aggressive entity to expand service countywide, focusing on fiber optic installation that provides robust speeds and coverage. The map below, along with Tables 11 and 12 illustrate the strengths and weaknesses of broadband service available in Bulloch County.

ORDINANCES

Bulloch County, and the municipalities of Brooklet, Portal and Register all have some form of ordinances, policies or agreements with telecommunications providers for either compensation, use or encroachment permitting for local rights-of-way. However, there is nothing specific addressing wireless small-cell broadband technologies that are emerging. It is uncertain when 5G technology will arrive in Bulloch County. There is great concern among cities and counties about any state legislation which preempts or otherwise diminishes local ability to responsibly regulate rights-of-way.



Source: The University of Georgia; The Carl Vinson Institute of Government

Table 11: Internet/Broadband Coverage by Provider, Zip Code and Speed

Provider	Type	Statesboro Coverage 30458	Statesboro Coverage 30461	Brooklet Coverage 30415	Portal Coverage 30452	Register Coverage 30450	Speed (Mbps)
Bulloch Telephone Cooperative	Fiber	99.1%	98.4%	100.0%	100.0%	97.8%	1,000
Frontier Communications	DSL	85.4%	55.1%			36.3%	24
Northland Communications	Cable	78.5%	59.1%	19.9%		4.6%	100
Campus Communications Group	Fiber	23.2%					1,000
Hargray Communications	Fiber	1.8%					50
Pineland Telephone Company	Fiber				8.3%	6.1%	1,000
Windstream	DSL			1.3%			10
Windstream Business	DSL			1.7%			10
Pembroke Telephone Company	Fiber			1.3%			100
ViaSat Internet (formerly Exede)	Satellite	100.0%		100.0%		100.0%	12
HughesNet	Satellite	100.0%		100.0%		100.0%	25
Frontier Business	DSL	38.4%	19.9%			21.2%	24
Campus Communications Group	Fiber	2.8%					1,000
Uniti Fiber	Fiber	0.6%					1,000
Hargray Communications	Fiber	0.4%					50
Georgia Public Web	Copper	0.2%					1.5
Verizon Business	Copper	0.1%					1.5
AT&T	Wireless	100.0%	100.0%	100.0%			10
Verizon	Wireless	100.0%	100.0%	100.0%			10
Sprint	Wireless	98.9%	95.7%	86.1%			6
Cricket	Wireless	98.7%	83.0%	83.6%			0.768

Source: Federal Communications Commission Form 477 Report.

Table 12: Performance Analysis

	Statesboro Coverage 30458	Statesboro Coverage 30461	Brooklet Coverage 30415	Portal Coverage 30452	Register Coverage 30450
Internet Providers	15	15	10	7	10
Residential Internet Providers	7	5	6	4	6
Business Internet Providers	6	1	1	4	6
Average Download Speed (Mbps)	42.07	42.07	43.18	26.06	33.44
Faster (+) / Slower (-) v. Georgia	(-1.5%)	(-1.5%)	+1.1%	(-39.0%)	(-21.7%)
Faster (+) / Slower (-) v. U.S.	+1.0%	+1.0%	+3.6%	(-59.0%)	(-24.5%)
Severely Limited Choices	17.0%	17.0%	NA	92.0%	53%
Most Connected City Rank (GA)	319	319	517	504	438
Fiber Optic Service Availability (Residential)	99.0%	99.0%	100.0%	NA	NA
Multiple Wired Providers (Residential)	83.0%	83.0%	23.0%	NA	NA

Source: Federal Communications Commission Form 477 Report.

PUBLIC SAFETY



Bulloch County is home to several local public safety agencies and state and federal response agencies. Because local, state, and federal response agencies are not required to coordinate these systems, inefficiencies, and operational challenges are inherent and plentiful. As the “Internet of Things” develops and becomes more pervasive it will be imperative for public safety audio and video communication systems to be interoperable and dependable. Historically, public safety connectivity was either voice radio communications to a Public Safety Answering Point (for example, an E-911 center) or to a specific dispatch center.

The commercial standard for mobile data transfer is to use cellular data, but it has limitations as it is not designed with public safety needs in mind. For example, public safety centers typically have generators at radio sites, whereas commercial cellular carriers typically do not. In addition, when using commercial cellular carriers, public safety needs cannot be sufficiently prioritized in emergencies or during large events like festivals, races, or concerts. Events like this cause congestion through extraordinary loading of the commercial cellular service and limit the effectiveness and utility of commercial service.

Finally, most problematic for many public safety broadband users in sparsely populated areas is coverage. Cellular carriers build where the business case is clearly demonstrated. The business case for saving lives is a different calculation than typically made by stockholders. However, as technology advances in the wireless spectrum, the next decade is expected to see a boost in assisting public safety agencies in communications and data access. In a key initiative in this planning period, Bulloch County intends to install a \$7.2 million P-25 interoperable communications system. This IP-based system will enable broadband radio communications that is reliable and encrypted for sending digital voice and data. The new system will also provide 98% coverage county-wide.

SUMMARY

- State government is taking a clear lead role in broadband deployment for local communities and especially rural Georgia.
- Local governments will need to learn how to plan and coordinate broadband deployment with non-traditional stakeholders such as rural utilities.
- Local and state government will need to work out differences on tax/revenue structure and right-of-way-management.
- While broadband coverage is favorable countywide compared to most rural communities, areas outside of Statesboro and perhaps Brooklet would benefit from higher internet speeds and competitive choices of providers.

OUTLOOK

- State policy and funding is still forming at this time.
- Broadband availability is favorable county-wide for buried fiber optic networks, but spotty for wireless availability outside of the central part of the county and along I-16.
- There is a need to ensure that any existing gaps are filled, especially for disadvantaged populations.

ALIGNMENT MATRIX

The following pages present tabular descriptions that advance this baseline analysis for the purpose of identifying needs, opportunities, goals, policies and quality community objectives addressed by priority for each community. By identifying these attributes, this matrix allows decision-makers to develop implementation strategies for the Community Work Program element.

SMART CONNECTIONS: BROADBAND ELEMENT

Needs	Lack of knowledge or role by local government in planning deployment.	Underserved households and businesses remain.	Access by low-income households to adequate services, computers or other devices.	No coordinated public-private partnerships for deployment.	Public safety interoperability and coordination.	Funding uncertainties.
Opportunities	Utilize National Telecommunications and Information Administration toolkit as a guide.	Create jobs, improve education and social services.	Educate low-income households and community leaders on options.	Plan a community broadband roadmap.	Improve service response and coordination.	Work with the State of Georgia to introduce innovative programs.
Goals	Readiness.	Availability, affordability, reliability, sustainability.	Availability, affordability, readiness, reliability, sustainability.	Readiness, sustainability.	Availability, affordability, readiness, reliability, sustainability.	Readiness, sustainability.
Policies	Develop a knowledge base to create a community broadband plan.	Support infrastructure projects to expand broadband access to underserved areas and key institutions.	Identify vulnerable populations without access or resources.	Identify broadband champions to engage the community and form support for planning and deployment.	Incorporate public safety as a key institution with education, libraries and health care.	Identify and use leveraged funding according to business case, to build partnerships.
Quality Community Objectives	Local preparedness, regional cooperation.	Economic prosperity, local preparedness, regional cooperation, educational opportunities, community health.	Economic prosperity, local preparedness, regional cooperation, educational opportunities, community health.	Economic prosperity, local preparedness, regional cooperation, educational opportunities, community health.	Economic prosperity, local preparedness, regional cooperation, educational opportunities, community health.	Economic prosperity, local preparedness, regional cooperation, educational opportunities, community health.

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CHAPTER 6 SMART GROWTH LAND USE

INTRODUCTION

Bulloch County, Brooklet, Portal and Register have land development regulations that are subject to the *Georgia Zoning Procedures Act* in which they routinely consider updates to their land development regulations. This Comprehensive Plan also considers quality community objectives and character area planning to provide guidance to decision-makers in shaping development activity and evaluating new projects in each community.

GOALS

SMART GROWTH starts with having smart goals for land use. The following represents the six major goals for **SMART GROWTH** county-wide.

- **Mixed Land Uses:** Encourage building homes, offices, schools, parks, shops, restaurants, and other types of development near one another for access, economies of scale and walkability.
- **Compact Design:** Encourage compact design and infill development to make more efficient use of developable land.
- **Diverse Housing Choices:** Build quality housing for people at all stages of life and income levels and in appropriate character areas.
- **Walkability:** Create safe and convenient walkability with mixed land uses, compact design, context sensitive street design and multi-use trail connections.
- **Sense of Place:** Create unique character areas reflecting community values, culture, and heritage of the people living or visiting them, and direct development to them accordingly.
- **Preserve Open Space:** Protect sensitive environmental resources and rural character while building resilience, creating passive recreation opportunities and supporting agricultural and eco-tourism.

REGIONAL WATER PLAN AND ENVIRONMENTAL PLANNING CRITERIA

Bulloch County is part of the Coastal Regional Water Planning Council. The adopted Coastal Regional Water Plan (2011), was considered by the Bulloch County Local Plan Coordination Committee and the local governments in preparation of this plan. The water plan goals ensure management practices balance economic, recreational and environmental interests while maintaining consistency with this comprehensive plan. The comprehensive plan’s community goals and long-term policies are supportive of and consistent with the regional water plan. The vision of the regional water plan, “to manage water as a critical resource vital to our health, economic, social, and environmental well-being,” is inherent in this comprehensive plan’s community vision and goals. In the Regional Water Planning Council’s 2017 update, Bulloch County’s agricultural groundwater withdrawals were considered to be significant and should be monitored. There are currently no anticipated regional groundwater resource gaps expected over the 40-year planning horizon for Bulloch County. However, localized gaps could occur if well densities and/or withdrawal rates result in exceedance of sustainable yield metrics.

Similarly, the Environmental Planning Criteria were also considered in the development of this comprehensive plan. All local governments including Bulloch County, the cities of Brooklet, Portal, and Register, have long been in compliance with the Environmental Planning Criteria, having adopted implemented policies and/or ordinances consistent with Rules of Georgia Department of Natural Resources Environmental Protection Division, Chapter 391-3-16, Rules for Environmental Planning Criteria.



ANALYSIS

In order to develop sound implementation strategies for future land use in Bulloch County, it is important to understand the existing conditions of the physical setting. A key element in this process is an inventory of existing land use described below. Nine land use classifications were used to represent the data recorded using Bulloch County’s Geographic Information System.

Table 13: Bulloch County Existing Land Use				
Classification	Acres	% Dist.	% Change	2009-2019
Vacant Land-Undeveloped	95,893	21.8%		0.0%
Agriculture-Forestry	320,058	72.8%		-0.7%
Parks/Recreation/Conservation	248	0.1%		18.1%
Residential	18,906	4.3%		9.9%
Commercial	1,754	0.4%		8.7%
Industrial	1,467	0.3%		17.6%
Institutional	350	0.1%		2.9%
Transportation-Communications-Utilities	979	0.2%		1.5%
Total	439,655	100.0%		0.00%

Vacant Land-Undeveloped: Nearly 22% of the land in Bulloch County is vacant or undeveloped. The large quantity of undeveloped land allows potential opportunities for protection or preservation. Otherwise, there is ample acreage in the County to accommodate a varying degree of development, where if planned properly will result in a higher quality environment than unplanned, uncontrolled development.

Agriculture-Forestry: Because Bulloch County is largely rural, the amount of land occupied by agricultural uses accounts for nearly 73% of the total land in Bulloch County. Agricultural land makes up much of this land use category, though forestry is also prominent. As physical development continues with projected population growth, this class of land will gradually decline. Many properties are classified as prime agricultural land, representing a great natural resource that should be preserved.

Parks/Recreation/Conservation: Bulloch County's Parks and Recreation Department is recognized as having high quality recreation facilities and programs. Georgia Southern University also provides significant recreational facilities and programs to students and the public. Despite having high quality facilities, there is a deficiency of public parkland in the county of 218 acres. Future public parkland for passive recreation activities and environmental preservation purposes is needed and is addressed in the County's current Master Recreation Plan. There are also opportunities to address dedication of private open space or green space in private developments, though some uses may be restricted.



Residential: Single-family residences are located throughout rural Bulloch County, dispersed along both major and minor roads. Dense concentrations of subdivisions and individually built homes can be found in and near municipal areas, historic areas and in more modern subdivisions. There has been consistent growth in Bulloch County of small-scale residential developments. Outside of the immediate surroundings of Georgia Southern University, unincorporated Bulloch County contains few multifamily residences, but they are increasing. Subdivision development is taking place in areas outside of the Veterans Memorial Parkway (Statesboro By-Pass) and in areas south of Brooklet, within reach of Interstate 16. Also, there is a significant number of manufactured homes dispersed throughout the county on individual lots and clustered parks, though their prominence has declined since the 2000.

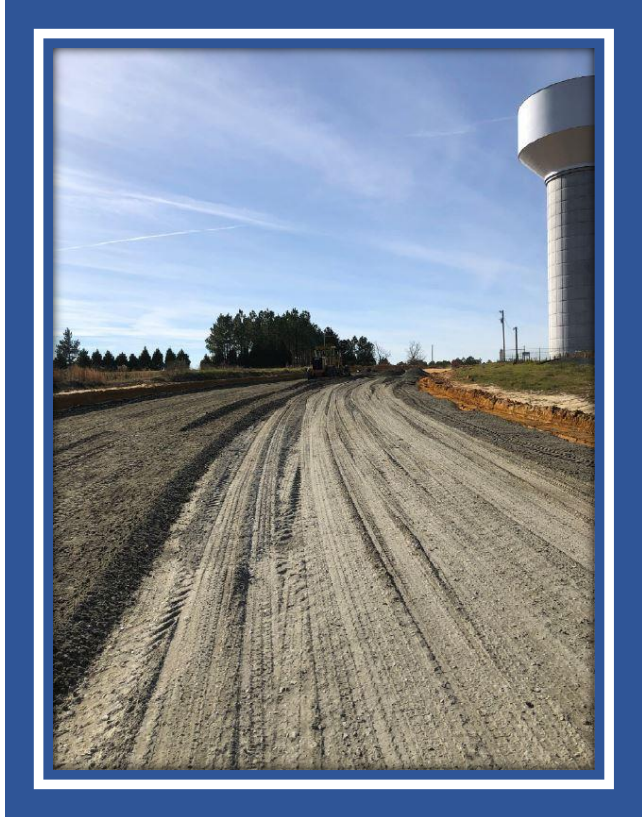
Commercial: Commercial land uses are found throughout Bulloch County, but more intensive commercial areas are concentrated in and around Statesboro. Outside of the City of Statesboro, significant commercial areas are located along U.S. Highways 301 and U.S. 80, and State Routes 24 and 25. The access created by the Statesboro By-Pass contributes to increased commercial development. The U.S. 301 corridor between State Route 46 and Statesboro is increasingly being developed as commercial along the corridor with a mix of newer and older commercial properties, and portions of the corridor have aged to the point of needing redevelopment. The municipalities of Brooklet, Portal and Register each have traditional central business districts with a mixture of retail, industry and office uses, and have similar

redevelopment needs. Additionally, some Bulloch County unincorporated crossroad communities include quaint, village-like retail shops, antique stores and convenience stores.

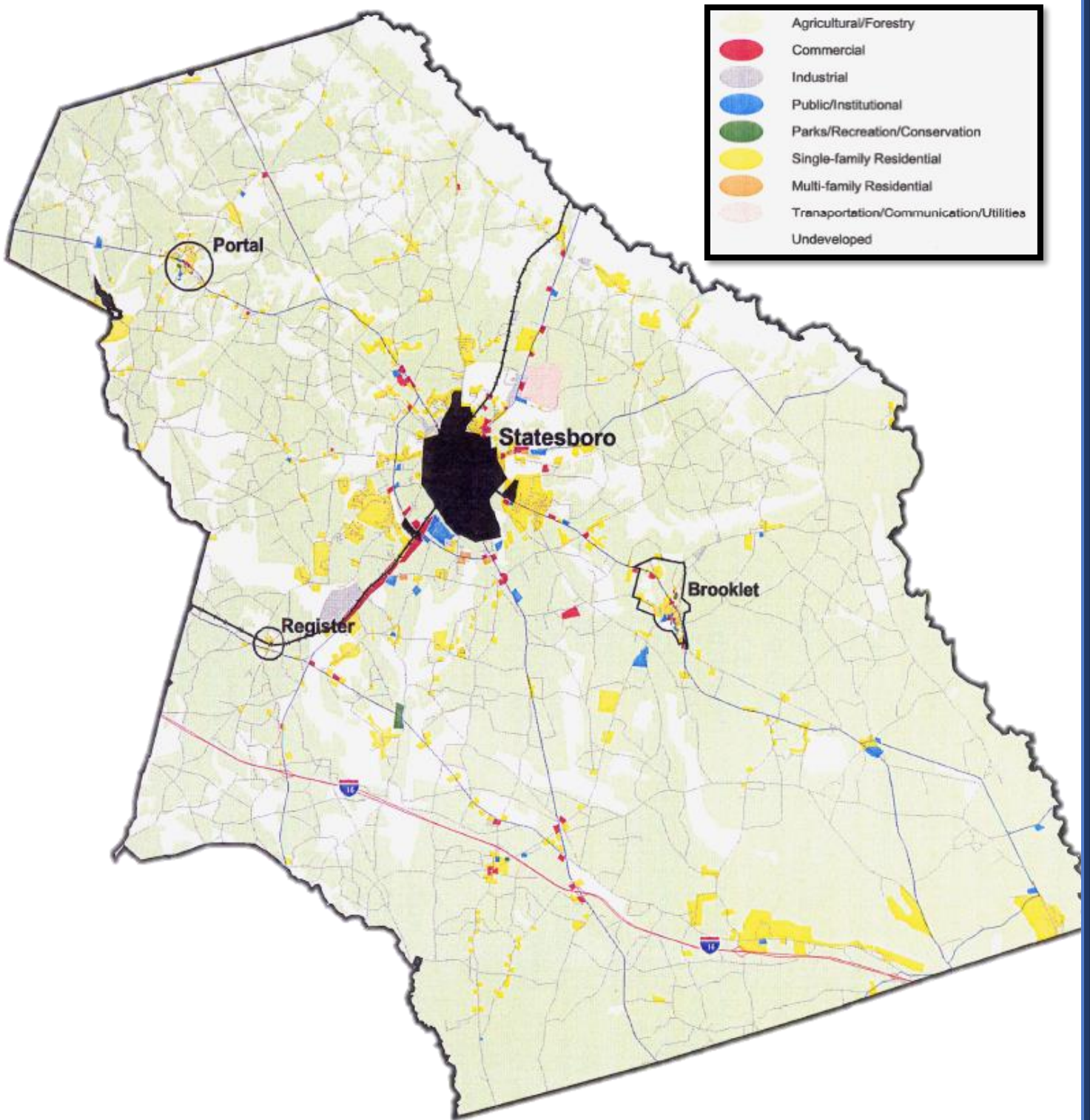
Industrial: The largest amount of industrial land use in Bulloch County is located along U.S. Highway 301, both north and south of Statesboro. Industries in both of these areas also have rail access. Smaller industries are located in various parts of Bulloch County. A new 220 acre industrial park is being developed at I-16 and U.S. 301 with the aid of \$16 million in public infrastructure investment and is part of a planned 1,800 acre Tax Allocation District where most of the remaining development is expected to be commercial in nature. Brooklet, Portal and Register do not currently have active industries that employ residents.

Public-Institutional: Churches and education facilities are the primary institutional uses. Government facilities and schools are located in Statesboro, Brooklet, Portal and Register. Because of the size of and growing population of Bulloch County, additional government and school sites should be identified to insure adequate delivery of facilities and services. Due to the importance of municipalities, new public and institutional buildings should be located at urban centers and corridors, when possible.

Transportation-Communication-Utilities: This classification is differentiated from industrial including only airports, water and sewer facilities, power stations, substations, water storage tanks, radio and television stations, limited access highways, and utility corridors. Created in a network fashion, most of these facilities follow existing road and rail networks. However, in rural settings, the networks will intersect from road and rail right of ways using private land easements.



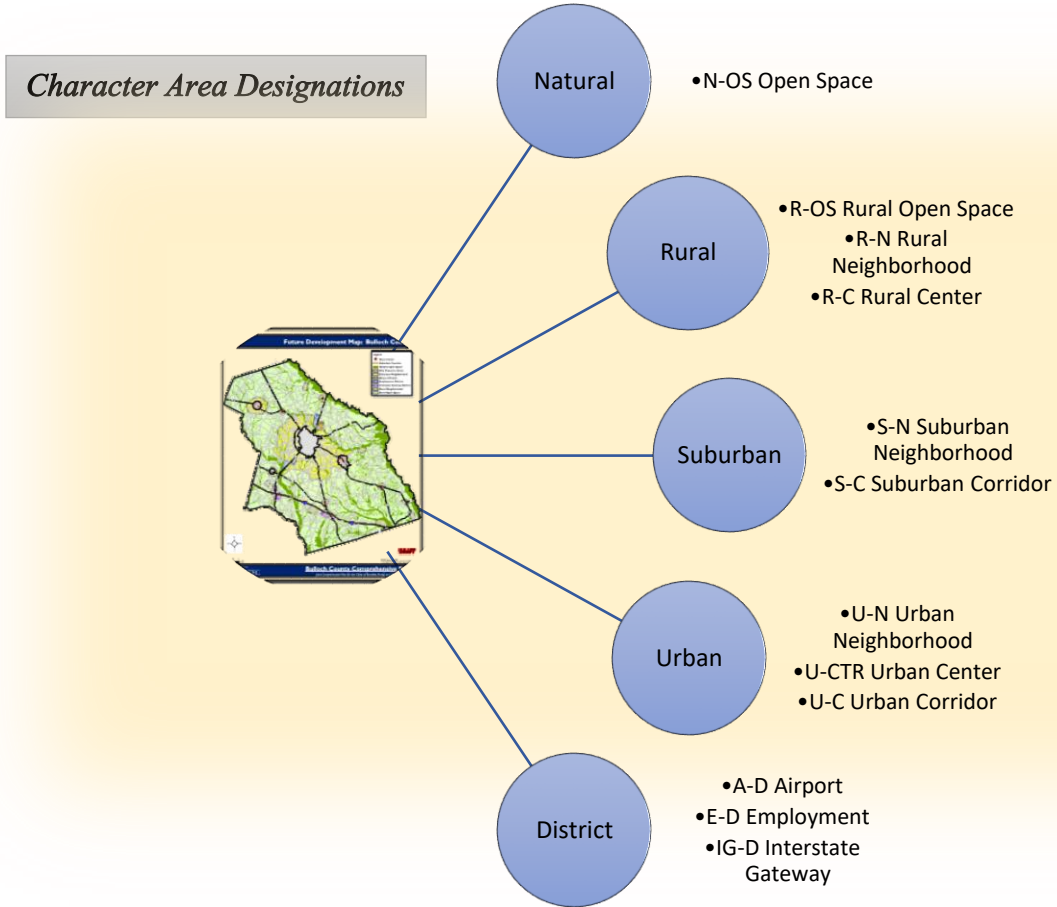
Bulloch County Existing Land Use



CHARACTER AREAS

The Great Recession of 2008 and 2009 slowed the unusually high rate of population growth and physical development throughout Bulloch County, although by 2016 such growth began to resume. Because of this pause in growth, it is felt that the Bulloch County Character Areas created in the 2009 Comprehensive Plan Update remain relevant and sufficient to continue guiding future development and land use with minor modifications.

Five major development categories in the illustration below describe general development patterns ranging from natural areas to urban and district areas. The thirteen-character areas within each category describe community elements of scale, and intensity of development. The Future Development Maps for unincorporated Bulloch County, Brooklet, Portal and Register align with the character area narratives, and lay out the vision and implementation strategies for future land uses.



Character Area Framework

The Character Area Framework is presented in narrative form in this section and is illustrated in the Future Development Maps. The framework describes policies, development patterns and design strategies to help achieve the community vision for future land uses. The framework for each Character Area more specifically incorporates the following components:

- *Intent* describes the goal and policy aims of each Character Area, specifically to preserve, maintain, enhance or create a desired atmosphere.
- *General Characteristics* provide an overview of desired development pattern in relation to the Design Principles.
- *Application* provides a general description of tools or approaches that can be 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 (*in italics*) 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/utilities.
- *Visual Character Description* provides illustrations of the desired development character specifically for development patterns, transportation and green space.
- *Implementation Strategies* are used to link the desired physical development patterns identified in each character area with further planning studies, and/or appropriate modifications to existing development regulations, or the addition of new regulations needed to meet policy intent.

DEVELOPMENT CATEGORIES

NATURAL

This category applies to areas that are important to preserve and maintain in a natural state for environmental functionality, and to provide areas where residents can enjoy nature. Examples of this category include geographic features natural wildlife habitat, water bodies, and public preserves and parks.

There is only one character area described as Natural Open Space. Preserved areas can be both public and private. Public natural areas can be in the form of passive parks or government-



owned land with low impact recreational activities such as boating, hiking, fishing, camping and picnicking. Privately-owned natural areas can be in the form of conservation easements or undesirable areas for development because of sensitive natural features. Opportunities to connect and enjoy nature are an important part of a community.

Emphasis should be placed on connecting natural features to support a healthy environment without interruption or segregation by the built environment. Building and development is rare in this category. Where development does occur, every effort should be made to minimize its physical impact on the surrounding natural environment.

RURAL

Rural character areas include Rural Open Space, Rural Neighborhoods and Rural Centers. These are areas defined by agricultural activities, 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. The development pattern is defined by sparsely scattered buildings connected by a more limited road network than found in 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.”

Pasture land and crop fields are appropriate. Limited commercial activity can be found at Rural Center crossroads. 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 farm equipment and supply stores are examples of non-residential uses. 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.



Green space is an important part of the rural character. Farm land and natural features are the main types of green space and are mostly located on private land. Public access to green space is limited to available community parks, though privately-owned land is in abundance.

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. Generally, 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 influenced by greater distances to travel and limited road connections. Civic services such as schools, community centers and post offices should be located at important crossroads. Electricity and

landline telecommunications are the main private utilities service for rural areas along with expanding wireless telecommunications access. Water service is limited and sewerage treatment is generally limited to septic tanks, both on site. Water and sewer should be handled on site with best management practices to limit negative environmental impacts.

SUBURBAN

This category which includes Suburban Neighborhood and Suburban Corridor areas represent 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, but also to enhance the access to urban amenities such as jobs, commercial goods and services and public services. These character areas are typically adjacent to the municipalities, or on arterial corridors leading to municipalities.

The development pattern of traditional suburban neighborhoods is generally characterized by the separation of land uses into residential and non-residential areas, though mixed uses can be accommodated. Residential areas typically have clusters of similar one and two story residential buildings, lots surrounded by landscaping on all sides, and a moderate to degree of building separation. Non-residential areas are typically



located along major roads or in nodes at major crossroads. Commercial uses are typically clustered together and are designed largely to accommodate vehicular access. Civic buildings such as schools or government offices are usually located in isolation from other uses and along major roads.

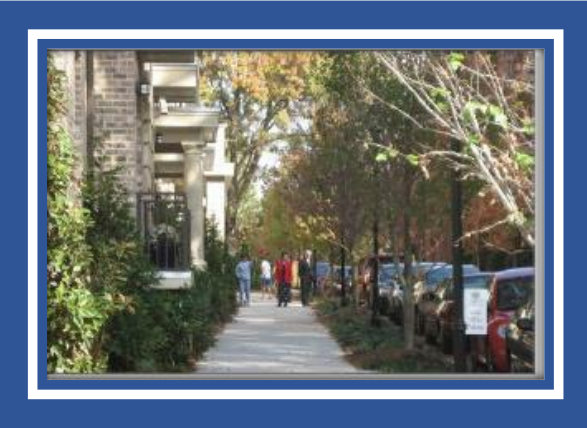
Transportation is centered on the automobile but pedestrian facilities should be included. Road networks have a moderate degree of connectivity and frequency of intersections. Because trip distances are typically too long for walking, transportation mobility is largely dependent on motor vehicles. Streets are typically curvilinear with residential streets often ending in cul-de-sacs. A typical cross section of a street should include 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, though in more affluent subdivisions there is green space, community buildings or passive recreation available through homeowners' associations. Public green space is typically in the form of parks with recreation facilities such as ball parks or small neighborhood parks, and private common interest elements in some neighborhoods, where available.

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 (mixed-use) or mixed density where appropriate and increase the connections between land uses, reducing 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 buildings 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 or corridors with a cluster of services and activities for a community.

URBAN



This category consisting of Urban Neighborhoods, Urban Centers and Urban Corridors in Brooklet, Portal and Register is defined by the highest intensity of development. The intent of this category is to enhance and create quality, walkable communities with residential and nonresidential uses in close proximity. Additionally, this category intends to preserve historic buildings and street patterns associated with traditional City centers.

The development pattern of urban areas is defined by higher 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 site with two or more stories. Residential neighborhoods are defined by shallower lots and yard setbacks than found in suburban character areas.

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.

The transportation network of urban areas has a network of linear streets, smaller walkable blocks, and frequent intersections. Mobility opportunities are greater in urban areas with walkable distances between land uses, 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. The network is capable of providing activity along the street and a buffer between moving traffic and the pedestrian walkways.

Urban areas also provide higher degrees of public and utility services. Water, electricity, and other utilities are all provided, though sewer is only available in Portal. Additionally, the full range of public safety services are available and can access the quicker response times in urban areas. Civic services such as government buildings and community parks and centers are also typically located in urban areas.

DISTRICT

This category includes an area surrounding the Statesboro-Bulloch County Airport, three planned industrial parks and two interstate interchanges on I-16 accommodate activities not offered with traditional community elements of open space, neighborhoods, centers, and corridors. The intent of this category is to create and enhance areas with special services and high intensity uses for the community, create community gateways, 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. 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 mirroring.



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, though there is limited to no public use for pedestrian or recreation purposes.

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, telecommunications and electrical services are provided. Noxious water uses, smoke, glare and noise need to be mitigated to limit negative impacts on the environment.

ALIGNMENT MATRIX ---

The following pages present tabular descriptions that advance this baseline analysis for the purpose of identifying needs, opportunities, goals, policies and quality community objectives addressed by priority for each community. By identifying these attributes, this matrix allows decision-makers to develop implementation strategies for the Community Work Program element.

SMART GROWTH: LAND USE ELEMENT						
Needs	Major corridors and neighborhood streets lack character and discourage biking and walking.	Development pressures threaten agricultural areas and natural and rural open space.	Limited housing choices.	Lack of pedestrian circulation and networks.	There are many undeveloped vacant sites in each City.	There are not enough neighborhood centers to serve adjacent neighborhoods.
Opportunities	Traditional neighborhood development; mixed use development.	Encourage higher density/intensity growth into suitable areas for development.	Allow a mixture of housing types in developing areas and concentrating new, higher density housing types into mixed use developments.	Enhancements to downtown areas will encourage more livable, pedestrian friendly commercial areas.	Infill development can enhance established neighborhoods and help revitalize economically distressed neighborhoods and business districts.	Encourage mixed land uses or direct development to appropriate places.
Goals	Sense of place, preserve open space.	Sense of place, preserve open space.	Mixed use, diverse housing choices, sense of place, preserve open space.	Mixed use, sense of place, preserve open space.	Compact design, diverse housing choices, walkability, open space.	Mixed land uses, compact design, walkability, sense of place.
Policies	Refer to character areas.	Refer to character areas.	Refer to character areas.	Refer to character areas.	Refer to character areas.	Refer to character areas.
Quality Community Objectives	Efficient land use, local preparedness, sense of place, transportation options, community health.	Resource management, efficient land use, sense of place, community health.	Sense of place, housing options, community health.	Efficient land use, local preparedness, sense of place, transportation options, community health.	Efficient land use, sense of place, community health.	Economic prosperity, efficient land use, sense of place, community health.

SMART GROWTH: LAND USE ELEMENT						
Needs	There is no clear boundary where City stops and countryside begins.	The Greenway system needs to be expanded.	New development remains dependent upon the use of septic systems outside of Portal.	New development within the cities of Brooklet, Portal, and Register is limited because of insufficient water capacity and aging distribution systems.	Brooklet, Portal and Register have a core of historic and cultural resources that could be preserved.	Recreation facilities are needed to the north and southwest of Statesboro.
Opportunities	Use corridor character areas to define and establish community or business district gateways.	The existing S&S Greenway has completed two phases and there is a Master Greenway Plan to follow.	Develop municipal sewer capacity, consider requirements to install package systems.	Build a business case or model to justify and fund needed improvements.	Retaining the individual identity of each city, which are largely shaped by local historic resources.	Work with public schools to create joint use facilities, follow Recreation Master Plan.
Goals	Sense of place.	Sense of place, preserve open space.	Mixed land uses, compact design, sense of place, preserve open space.	Compact design.	Sense of place.	Walkability, Sense of place, preserve open space.
Policies	Refer to character areas.	Refer to character areas.	Refer to character areas.	Refer to character areas.	Refer to character areas.	Refer to character areas.
Quality Community Objectives	Efficient land use, sense of place, transportation options.	Resource management, local preparedness, sense of place, transportation options, educational opportunities, community health.	Resource management, efficient land use, local preparedness, community health.	Resource management, efficient land use, local preparedness, community health.	Resource management, efficient land use, sense of place, local preparedness, community health.	Resource management, efficient land use, local preparedness, sense of place, community health.

NATURAL OPEN SPACE (N-OS)

POLICIES

Intent

- Preserve existing undisturbed natural areas and open space unsuitable for development and protect areas that have already developed or have development potential due to existing zoning.

General Characteristics

- Floodplain areas, wetlands, river corridor, publicly owned parkland, and privately-owned land in its natural state.
- Primarily privately-owned rural land with no development or limited residential or recreational homes with variable setbacks.

Application

- Limit man-made disturbances.
- Provide residents opportunities to connect with nature.
- Seek opportunities to acquire land for open space for passive recreation and protection.

Primary Land Uses

- Civic uses such as cemeteries and burial grounds, and passive recreation (hunting, fishing, boating, nature preserves).
- Undeveloped areas in their natural state.
- Very low-density single-family residences.

Zoning Classifications

- AG-5, Conservation Preservation
- A-1, AG, CD, AGR

DESIGN PRINCIPLES

Site Design

- Preserve scenic views, existing tree cover and vegetation, natural habitats and rural character.
- Place buildings and choose exterior materials to blend with surrounding landscape and to reduce visual impacts.

Density/Intensity

- Natural landscape.
- Limited civic uses (community education).
- Limited residential development.
- 1 dwelling unit per 5 acres, or more.

Green Space

- Natural and informal landscape.
- Maintain connections between natural features.

Transportation

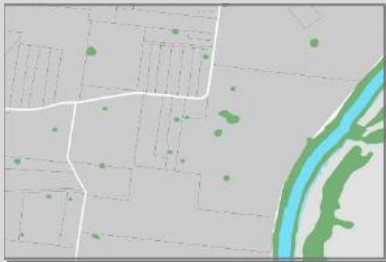
- Low pedestrian connectivity.
- Limited access with informal roadways such as unpaved roads.

Infrastructure

- Not applicable.

Visual Character Description

Development Pattern



Transportation



Green Space



IMPLEMENTATION STRATEGIES

- Pursue public-private partnerships to purchase environmentally sensitive lands for the creation of wildlife areas, nature preserves, and public parks.
- Establish a land conservation program to create and promote conservation easements or similar tools that preserve important natural areas.
- Enforce flood hazard and river corridor protection ordinances.
- Adopt design standards for rural roads and alterations to minimize scenic and environmental impacts.

RURAL OPEN SPACE (R-OS)

POLICIES	DESIGN PRINCIPLES
<p style="text-align: center;"><u>Intent</u></p> <ul style="list-style-type: none"> Preserve and sustain rural character, lifestyle and the agricultural economy. 	<p style="text-align: center;"><u>Site Design</u></p> <ul style="list-style-type: none"> Moderate-to-deep building setbacks with green space. Small building footprints in relation to lot size.
<p style="text-align: center;"><u>General Characteristics</u></p> <ul style="list-style-type: none"> Scattered low density residential development and agricultural activities. Buildings have variable setbacks and an informal orientation to the roadway. 	<p style="text-align: center;"><u>Density/Intensity</u></p> <ul style="list-style-type: none"> Limited civic buildings. 1 dwelling units per 2-5 acres, or more. 1-2 story buildings.
<p style="text-align: center;"><u>Application</u></p> <ul style="list-style-type: none"> Provide opportunities for residents to connect with nature. Seek opportunities to secure and protect land for open space. Protect prime agricultural lands. 	<p style="text-align: center;"><u>Green Space</u></p> <ul style="list-style-type: none"> Natural and informal landscape. Maintain connections between natural features. Require landscape buffers to reduce land use conflicts. Encourage conservation subdivisions.
<p style="text-align: center;"><u>Primary Land Uses</u></p> <ul style="list-style-type: none"> Civic uses such as places of worship, cemeteries and burial grounds, passive recreation (including greenways and trails). Agricultural uses, low density single family residential and accessory uses such as barns, stables, or cottage industries. 	<p style="text-align: center;"><u>Transportation</u></p> <ul style="list-style-type: none"> Low pedestrian connectivity with greenways, trails. Low vehicular connectivity with generous distance between intersections and driveways. Rural paved and unpaved roadways with narrow shoulders, ditches or swales.
<p style="text-align: center;"><u>Zoning Classifications</u></p> <ul style="list-style-type: none"> AG-5, R-80, Conservation-Preservation 	<p style="text-align: center;"><u>Infrastructure</u></p> <ul style="list-style-type: none"> On-site water (private wells or small systems) and sewer (septic or package systems). Variable private utilities.

Visual Character Description

<i>Development Pattern</i>	<i>Transportation</i>	<i>Green Space</i>
		

IMPLEMENTATION STRATEGIES

<ul style="list-style-type: none"> Pursue government purchase of environmentally sensitive lands to create wildlife areas, nature preserves, and public parks. Adopt a Conservation Subdivision Ordinance for clustered development to preserve rural character, sensitive natural resources and large tracts of permanent green space. Incorporate and incent design principles into development ordinances or zoning conditions. Implement the Countywide Greenways Master Plan and define priorities for development.
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RURAL NEIGHBORHOOD (R-N)

POLICIES

Intent

- Preserve and sustain rural character, lifestyle and the agricultural economy.

General Characteristics

- Scattered low density residential development with large distances between buildings or historical clusters of rural homes.
- Buildings have variable setbacks with an informal orientation to the roadway.

Application

- Provide a transition area between rural open space and a rural center while protecting prime agricultural land.
- Accommodate hamlet-style clustered homes compatible with surrounding agricultural uses benefitting from the scenic rural landscape.

Primary Land Uses

- Civic uses such as places of worship, cemeteries and burial grounds, passive recreation (including greenways and trails).
- Small-scale agricultural uses, low density single family residential and accessory uses such as barns or stables.

Zoning Classifications

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

DESIGN PRINCIPLES

Site Design

- Moderate building setbacks with green space.
- Small building footprints in relation to lot size.
- Architectural diversity and controlled aesthetics giving a sense of place with attractive facades and streetscape where practical.

Density/Intensity

- Scaled civic buildings.
- 1-2 dwelling units per acre.
- 1-3 story buildings.

Green Space

- Natural, formal and informal landscape.
- Maintain connections between natural features.
- Use landscape buffer to reduce land use conflicts.
- Encourage conservation subdivisions.

Transportation

- Low pedestrian connectivity with greenways or trails.
- Low vehicular connectivity with large blocks between intersections and driveways.
- Rural paved and unpaved roadways with narrow shoulders, ditches or swales; informal landscaping or farm fences lining the edges.

Infrastructure

- On-site water (private wells or small systems) and sewer (septic or package systems).
- Variable private utilities.

Visual Character Description

Development Pattern



Transportation



Green Space



IMPLEMENTATION STRATEGIES

- Adopt a Conservation Subdivision Ordinance to ensure to preserve rural character, sensitive natural resources and large tracts of permanent green space.
- Incorporate and incent design principles into development ordinances, or by zoning conditions.
- Implement the Countywide Greenways Master Plan and define priorities for development.

RURAL CENTER (R-C)

POLICIES

Intent

- Preserve and sustain rural character, lifestyle and the agricultural economy by providing compatible commercial goods and services concentrated at important cross roads that serve nearby areas.

General Characteristics

- Clustered commercial and residential development patterns with moderate to short distances between buildings.
- Buildings are located close to the street with parking either in front, beside or behind the building.

Application

- Compact small-scale development with compatible rural architecture.

Primary Land Uses

- Civic uses such as places of worship, cemeteries and burial grounds, passive recreation (including greenways and trails).
- Commercial uses such as retail stores, farm equipment and supply stores.

Zoning Classifications

- R-40, R-80, GC, NC, *Rural Center Overlay*

DESIGN PRINCIPLES

Site Design

- Shallow to moderate building setbacks with green space.
- Moderate building footprints related to lot size.
- Architectural diversity giving a sense of place and character with attractive non-corporate facades, landscaping, streetscapes and unobtrusive lighting.

Density/Intensity

- Limited civic buildings.
- 1-3 story buildings clustered around or in close proximity to major intersections.

Green Space

- Natural, formal and informal landscape.
- Maintain connections between natural features.

Transportation

- Low pedestrian connectivity with greenways, trails, and sidewalks.
- Low-to-moderate vehicular connectivity with managed access, adequate distance between intersections and efficient and safe circulation patterns.
- Paved roadways and parking, curb and gutter and formal landscaping at the edge of public right of way and private property.

Infrastructure

- On-site water (private wells or small systems) and sewer (septic or package systems).
- Accessible private utilities.
- Controlled stormwater as needed.

Visual Character Description

Development Pattern



Transportation



Green Space



IMPLEMENTATION STRATEGIES

- Incorporate and incent design principles into development ordinances, or by zoning conditions.
- Implement the Countywide Greenways Master Plan and define priorities for development.
- Adopt Rural Center Overlay District that defines desired standards for commercial uses and site design.

SUBURBAN NEIGHBORHOOD (S-N)

POLICIES	DESIGN PRINCIPLES
<u>Intent</u>	<u>Site Design</u>
<ul style="list-style-type: none"> Enhance existing suburban neighborhoods and create new suburban neighborhoods with a sense of place and community. 	<ul style="list-style-type: none"> Shallow-to-moderate building setbacks with green space. Moderate building footprints related to lot size. Master planned projects that consider quality architectural building design with attractive facades, controlled aesthetics, amenities and context sensitive infrastructure.
<u>General Characteristics</u>	<u>Density/Intensity</u>
<ul style="list-style-type: none"> Clustered buildings located close to the street with parking beside or behind the building. 	<ul style="list-style-type: none"> Scaled civic uses. 2-4 dwelling units per acre.
<u>Application</u>	<u>Green Space</u>
<ul style="list-style-type: none"> Compact and walkable residential development and neighborhood commercial development. Housing diversity and connectivity with nodal concentrations near key crossroads. Connect to public water and sewer if available. 	<ul style="list-style-type: none"> Informal landscaping for passive use areas. Formal landscaping and appropriate buffers within built areas. Maintain connections between natural features. Neighborhood and community park facilities.
<u>Primary Land Uses</u>	<u>Transportation</u>
<ul style="list-style-type: none"> Civic uses such as places of worship, cemeteries and burial grounds, health facilities, school's passive recreation (including greenways and trails), public parks and community centers. Single family and multi-family residential uses. Neighborhood-scale commercial and office uses. Neighborhood-scale mixed use development. 	<ul style="list-style-type: none"> Pedestrian facilities (sidewalks/multi-use trails) connected to civic and commercial uses. Moderate vehicular connectivity with managed access, adequate distance between intersections and efficient and safe circulation patterns. Paved roadways and parking, curb and gutter, sidewalks, streetscaping and streetlights.
<u>Zoning Classifications</u>	<u>Infrastructure</u>
<ul style="list-style-type: none"> R-2, R-3, R-25, GC, NC, PUD 	<ul style="list-style-type: none"> Municipal water (or sewer) proximity. On-site water (private wells or small systems) and sewer (septic or package systems). Abundant private utilities. Low impact development.

Visual Character Description

Development Pattern	Transportation	Green Space
		

IMPLEMENTATION STRATEGIES

- Incorporate and incent design principles into development ordinances, or by zoning conditions.
- Encourage the use of planned unit developments (PUD's).
- Develop and promote incentives for amenities, aesthetics, and infill.
- Implement the Countywide Greenways Master Plan and define priorities for development.

SUBURBAN CORRIDOR (S-C)

POLICIES	DESIGN PRINCIPLES
<p style="text-align: center;"><u>Intent</u></p> <ul style="list-style-type: none"> Enhance existing suburban corridors with an increased sense of place and community. 	<p style="text-align: center;"><u>Site Design</u></p> <ul style="list-style-type: none"> Moderate-to-deep building setbacks with green space using building structures to frame the site. Moderate-to-large building footprints related to lot size. Master planned projects that consider quality architectural building design with attractive facades, controlled aesthetics, amenities and context sensitive infrastructure.
<p style="text-align: center;"><u>General Characteristics</u></p> <ul style="list-style-type: none"> Mixed use or single use commercial, office and residential development along major linear transportation corridors. Clustered buildings located close to the street with shared parking to the side and rear. 	<p style="text-align: center;"><u>Density/Intensity</u></p> <ul style="list-style-type: none"> Scaled civic uses. 2-8 dwelling units per acre. 1-4 story buildings clustered with proximity to major intersections. Moderate floor area and impervious surface ratios.
<p style="text-align: center;"><u>Application</u></p> <ul style="list-style-type: none"> Locate on principal arterials near areas where public water and sewer exists or is proposed. Housing diversity and connectivity with nodal concentrations at major intersections. 	<p style="text-align: center;"><u>Green Space</u></p> <ul style="list-style-type: none"> Formal landscaping and appropriate buffers within built areas. Community and regional park facilities.
<p style="text-align: center;"><u>Primary Land Uses</u></p> <ul style="list-style-type: none"> Civic uses such as places of worship, cemeteries and burial grounds, schools, health care facilities, active and passive recreation and municipal services. Single family and multi-family residential uses. Highway commercial and office uses. Larger scale mixed use development clustered at key crossroads. 	<p style="text-align: center;"><u>Transportation</u></p> <ul style="list-style-type: none"> Pedestrian facilities (sidewalks/bicycles/multi-use trails) with high connectivity between uses. High vehicular connectivity with managed access, adequate distance between intersections and efficient and safe circulation patterns. Paved roadways and parking, curb and gutter, sidewalks, streetscaping and streetlights.
<p style="text-align: center;"><u>Zoning Classifications</u></p> <ul style="list-style-type: none"> R-2, R-3, R-25, HC, GC, PUD, Corridor Overlay District 	<p style="text-align: center;"><u>Infrastructure</u></p> <ul style="list-style-type: none"> Municipal water (or sewer) proximity. On-site water (private wells or small systems) and sewer (septic or package systems). Abundant private utilities. Low impact development.

Visual Character Description

Development Pattern



Transportation



Green Space



IMPLEMENTATION STRATEGIES

- Incorporate and incent design principles into development ordinances, or by zoning conditions.
- Encourage the use of planned unit developments (PUD's).
- Develop and promote incentives for amenities, aesthetics, and infill.
- Implement the Countywide Greenways Master Plan and define priorities for development.
- Prepare and adopt a Suburban-Corridor Overlay District to regulate building placement, and materials, design and size, sign placement, landscaping, access management, inter-parcel access, and other elements that contribute to the look and function of the corridor.

URBAN NEIGHBORHOOD (U-N)

POLICIES	DESIGN PRINCIPLES
<p align="center"><u>Intent</u></p> <ul style="list-style-type: none"> Enhance and maintain existing urban neighborhood character by accommodating infill development that respects the scale, setback and style of adjacent homes, protects and stabilizes existing dwellings, including those with historic value. Create new urban neighborhoods to improve the quality of life and create a sense of place and community. 	<p align="center"><u>Site Design</u></p> <ul style="list-style-type: none"> Shallow to moderate building setbacks with green space using building structures or landscaping to frame the site. Moderate to high lot coverage and building footprints related to lot size. Master planned projects that consider quality architectural building design with attractive facades, controlled aesthetics, amenities and context sensitive infrastructure.
<p align="center"><u>General Characteristics</u></p> <ul style="list-style-type: none"> Buildings are clustered and located close to the street with parking either in front, beside or behind the building on private property. Green Space is reduced due to smaller lot sizes. 	<p align="center"><u>Density/Intensity</u></p> <ul style="list-style-type: none"> Scaled civic buildings. 2-8 dwelling units per acre. 1-3 story buildings. Infill vacant lots.
<p align="center"><u>Application</u></p> <ul style="list-style-type: none"> Compact, walkable development linking the City center. Mixed use or single use neighborhood scale commercial, office and residential development. Housing diversity of types and sizes with redevelopment, including live/work units. 	<p align="center"><u>Green Space</u></p> <ul style="list-style-type: none"> Informal landscaping with passive use areas. Formal landscaping and appropriate buffers within built areas. Moderately dense street trees, bushes, and planting strips. Neighborhood and community parks.
<p align="center"><u>Primary Land Uses</u></p> <ul style="list-style-type: none"> Civic uses such as places of worship, schools, health facilities, passive recreation (including greenways and trails). Single family and multi-family residential uses with home occupations. 	<p align="center"><u>Transportation</u></p> <ul style="list-style-type: none"> Pedestrian facilities (sidewalks/multi-use trails) with high connectivity between uses and access to nearby corridors. High vehicular connectivity, linear street patterns, managed access, short-to-moderate distance between intersections and alleys, and efficient and safe circulation patterns. Paved roadways and parking (on-site/street), curb and gutter, sidewalks, streetscapes and streetlights.
<p align="center"><u>Zoning Classifications</u></p> <ul style="list-style-type: none"> R-1, R-2, R-3, R-4, PUD SFR, MFR, MHP, PUD DR, RMD, SR, PUD 	<p align="center"><u>Infrastructure</u></p> <ul style="list-style-type: none"> Municipal water (and/or sewer). Abundant private utilities. Low impact development.

Visual Character Description



IMPLEMENTATION STRATEGIES

- Incorporate and incent design principles into development ordinances, or by zoning conditions.
- Amend the zoning ordinance to include planned unit developments (PUD's) for innovative site design.
- Implement the Countywide Greenways Master Plan and define priorities for development.
- Prepare a City-wide inventory for vacant sites and identify those that are suitable for infill development.
- Prepare a City-wide inventory of buildings suitable for redevelopment.

URBAN CENTER (U-CTR)

POLICIES

DESIGN PRINCIPLES

Intent

- Encourage mixed 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 City center.
- Enhance existing urban centers to create a sense of place, culture, history and community.

General Characteristics

- Mixed use or single use commercial, office and residential development in a central business district.
- Clustered buildings located close to the street with parking either in front, side or rear of the buildings.

Application

- Compact, walkable development.
- Connectivity between uses that generate a high level of pedestrian oriented activity.
- Retain and enhance existing building stock with appropriate maintenance and rehabilitation.
- Use buildings with underutilized upper floors for infill opportunities (residential above ground-floor retail).
- Major business/municipal functions in a City center.

Primary Land Uses

- Civic uses such as places of worship, municipal offices, health facilities.
- Multi-family residential uses with home occupations.
- Mixed uses (single use commercial and residential above ground-floor retail).

Zoning Classifications

- R-Multi Family; C-1, C-2; Urban Overlay District
- R-3, NC, HC; Urban Overlay District

Site Design

- Shallow building setbacks using building structures to frame the site.
- Moderate-to-high lot coverage and building footprints related to lot size.
- Master planned projects that consider quality architectural building design with attractive facades, controlled aesthetics, and context sensitive infrastructure.

Density/Intensity

- Scaled civic buildings.
- 2-8 dwelling unit/acre for single family
- 10-20 dwelling unit/acre for multi-family
- 1-3 story buildings

Green Space

- Formal landscaping and appropriate buffers within built areas.
- Moderately dense street trees, planters, and planting strips.
- Pocket parks or parklets.

Transportation

- Well-defined pedestrian environment and facilities (sidewalks/multi-use trails) with access to nearby corridors.
- High vehicular connectivity, linear street patterns, managed access, short distance between intersections and alleys, and efficient and safe circulation patterns.
- Paved roadways and parking (on-site/street), curb and gutter, sidewalks, streetscaping and streetlights.

Infrastructure

- Municipal water (or sewer).
- Abundant private utilities.

Visual Character Description

Development Pattern



Transportation



Green Space



IMPLEMENTATION STRATEGIES

- Incorporate and incent design principles into development ordinances, or by zoning conditions.
- Amend the zoning ordinance to include planned unit developments (PUD’s) for innovative site design.
- Develop and promote incentives for amenities, aesthetics, and infill.
- Implement the Countywide Greenways Master Plan and define priorities for development.
- Prepare and adopt a Downtown Master Plan to guide design and regulation of future development in the character area.
- Prepare and adopt an Urban Overlay District zoning category to encourage future development to enhance the character area.

URBAN CORRIDOR (U-C)

POLICIES	DESIGN PRINCIPLES
<p style="text-align: center;"><u>Intent</u></p> <ul style="list-style-type: none"> Enhance existing urban corridors to improve the quality of life in Brooklet, Portal and Register with a sense of place and community. Encourage mixed uses that create vitality, reinforce local activity centers while respecting and promote the established development pattern of the City center. 	<p style="text-align: center;"><u>Site Design</u></p> <ul style="list-style-type: none"> Moderate to deep building setbacks with green space using building structures to frame the site. Moderate to high lot coverage and building footprints related to lot size. Master planned projects that consider quality architectural building design with attractive facades, controlled aesthetics, amenities and context sensitive infrastructure.
<p style="text-align: center;"><u>General Characteristics</u></p> <ul style="list-style-type: none"> Mixed use or single use commercial, office and residential development along major linear transportation corridors. Clustered buildings located close to the street with shared parking to the front, side and rear. 	<p style="text-align: center;"><u>Density/Intensity</u></p> <ul style="list-style-type: none"> Limited civic buildings. 2-8 dwelling unit/acre for single family. 10-20 dwelling unit/acre for multi-family. Moderate floor area and impervious surface ratios.
<p style="text-align: center;"><u>Application</u></p> <ul style="list-style-type: none"> Retain and enhance existing building stock with maintenance and rehabilitation. Locate at key intersections on principal arterials where full services, public facilities and potential public transit. Connectivity to uses generating a high level of activity and pedestrian scaled development patterns, including building placement, lighting, site features, sidewalk use, amenities, etc. 	<p style="text-align: center;"><u>Green Space</u></p> <ul style="list-style-type: none"> Formal landscaping and appropriate buffers within built areas. Moderately dense street trees, and planting strips. Neighborhood and community park facilities.
<p style="text-align: center;"><u>Primary Land Uses</u></p> <ul style="list-style-type: none"> Civic benefit such as places of worship, cemeteries and burial grounds, schools, health facilities, passive recreation (including greenways and trails), municipal services, parks and community centers. Single family and multi-family residential uses. Commercial and office uses. Moderate to high scale mixed use development clustered at key intersections. 	<p style="text-align: center;"><u>Transportation</u></p> <ul style="list-style-type: none"> High vehicular connectivity, linear street patterns, managed access, short distance between intersections and efficient and safe circulation patterns. Well-defined pedestrian environment and facilities (sidewalks/bicycles/multi-use trails) with high connectivity between uses and access to City center. Paved roadways and parking (on-site/street), curb and gutter, sidewalks, streetscapes and street lighting.
<p style="text-align: center;"><u>Zoning Classifications</u></p> <ul style="list-style-type: none"> R-Multifamily; C-1, C-2; I-1; <i>Corridor Overlay District</i> MFR; HC, NC; <i>Corridor Overlay District</i> RMD; NC, HC; <i>Corridor Overlay District</i> 	<p style="text-align: center;"><u>Infrastructure</u></p> <ul style="list-style-type: none"> Municipal water (and/or sewer). Abundant private utilities. Low impact development.

Visual Character Description

Development Pattern	Transportation	Green Space
		

IMPLEMENTATION STRATEGIES

- Incorporate and incent design principles into development ordinances, or by zoning conditions.
- Encourage the use of planned unit developments (PUD's) for innovative site design.
- Implement the Countywide Greenways Master Plan and define priorities for development.
- Prepare and adopt a Streetscape Corridor Plan to guide design and regulation of future development in the character area.
- Prepare and adopt an Urban Corridor Overlay District zoning category to encourage future development to enhance the character area.

AIRPORT DISTRICT (A-D)

POLICIES	DESIGN PRINCIPLES
<p style="text-align: center;"><u>Intent</u></p> <ul style="list-style-type: none"> Enhance and maintain the existing airport facility to accommodate air travel activity and related business facilities, while discouraging land uses and development patterns that could present conflicts. 	<p style="text-align: center;"><u>Site Design</u></p> <ul style="list-style-type: none"> Deep to moderate building setbacks using building structures to frame the site. Moderate to high lot coverage and building footprints related to lot size. Master planned projects that consider quality architectural building design with attractive facades, controlled aesthetics, and context sensitive infrastructure.
<p style="text-align: center;"><u>General Characteristics</u></p> <ul style="list-style-type: none"> Single or mixed use commercial and industrial uses. Variable building development to promote the specific needs of industrial activities or businesses. Managed land use, height, sound and buffering. 	<p style="text-align: center;"><u>Density/Intensity</u></p> <ul style="list-style-type: none"> Limited civic buildings. 1-2 story buildings. Moderate to high floor area and impervious surface ratios.
<p style="text-align: center;"><u>Application</u></p> <ul style="list-style-type: none"> Locate on principal arterial where full services, public facilities and routes of potential public transportation are available. 	<p style="text-align: center;"><u>Green Space</u></p> <ul style="list-style-type: none"> Formal landscaping and appropriate buffers between the airport and built areas to limit negative noise and visual impacts to surrounding areas. Moderately dense street trees, bushes and planting strips. Passive open space or recreational uses.
<p style="text-align: center;"><u>Primary Land Uses</u></p> <ul style="list-style-type: none"> Air travel facilities and related businesses. Industrial uses such as low-to-high intensity manufacturing and assembly, distribution, processing, wholesale trades. Planned business or industrial parks. 	<p style="text-align: center;"><u>Transportation</u></p> <ul style="list-style-type: none"> Moderate to high vehicular connectivity with managed access, accommodation for heavy vehicles, limited connections to surrounding development and efficient and safe circulation patterns. Limited pedestrian environment and facilities due to nature of vehicular traffic. Paved roadways and parking (on-site), curb and gutter, streetscapes and streetlights.
<p style="text-align: center;"><u>Zoning Classifications</u></p> <ul style="list-style-type: none"> LI, HI, GC, HC, PUD 	<p style="text-align: center;"><u>Infrastructure</u></p> <ul style="list-style-type: none"> Municipal water (and/or sewer). Abundant private utilities. Low impact development.

Visual Character Description



IMPLEMENTATION STRATEGIES

- Incorporate and incent design principles into development ordinances, or by zoning conditions.
- Encourage the use of planned unit developments (PUD's) for innovative site design.
- Promote development in surrounding areas that is compatible with airport uses.
- Review rezoning requests to ensure compatibility with airport district character area and Federal Aviation Administration requirements.

EMPLOYMENT DISTRICT (E-D)

POLICIES	DESIGN PRINCIPLES
<p align="center"><u>Intent</u></p> <ul style="list-style-type: none"> Enhance and maintain existing industrial and business facilities and create new facilities to expand economic opportunities for Bulloch County in appropriate planned areas while discouraging land uses and development patterns that could present conflicts with future district development. 	<p align="center"><u>Site Design</u></p> <ul style="list-style-type: none"> Deep to moderate building setbacks using building structures to frame the street. Moderate to high lot coverage and building footprints related to lot size. Master planned projects that consider quality architectural building design with attractive facades, controlled aesthetics, and context sensitive infrastructure.
<p align="center"><u>General Characteristics</u></p> <ul style="list-style-type: none"> Accommodate large industrial and business development in appropriate areas. Variable building development to promote the specific needs of industrial activities or businesses. Appropriate landscaping and open space between buildings and adjacent land uses to help limit negative visual and noise impacts of activity within the district to surrounding areas. 	<p align="center"><u>Density/Intensity</u></p> <ul style="list-style-type: none"> Limited civic buildings. 1-3 story buildings.
<p align="center"><u>Application</u></p> <ul style="list-style-type: none"> Planned development including industrial, commercial and service uses to serve workers and patrons of these businesses. Locate on principal arterial where full services, public facilities and routes of potential public transportation are available. 	<p align="center"><u>Green Space</u></p> <ul style="list-style-type: none"> Formal landscaping and appropriate buffers between built areas to limit negative noise and visual impacts to surrounding areas. Moderately dense street trees, bushes and planting strips.
<p align="center"><u>Primary Land Uses</u></p> <ul style="list-style-type: none"> Industrial uses such as low-to-high intensity manufacturing and assembly, distribution, processing, wholesale trades. Planned business or industrial parks. General commercial businesses and services for workforce. 	<p align="center"><u>Transportation</u></p> <ul style="list-style-type: none"> Moderate to high vehicular connectivity with managed access, accommodation for heavy vehicles, landscaped parking, limited connections to surrounding development and efficient and safe circulation patterns. Limited pedestrian environment and facilities. Paved roadways and parking (on-site), curb and gutter, streetscapes and streetlights.
<p align="center"><u>Zoning Classifications</u></p> <ul style="list-style-type: none"> LI, HI, GC, HC, PUD 	<p align="center"><u>Infrastructure</u></p> <ul style="list-style-type: none"> Municipal water (and/or sewer). Adequate telecommunications. Low impact development.

Visual Character Description



IMPLEMENTATION STRATEGIES

- Incorporate and incent design principles into development ordinances, or by zoning conditions.
- Prepare a revitalization or redevelopment study in advance of physical decline in existing employment districts.

INTERSTATE GATEWAY DISTRICT (IG-D)

POLICIES

DESIGN PRINCIPLES

Intent

- Enhance and maintain 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

- Potential to accommodate large auto oriented commercial and industrial uses catering to I-16 traffic and nearby workforce.

Application

- Planned development for industrial, commercial and residential uses for workers and travelers.
- Locate on principal arterial where full services, public facilities and routes of potential public transportation are available.

Primary Land Uses

- Single or multi-family residential (PUD only).
- Interstate oriented commercial uses.
- Industrial uses such as low or high intensity manufacturing, assembly, distribution, processing, wholesale trade, etc.
- Planned business or industrial parks.

Zoning Classifications

- HC, LI, HI, PUD, Interstate Overlay

Site Design

- Deep to moderate building setbacks using building structures to frame the site.
- Moderate to high lot coverage and building footprints related to lot size.
- Master planned projects that consider quality architectural building design with attractive facades, controlled aesthetics, and context sensitive infrastructure.

Density/Intensity

- Limited civic buildings.
- 1-8 dwelling units per acre.
- 1-4 story buildings.

Green Space

- Formal landscaping and appropriate buffers between built areas to limit negative noise and visual impacts to surrounding areas.
- Moderately dense street trees, bushes and planting strips.

Transportation

- High vehicular connectivity with managed access with frontage roads, accommodation for heavy vehicles, landscaped parking, limited connections to surrounding development and efficient and safe circulation patterns.
- Moderate pedestrian environment and facilities (sidewalks/bicycles/multi-use trails).
- Paved roadways and parking (on-site), curb and gutter, sidewalks, streetscapes and street lighting.

Infrastructure

- Municipal water (and/or sewer).
- Abundant public utilities.
- Low impact development.

Visual Character Description

Development Pattern



Transportation



Green Space



IMPLEMENTATION STRATEGIES

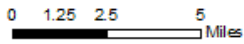
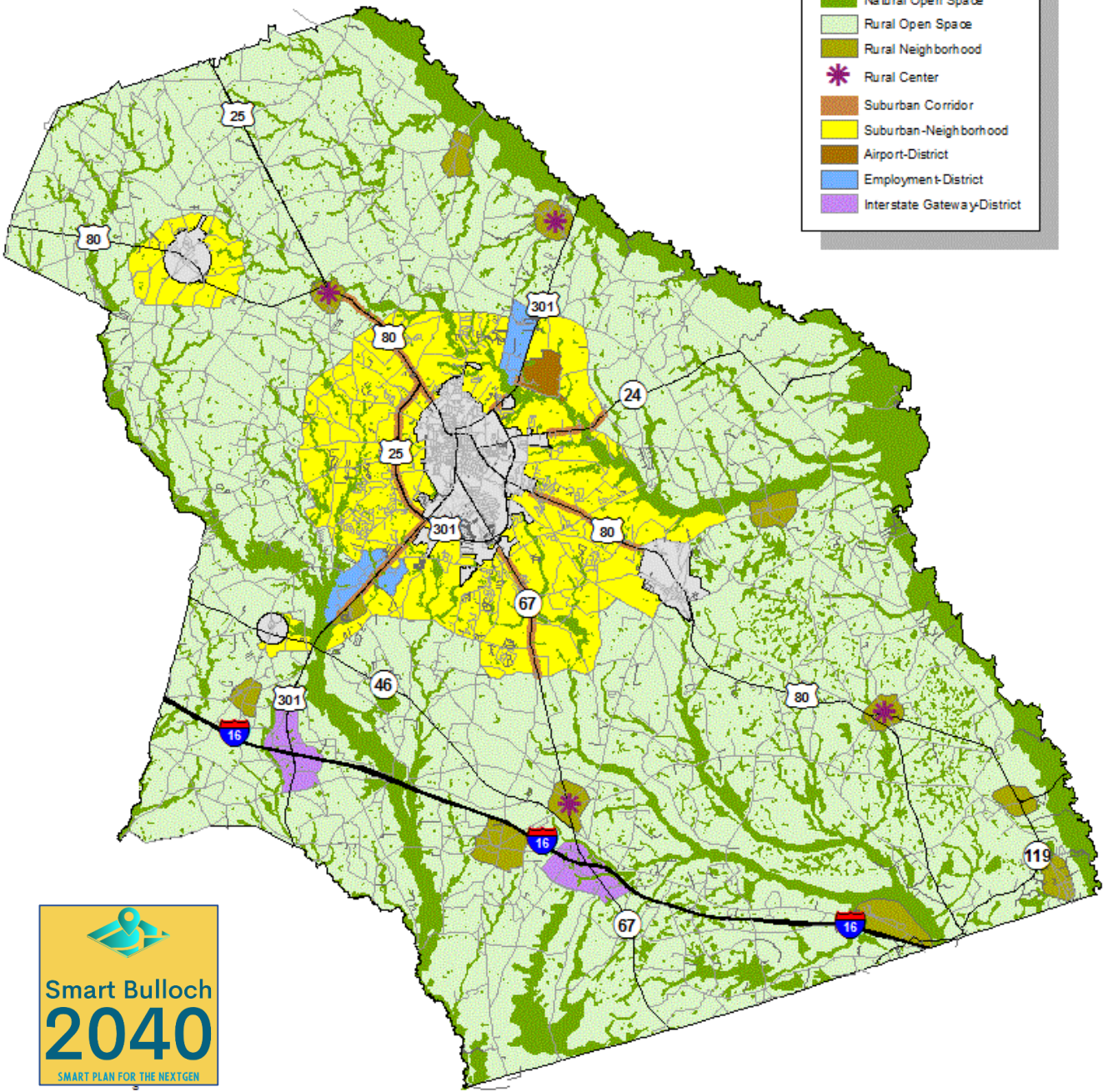
- Continue to implement the redevelopment plan for the I-16/U.S. 301 Interstate Gateway District.
- Prepare a redevelopment plan to establish a similar district at I-16 and State Route 67.

FUTURE DEVELOPMENT MAPS

The Future Development Maps on the following pages 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 and review consistency for future zone change requests. 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

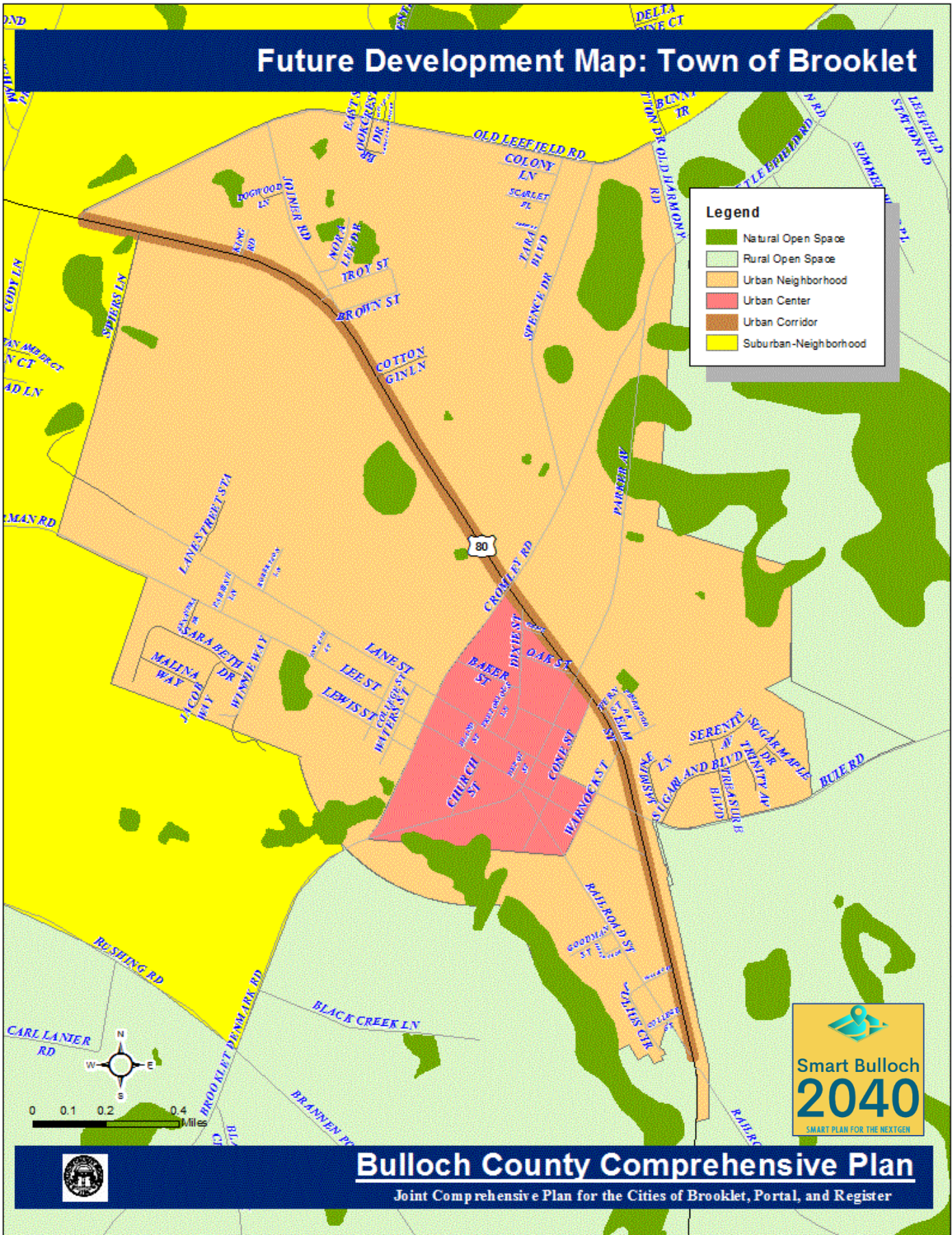
- Legend**
- Natural Open Space
 - Rural Open Space
 - Rural Neighborhood
 - Rural Center
 - Suburban Corridor
 - Suburban-Neighborhood
 - Airport-District
 - Employment-District
 - Interstate Gateway-District



Bulloch County Comprehensive Plan

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

Future Development Map: Town of Brooklet



Bulloch County Comprehensive Plan

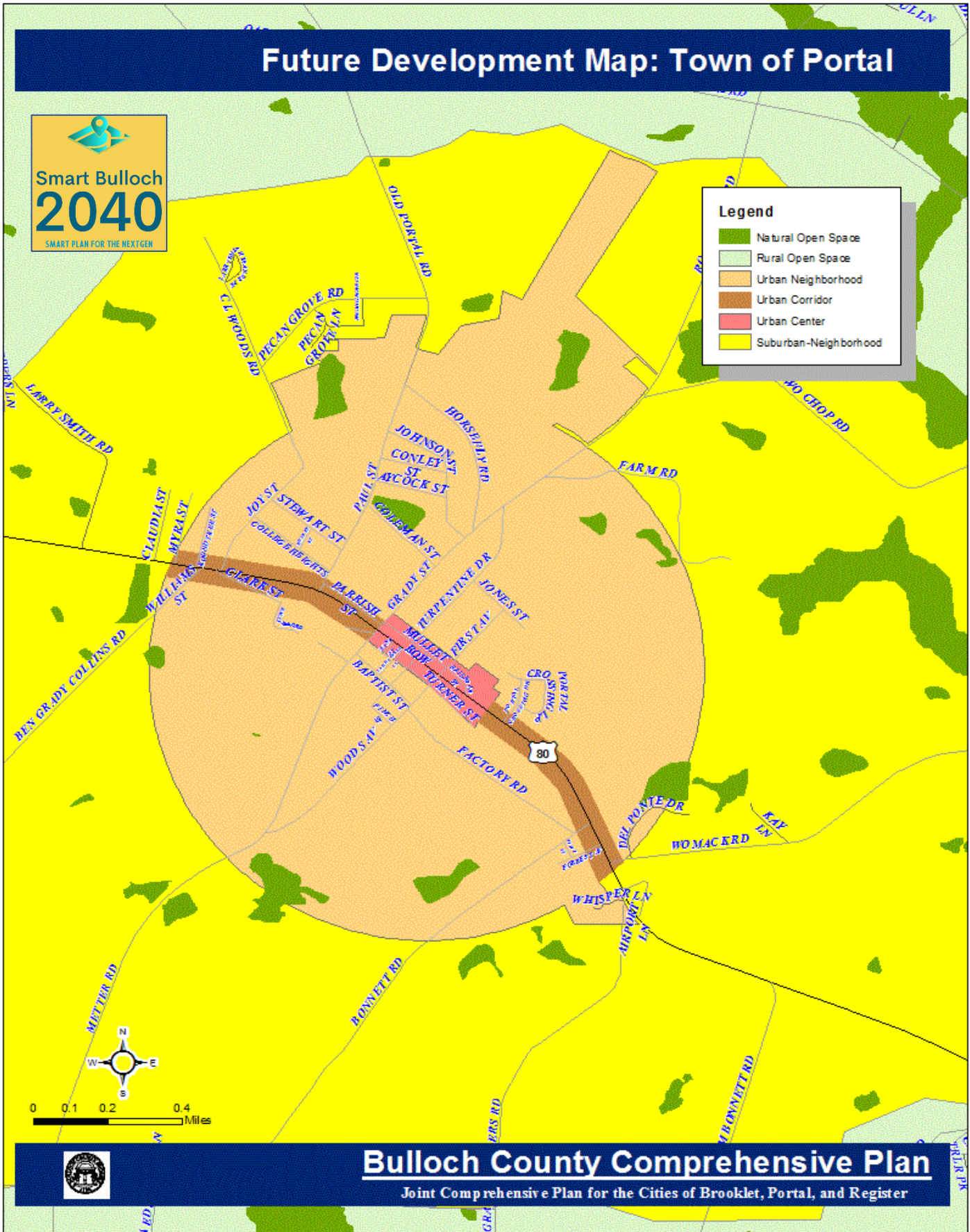
Joint Comprehensive Plan for the Cities of Brooklet, Portal, and Register

Future Development Map: Town of Portal



Legend

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



Bulloch County Comprehensive Plan

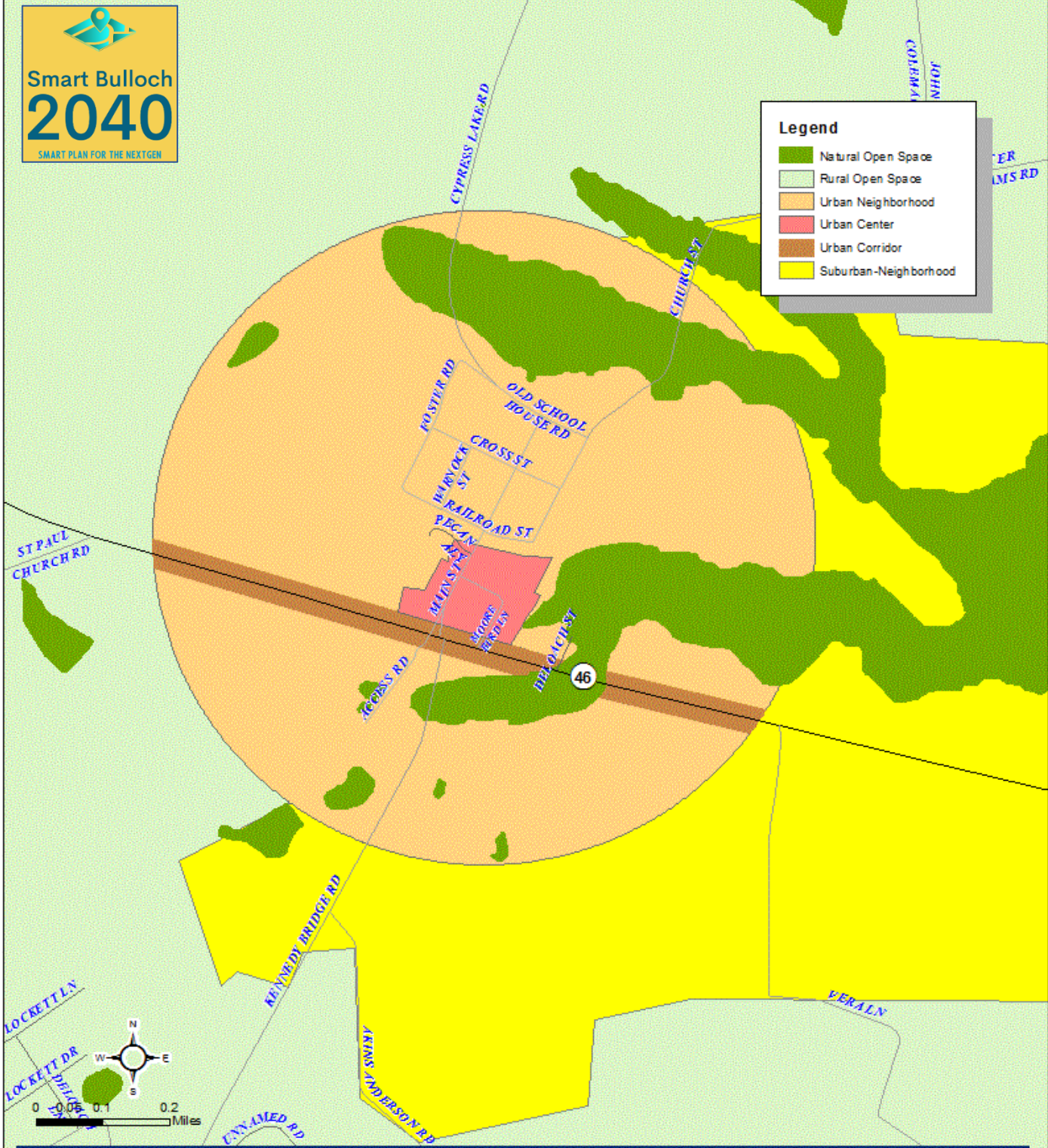
Joint Comprehensive Plan for the Cities of Brooklet, Portal, and Register

Future Development Map: Town of Register



Legend

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



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



CHAPTER 7 IMPLEMENTATION PROGRAM

COMMUNITY WORK PROGRAM —

The 2019-2023 Community Work Program for the **SMART BULLOCH 2040 PLAN** represents what action strategies will be implemented over the next five years by Bulloch County, Brooklet, Portal and Register to address the needs and opportunities revealed during the planning process, and to then realize the goals and objectives of the plan and its elements. This includes programs, ordinances, administrative systems, community improvements, and investments or financing arrangements or other programs/initiatives to be put in place to implement the plan. The Community Work Program outlines the following information according to the **SMART GOALS** theme which remains consistent with Minimum Standards and Procedures for Local Comprehensive Planning:

- **Specific** (description of implementation strategy)
- **Measurable** (description of priority order – high, moderate, low)
- **Attainable** (description of the measures of cost and funding sources)
- **Relevant** (description of responsible party or parties who will be held accountable)
- **Time-Bound** (description of the timeframe for undertaking the activity (2019, 2020, 2021, 2022 or 2023) as indicated either as a:

✓ Specific Completion Date

↻ Ongoing Task

It should be noted that the framework and context of implementation strategies have changed since the 2009 plan update (and the subsequent transformation of the Short-Term Work Program to the Community Work Program in 2014). The 2009 plan update, and the 2014 Community Work Program update previously consisted of five schedules for the Community Work Program, and it will now consist of six. The differences are noted in Table 14, on the following page.

While evaluating the structure of the 2009-2014 Community Work Program, there were many redundancies with the implementation strategies from schedule to schedule. The analysis of data and information within this plan update signaled changing conditions of the community where the needs, opportunities, trends and capacity to implement strategies for each jurisdiction. As reflected in the Report of Accomplishments there are many strategies that have been completed, ongoing or canceled for each jurisdiction according to the rearrangement of schedules. Except in rare circumstances, project or task specific strategies are the exception rather than the rule. Completing higher level projects or task specific strategies such as improving economic opportunity or adjusting regulatory systems are longer-term and on-going. Some strategies require the formation of sub-sets of stakeholders, further studies or planning processes, and funding streams resulting in variable costs. The funding sources identified are not exclusive.

TABLE 14: CHANGES IN THE STRUCTURE OF THE COMMUNITY WORK PROGRAM

2009-2029 UPDATE CWP CATEGORIES	SMART BULLOCH 2040 CWP CATEGORIES	PURPOSE FOR CHANGE
Development Patterns	Transportation	Transportation is a new (and, optional) separate element. However, it significantly influences development patterns in a community.
Social and Economic Development	Economic Development Broadband	Broadband is new required element. However, it is aligned with economic development, and both elements influence the quality of life for people in a community.
Character Areas Resource Conservation	Land Use	Character areas are reflected in the Land Use element. Many of the former strategies for Resource Conservation have been incorporated into the land use element.
Governmental Relations	Intergovernmental Coordination	The purpose of Governmental Relations strategies remains the same, though it is not a specific planning element. However, many of the strategies have been re-stated to reflect changes in needs and relationships.
	Community Facilities	While Community Facilities is not a specific planning element, establishing strategies or frameworks for assessing future needs is a by-product of comprehensive planning.

TABLE 15: ACRONYMS USED IN SCHEDULES

FUNDING SOURCES		RESPONSIBLE PARTIES	
CDBG	Community Development Block Grant	BOC	Board of Commissioners
EDA	Economic Development Administration	BOE	Board of Education
FHWA	Federal Highway Administration	COB	City of Brooklet
GDNR	Georgia Department of Natural Resources	COP	City of Register
GDOT	Georgia Department of Transportation	COR	City of Portal
GEFA	Georgia Environmental Facilities Authority	COS	City of Statesboro
GF	General Fund	DABC	Development Authority of Bulloch County
GOHS	Governor’s Office of Highway Safety	GSU	Georgia Southern University
IK	In-Kind (a/k/a staff time)	COC	Chamber of Commerce
NSC	National Safety Council	CWIB	Coastal Workforce Investment Board
OGA	One Georgia Authority	GDOL	Georgia Department of Labor
P3	Public Private Partnership	OTC	Ogeechee Technical College
SAD	Special Assessment District		
SPLOST	Special Purpose Local Option Sales Tax		
SRTA	State Road and Tollway Authority		
TADF	Tax Allocation District Fund		
TSPLOST	Transportation Special Purpose Local Option Sales Tax		
VC	Variable Cost		

BULLOCH COUNTY

BULLOCH COUNTY COMMUNITY WORK PROGRAM SCHEDULE: ECONOMIC DEVELOPMENT									
SMART BUSINESS GOALS – Diversification, Workforce Support, Business Support, Quality of Life									
Activity #	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
	Strategy	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
ED-01	Develop and implement a targeting and recruitment plan for goods producing industries and clusters.	High	\$90,000 (IK, GF)	BOC, DABC		✓			
ED-02	Conduct a business retention and expansion survey and implement results.	High	(IK, GF)	DABC		✓			✓
ED-03	Develop and implement plans to acquire land and expand infrastructure for new or existing industrial or commerce parks.	High	\$5,000,000 (SPLOST)	BOC, DABC		✓			
ED-04	Develop and implement a targeting and recruitment plan for retail and commercial businesses that meet local consumer demand.	High	\$90,000 (IK, GF)	BOC, DABC		✓			
ED-05	Develop a survey instrument to determine how to make the community more appealing and interesting to students, faculty and administration at Georgia Southern University.	Moderate	\$30,000 (IK, GF)	BOC, DABC, GSU		✓			
ED-06	Examine feasibility of creating an economic development corporation that will be a public/private partnership engaging the municipalities, county, private sector and other key stakeholders to leverage business recruitment.	Low	Variable Cost (IK, P3)	BOC, DABC, COC				✓	
ED-07	Review and update the existing local business incentives program.	Low	\$25,000 (IK, GF)	DABC					✓
ED-08	Provide incentives to businesses for higher paying jobs and capital investment based on positive cost-benefit analysis.	High	VC (GF)	BOC, DABC	↻	↻	↻	↻	↻
ED-09	Encourage the location of small-to-moderate scale business development near existing or future rural neighborhoods, small rural	High	VC (IK, GF)	BOC	↻	↻	↻	↻	↻

BULLOCH COUNTY COMMUNITY WORK PROGRAM SCHEDULE: ECONOMIC DEVELOPMENT									
SMART BUSINESS GOALS – Diversification, Workforce Support, Business Support, Quality of Life									
Activity #	Specific	Measurable	Attainable	Relevant	Time-bound				
	Strategy	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
	centers or future mixed-use developments.								
ED-10	Encourage the location of major commercial activity along suburban corridors or interstate-gateway character areas.	High	VC (IK, GF)	BOC	☺	☺	☺	☺	☺
ED-11	Encourage the location of large businesses and industrial facilities at the employment, interstate-gateway or airport character areas.	High	VC (IK, GF)	BOC, DABC	☺	☺	☺	☺	☺
ED-12	Encourage mixed-use development at appropriate scales and in appropriate character areas.	High	VC (IK, GF)		☺	☺	☺	☺	☺
ED-13	Leverage and promote resources available from local workforce organizations to improve resident workers skills training.	Moderate	VC (IK, GF)	CWIB, DABC, GDOL, OTC	☺	☺	☺	☺	☺
ED-14	Leverage and promote resources from local workforce organizations to improve resident workers access to finding higher paying local jobs.	Moderate	VC (IK, GF)	BOE, COC, CWIB, DABC, GDOL, OTC	☺	☺	☺	☺	☺
ED-15	Leverage and promote resources available from local technical assistance organizations to establish and sustain small businesses.	Moderate	VC (IK, GF)	GSU-SBDC	☺	☺	☺	☺	☺
ED-16	Aggressively pursue leveraged funding opportunities that support infrastructure to expand economic development opportunities.	Moderate	VC (IK, SPLOST, TSPLOST, CDBG, OGA, GEFA, EDA, GDOT, FHWA, TADF)	BOC, DABC	☺	☺	☺	☺	☺

BULLOCH COUNTY COMMUNITY WORK PROGRAM: TRANSPORTATION PLANNING ELEMENT									
SMART MOBILITY GOALS – Safety and Quality, Mobility and Connectivity, Alternative Modes, Land Use Compatibility, Economic Benefit									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
TR-01	Phase IV of the S&S Greenway to complete the connection to from Statesboro to Brooklet.	High	\$3,100,000 (FHWA, TSPOST, GDNR)	BOC, COB				✓	
TR-02	Conduct a feasibility analysis to identify truck freight traffic on local roads and bridges and amend commercial truck traffic ordinance to restrict or prohibit accordingly.	High	\$75,000 (GF)	BOC, DABC		✓			
TR-03	Update the 2035 Long-Range Transportation Plan under MAP-21 guidelines should Statesboro-Bulloch County become a Metropolitan Planning Organization.	Moderate	\$400,000 (GF)	COB, COP, COR, COS, BOC				✓	
TR-04	Utilize technology and increased frequency of service to improve dirt road drainage and maintenance.	High	\$3,750,000 (IK, GF, SPLOST, T-SPLOST)	BOC	☺	☺	☺	☺	☺
TR-05	Develop qualifying criteria for new dirt road construction to maximize resources to construct 3.0 miles of roads annually.	High	\$5,000,000 (FHWA, GDOT, TSPLOST)	BOC	☺	☺	☺	☺	☺
TR-06	Improve existing dirt roads with asphalt resurfacing and pavement preservation techniques to maximize resources treating 20.0 miles of roads annually.	High	\$5,000,000 (TSPLOST, GDOT)	BOC	☺	☺	☺	☺	☺
TR-07	Maintain all bridges to a good or excellent standard according to the state bridge inventory report.	High	\$1,750,000 (TSPLOST, GDOT)	BOC	☺	☺	☺	☺	☺
TR-08	Continue to expand road infrastructure at the I-16 Tax Allocation District as development occurs according to the 2011 Redevelopment Plan.	High	\$5,000,000 (SRTA, TADF)	BOC	☺	☺	☺	☺	☺
TR-09	Develop programs or acquire specialized traffic devices to improve roadway safety and to reduce vehicle and pedestrian safety crashes, injuries and fatalities.	High	\$1,000,000, IK (GOHS, GDOT, NSC, TSPLOST)	BOC	☺	☺	☺	☺	☺
TR-10	Improve intersection safety with enhanced geometrics, signalization or with	High	\$5,000,000 (FHWA, GDOT,	BOC	☺	☺	☺	☺	☺

BULLOCH COUNTY COMMUNITY WORK PROGRAM: TRANSPORTATION PLANNING ELEMENT									
SMART MOBILITY GOALS – Safety and Quality, Mobility and Connectivity, Alternative Modes, Land Use Compatibility, Economic Benefit									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
	innovative designs such as roundabouts or RCUTS.		SRTA, TSPLOST)						
TR-11	Use traffic calming designs in new and existing subdivisions to reduce speeding in residential neighborhoods.	High	VC (SAD)	BOC, DABC	☺	☺	☺	☺	☺
TR-12	Coordinate with local educational institutions on existing and future site development to minimize traffic congestion and pedestrian conflicts during peak periods.	Moderate	VC (IK, GF)	BOC, BOE	☺	☺	☺	☺	☺
TR-13	Develop a program to link the greenway system while providing bike and pedestrian amenities.	Moderate	VC (IK, GF)	BOC	☺	☺	☺	☺	☺
TR-14	Continue to provide leveraged funding support for the Airport to maintain its status as a Level III general aviation facility.	Moderate	\$3,062,000, IK (TSPLOST, SPLOST, GDOT, FAA)	GSU	☺	☺	☺	☺	☺
TR-15	Continue to support Coastal Regional Coaches demand-response paratransit service that can be coordinated with a future fixed-route/flex-route transit system serving the City of Statesboro.	Moderate	\$90,000 (GF, TSPLOST)	BOC	☺	☺	☺	☺	☺
TR-16	Continue to support existing policies requiring real estate developers to provide traffic impact studies when warranted and to install required improvements to serve such sites.	Moderate	IK (GF)	BOC	☺	☺	☺	☺	☺
TR-17	Assess safety countermeasures at railroad crossings on local roads and implement measures.	Moderate	IK, \$50,000 (SPLOST, TSPLOST, GDOT)	BOC, DABC	☺	☺	☺	☺	☺
TR-18	Utilize the Transportation Special Local Option Sales Tax for transportation maintenance and enhancements.	Moderate	\$720,000 (GF, TSPLOST)	BOC	☺	☺	☺	☺	☺

BULLOCH COUNTY COMMUNITY WORK PROGRAM: BROADBAND ELEMENT									
SMART CONNECTIONS GOALS – Availability, Abundance, Affordability, Readiness, Reliable									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy	Priority	Cost-Funding Source	Responsible Party	2019	2020	2021	2022	2023
BB-01	Perform a study of underserved households and businesses to determine strategies for accessibility and affordability.	High	\$50,000 (IK, GF, P3)	COB, COP, COR, COS, BOC, DABC			✓		
BB-02	Establish a stakeholder committee of public-private entities to plan and maintain a Community Broadband Road Map or Strategic Plan.	High	VC (IK, GF, P3)	COB, COP, COR, COS, BOC, DABC			✓		
BB-03	Apply for Broadband Ready Community Designation with DCA upon adopting a model broadband ordinance.	High	VC (IK, GF)	COB, COP, COR, COS, BOC		✓			
BB-04	Assesses public safety interoperability and coordination.	High	VC (IK, GF)	COB, COP, COR, COS, BOC, GSU, OTC	☹	☹	☹	☹	☹
BB-05	Construct and operate a P-25 public safety radio communication system county-wide.	High	\$7,200,000 (SPLOST, GF)	COB, COP, COR, COS, BOC, GSU, OTC	☹	☹	☹	☹	☹
BB-06	Monitor policy developments and legislation to align state goals with local initiatives.	High	VC (IK, GF)	COB, COP, COR, COS, BOC, DABC	☹	☹	☹	☹	☹

BULLOCH COUNTY COMMUNITY WORK PROGRAM: LAND USE ELEMENT									
SMART GROWTH GOALS – Mixed Land Uses, Compact Design, Diverse Housing Choices, Walkability, Sense of Place, Preserve Open Space									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy (Character Areas Where Applied)	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
LU-01	Adopt Rural Center Overlay District. R-C	Moderate	IK (GF)	BOC			✓		
LU-02	Prepare and adopt a Suburban-Corridor Overlay District. S-C	Moderate		BOC			✓		
LU-03	Adopt a Conservation Subdivision Ordinance for clustered development to preserve rural character, sensitive natural resources and large tracts of permanent green space. N-OS, R-OS, R-N	Moderate	IK, \$25,000 (GF)	BOC			✓		
LU-04	Prepare a redevelopment plan to establish an	Moderate	\$50,000 (GF, TADF)	BOC			✓		

BULLOCH COUNTY COMMUNITY WORK PROGRAM: LAND USE ELEMENT									
SMART GROWTH GOALS – Mixed Land Uses, Compact Design, Diverse Housing Choices, Walkability, Sense of Place, Preserve Open Space									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy (Character Areas Where Applied)	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
	Interstate Gateway Overlay District at I-16 and State Route 67. IG-D								
LU-05	Prepare a revitalization or redevelopment study in advance of physical decline in existing employment districts E-D	Low	\$50,000 (GF)	BOC					✓
LU-06	Prepare a plan to expand or establish water and sewer service to include all IG-D areas currently underserved. IG-D	Low	VC, IK (SPLOST, OGA, EDA)	BOC					✓
LU-07	Enforce flood hazard, river corridor protection and groundwater recharge protection ordinances. N-OS	High	IK (GF)	BOC	☺	☺	☺	☺	☺
LU-08	Pursue government purchase of environmentally sensitive lands to create of wildlife areas, nature preserves, and public parks. N-OS, R-OS	High	VC, IK (GF, SPLOST)	BOC	☺	☺	☺	☺	☺
LU-09	Establish a land conservation program to create and promote conservation easements or similar tools that preserve important natural areas. N-OS, R-N	Moderate	VC, IK (GF)	BOC	☺	☺	☺	☺	☺
LU-10	Update the Countywide Greenways Master Plan and define priorities for development. N-OS, R-OS, R-N, R-C, S-N, S-C	High	VC, IK (GF, SPLOST, GDNR, P3)	BOC	☺	☺	☺	☺	☺
LU-11	Incorporate design principles into development ordinances or by zoning conditions. R-OS, R-N, R-C, S-N, S-C, A-D, E-D, IG-D	High	IK (GF)	BOC	☺	☺	☺	☺	☺
LU-12	Encourage the use of planned unit developments (PUD's). S-N, S-C, A-D, E-D, IG-D	High	IK (GF)	BOC	☺	☺	☺	☺	☺
LU-13	Develop and promote incentives for amenities, aesthetics, and infill. S-N, S-C	High	IK (GF)	BOC	☺	☺	☺	☺	☺
LU-14	Promote development in surrounding areas that is	High	IK (GF)	BOC	☺	☺	☺	☺	☺

BULLOCH COUNTY COMMUNITY WORK PROGRAM: LAND USE ELEMENT									
SMART GROWTH GOALS – Mixed Land Uses, Compact Design, Diverse Housing Choices, Walkability, Sense of Place, Preserve Open Space									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy (Character Areas Where Applied)	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
	compatible with airport uses. A-D								
LU-15	Review rezoning requests to ensure compatibility with airport district character area and Federal Aviation Administration requirements. A-D	High	IK (GF)	BOC	☺	☺	☺	☺	☺

BULLOCH COUNTY COMMUNITY WORK PROGRAM: INTERGOVERNMENTAL COORDINATION									
SMART RELATIONSHIPS GOALS – Improved Communication, Coordination, Service Delivery, Transparency									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy	Priority	Cost-Funding Source	Responsible Party	2019	2020	2021	2022	2023
IG-01	Update the Service Delivery Strategy with all municipalities with every Comprehensive Plan update, or when needed.	High	VC (IK, GF)	BOC	☺	☺	☺	☺	☺
IG-02	Coordinate planning and development efforts in the region with the Coastal Regional Commission.	High	\$250,000 (IK, GF)	BOC	☺	☺	☺	☺	☺
IG-03	Coordinate and refer information on key land use proposals and impacts with appropriate units of local government, school districts and the Coastal Regional Commission, when appropriate.	High	VC (IK, GF)	BOC	☺	☺	☺	☺	☺
IG-04	Coordinate the planning, development and siting of schools with the Bulloch County Board of Education.	High	VC (IK, GF)	BOC	☺	☺	☺	☺	☺
IG-05	Coordinate the planning, development and construction of municipal utilities when appropriate.	High	VC (IK, GF)	BOC	☺	☺	☺	☺	☺
IG-06	Coordinate with state agencies regarding legislation and regulatory issues, and also to identify funding sources for	High	VC (IK, GF)	BOC	☺	☺	☺	☺	☺

BULLOCH COUNTY COMMUNITY WORK PROGRAM: INTERGOVERNMENTAL COORDINATION									
SMART RELATIONSHIPS GOALS – Improved Communication, Coordination, Service Delivery, Transparency									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy	Priority	Cost-Funding Source	Responsible Party	2019	2020	2021	2022	2023
	operating and capital projects.								
IG-07	Coordinate with federal agencies regarding legislation and regulatory issues and identify funding sources for operating and capital projects.	High	VC (IK, GF)	BOC	☺	☺	☺	☺	☺
IG-08	Utilize Community Development Block Grant (CDBG) and related HUD funding for infrastructure, economic development, housing, and innovative projects.	High	VC (CDBG, IK, GF, SPLOST, TSPLOST, GDOT, TAD)	BOC	☺	☺	☺	☺	☺

BULLOCH COUNTY COMMUNITY WORK PROGRAM: COMMUNITY FACILITIES									
SMART INVESTMENTS GOALS – High Quality and Cost-Effective Public Facilities, Sustainability, Optimize Public Benefit and Levels of Service									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
CF-01	Annually update the six-year capital improvements program and budget.	High	VC (IK, GF)	BOC	☺	☺	☺	☺	☺
CF-02	Update specific master plans affecting community facilities including, but not limited to transportation, recreation, public safety, solid waste, redevelopment, land use, when needed.	High	\$50,000-\$400,000 per plan (IK, GF, SPLOST, TSPLOST)	BOC	☺	☺	☺	☺	☺
CF-03	Optimize the use and availability of SPLOST and TSPLOST as a capital funding source for community facilities projects.	High	\$95,000,000 (IK, SPLOST, TSPLOST, GF)	BOC	☺	☺	☺	☺	☺
CF-04	Optimize the use and availability of private, state and federal funding sources to leverage local funding sources for	High	20% of Capital Improvements Program (Variable sources, as available with local match)	BOC	☺	☺	☺	☺	☺

BULLOCH COUNTY COMMUNITY WORK PROGRAM: COMMUNITY FACILITIES									
SMART INVESTMENTS GOALS – High Quality and Cost-Effective Public Facilities, Sustainability, Optimize Public Benefit and Levels of Service									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
	community facilities projects.								
CF-05	Utilize existing Enterprise Resource Planning software to annually evaluate the need to restore, replenish, or add community facility assets.	High	VC (IK, GF)	BOC	↻	↻	↻	↻	↻

CITY OF BROOKLET

CITY OF BROOKLET COMMUNITY WORK PROGRAM SCHEDULE: ECONOMIC DEVELOPMENT									
SMART BUSINESS GOALS – Diversification, Workforce Support, Business Support, Quality of Life									
Activity #	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
	Strategy	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
ED-16	Conduct a business retention and expansion survey and address results.	High	VC (IK, GF)	COB, SB-COC		✓			✓
ED-17	Develop and implement a targeting and recruitment plan for retail and commercial businesses that meet local consumer demand.	High	\$5,000 (IK, GF)	COB		✓			
ED-18	Establish an existing local business incentives program.	Low	\$25,000 (IK, GF)	COB					✓
ED-19	Encourage the location of small-to-moderate scale business development near existing or future neighborhoods, urban centers or future mixed-use developments.	High	VC (IK, GF)	COB	☹	☹	☹	☹	☹
ED-20	Encourage the location of major commercial, industrial or mixed-use activity urban corridors.	High	VC (IK, GF)	COB	☹	☹	☹	☹	☹
ED-21	Encourage mixed-use development at appropriate scales and in appropriate character areas.	High	VC (IK, GF)	COB	☹	☹	☹	☹	☹
ED-22	Leverage and promote resources available from local technical assistance organizations to establish and sustain small businesses.	Moderate	VC (IK, GF)	COB, GSU	☹	☹	☹	☹	☹
ED-23	Aggressively pursue leveraged funding opportunities that support infrastructure to expand economic development opportunities.	Moderate	VC (IK, SPLOST, TSPLOST, CDBG, OGA, GEFA, EDA, GDOT, FHWA)	COB	☹	☹	☹	☹	☹

CITY OF BROOKLET COMMUNITY WORK PROGRAM: TRANSPORTATION									
SMART MOBILITY GOALS – Safety and Quality, Mobility and Connectivity, Alternative Modes, Land Use Compatibility, Economic Benefit									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
TR-19	Phase IV the S&S Greenway to complete the connection to from Statesboro to Brooklet.	High	\$90,000 (FHWA, TSPPOST, GDNR)	COB, BOC				✓	
TR-20	Participate in the update of the 2035 Long-Range Transportation Plan under MAP-21 guidelines should Statesboro-Bulloch County become a Metropolitan Planning Organization, and should Brooklet become part of the urbanized area.	Moderate	\$12,000 (GF)	COB, COP, COR, COS, BOC				✓	
TR-21	Coordinate with local educational institutions on existing and future site development to minimize traffic congestion and pedestrian conflicts during peak periods.	Moderate	VC (IK, GF)	COB	☺	☺	☺	☺	☺
TR-22	Develop a program to link the greenway system while at the same time providing bike and pedestrian amenities.	Moderate	VC (IK, GF)	COB, BOC	☺	☺	☺	☺	☺
TR-23	Utilize the Transportation Special Local Option Sales Tax for transportation maintenance and enhancements.	Moderate	\$720,000 (GF, TSPLOST)	COB	☺	☺	☺	☺	☺

CITY OF BROOKLET COMMUNITY WORK PROGRAM: BROADBAND									
SMART CONNECTIONS GOALS – Availability, Abundance, Affordability, Readiness, Reliable									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy	Priority	Cost-Funding Source	Responsible Party	2019	2020	2021	2022	2023
BB-07	Participate in a stakeholder committee of public-private entities to plan and maintain a Community Broadband Road Map or Strategic Plan.	High	VC (IK, GF, P3)	COB, COP, COR, COS, BOC, DABC			✓		
BB-08	Apply for Broadband Ready Community Designation with DCA upon adopting a model broadband ordinance.	High	VC (IK, GF)	COB, COP, COR, COS, BOC		✓			
BB-09	Monitor policy developments and legislation to align state goals with local initiatives.	High	VC (IK, GF)	COB, COP, COR, COS, BOC, DABC	☺	☺	☺	☺	☺

CITY OF BROOKLET COMMUNITY WORK PROGRAM: LAND USE									
SMART GROWTH GOALS – Mixed Land Uses, Compact Design, Diverse Housing Choices, Walkability, Sense of Place, Preserve Open Space									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy (Character Areas Where Applied)	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
LU-16	Prepare a city-wide inventory of vacant sites to target for infill development. U-N	Moderate	VC (IK, GF)	COB		✓			
LU-17	Prepare a city-wide inventory of buildings to target for redevelopment. U-N	Moderate	VC (IK, GF)	COB		✓			
LU-18	Prepare and adopt a Downtown Master Plan to guide design and regulations. U-CTR	Moderate	\$15,000 (IK, GF)	COB			✓		
LU-19	Prepare and adopt an Urban-Center Overlay District. U-CTR	Moderate	VC (IK, GF)	COB				✓	
LU-20	Prepare and adopt an Urban-Corridor Overlay District. U-C	Moderate	VC (IK, GF)	COB				✓	
LU-21	Participate in updating the Countywide Greenways Master Plan and define priorities for development. U-N, U-CTR, U-C	High	VC, (IK, GF)	BOC	☹	☹	☹	☹	☹
LU-22	Incorporate design principles into development ordinances or by zoning conditions. U-N, U-CTR, U-C	High	VC (IK, GF)	COB	☹	☹	☹	☹	☹
LU-23	Amend the zoning ordinance to include the use of planned unit developments for innovative site design (PUD's). U-N, U-C	High	VC (IK, GF)	COB	☹	☹	☹	☹	☹
LU-24	Develop and promote incentives for amenities, aesthetics, and infill. U-N	High	VC (IK, GF)	COB	☹	☹	☹	☹	☹

CITY OF BROOKLET COMMUNITY WORK PROGRAM: INTERGOVERNMENTAL COORDINATION									
SMART RELATIONSHIPS GOALS – Improved Communication, Coordination, Service Delivery, Transparency									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy	Priority	Cost-Funding Source	Responsible Party	2019	2020	2021	2022	2023
IG-09	Update the Service Delivery Strategy with Bulloch County and other municipalities with every Comprehensive Plan update, or when needed.	High	VC (IK, GF)	COB, BOC	☹	☹	☹	☹	☹
IG-10	Coordinate planning and development efforts in the	High	\$10,000 (IK, GF)	COB, CRC	☹	☹	☹	☹	☹

	region with the Coastal Regional Commission.								
IG-11	Coordinate and refer information on key land use proposals and impacts with appropriate units of local government, school district and the Coastal Regional Commission, when appropriate.	High	VC (IK, GF)	COB	☺	☺	☺	☺	☺
IG-12	Coordinate the planning, development and siting of schools with the Bulloch County Board of Education.	High	VC (IK, GF)	COB, BOE	☺	☺	☺	☺	☺
IG-13	Coordinate the planning, development and construction of municipal utilities with Bulloch County when appropriate.	High	VC (IK, GF)	COB, BOC	☺	☺	☺	☺	☺
IG-14	Coordinate with state agencies regarding legislation and regulatory issues and identify funding sources for operating and capital projects.	High	VC (IK, GF)	COB	☺	☺	☺	☺	☺
IG-15	Coordinate with federal agencies regarding legislation and regulatory issues and identify funding sources for operating and capital projects.	High	VC (IK, GF)	COB	☺	☺	☺	☺	☺
IG-16	Utilize Community Development Block Grant (CDBG) and related HUD funding for infrastructure, economic development, housing, and innovative projects.	High	VC (CDBG, IK, GF, SPLOST, TSPLOST, GDOT, TAD)	BOC	☺	☺	☺	☺	☺

CITY OF BROOKLET COMMUNITY WORK PROGRAM: COMMUNITY FACILITIES
SMART INVESTMENTS GOALS – High Quality and Cost-Effective Public Facilities, Sustainability, Optimize Public Benefit and Levels of Service

Activity #	Specific	Measurable	Attainable	Relevant	Time-bound				
	Strategy	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
CF-06	Establish and annually update a six-year capital improvements program and budget.	High	VC (IK, GF)	COB	☺	☺	☺	☺	☺
CF-07	Update specific master plans affecting community facilities including, but not limited to	High	\$15,000-\$32,000,000 per plan (IK, GF, SPLOST, TSPLOST)	COB	☺	☺	☺	☺	☺

CITY OF BROOKLET COMMUNITY WORK PROGRAM: COMMUNITY FACILITIES									
SMART INVESTMENTS GOALS – High Quality and Cost-Effective Public Facilities, Sustainability, Optimize Public Benefit and Levels of Service									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
	transportation, public safety, solid waste, redevelopment, land use, when needed.								
CF-08	Optimize the use and availability of SPLOST and TSPLOST as a capital funding source for community facilities projects.	High	\$3,600,000 (IK, SPLOST, TSPLOST, GF)	COB	☺	☺	☺	☺	☺
CF-09	Optimize the use and availability of private, state and federal funding sources to leverage local funding sources for community facilities projects.	High	10-20% of Capital Improvements Program (Variable sources, as available with local match)	COB	☺	☺	☺	☺	☺

CITY OF PORTAL

CITY OF PORTAL COMMUNITY WORK PROGRAM SCHEDULE: ECONOMIC DEVELOPMENT									
SMART BUSINESS GOALS – Diversification, Workforce Support, Business Support, Quality of Life									
Activity #	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
	Strategy	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
ED-24	Conduct a business retention and expansion survey and address results.	High	VC (IK, GF)	COP, COC		✓			✓
ED-25	Develop and implement a targeting and recruitment plan for retail and commercial businesses that meet local consumer demand.	High	\$5,000 (IK, GF)	COB		✓			
ED-26	Establish an existing local business incentives program.	Low	\$25,000 (IK, GF)	COP					✓
ED-27	Encourage the location of small-to-moderate scale business development near existing or future neighborhoods, urban centers or future mixed-use developments.	High	VC (IK, GF)	COP	☹	☹	☹	☹	☹
ED-28	Encourage the location of major commercial, industrial or mixed-use activity urban corridors.	High	VC (IK, GF)	COP	☹	☹	☹	☹	☹
ED-29	Encourage mixed-use development at appropriate scales and in appropriate character areas.	High	VC (IK, GF)	COP	☹	☹	☹	☹	☹
ED-30	Leverage and promote resources available from local technical assistance organizations to establish and sustain small businesses.	Moderate	VC (IK, GF)	COP, GSU-SBDC	☹	☹	☹	☹	☹
ED-31	Aggressively pursue leveraged funding opportunities that support infrastructure to expand economic development opportunities.	Moderate	VC (IK, SPLOST, TSPLOST, CDBG, OGA, GEFA, EDA, GDOT, FHWA)	COP	☹	☹	☹	☹	☹

CITY OF PORTAL COMMUNITY WORK PROGRAM: TRANSPORTATION									
SMART MOBILITY GOALS – Safety and Quality, Mobility and Connectivity, Alternative Modes, Land Use Compatibility, Economic Benefit									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
TR-24	Participate in the update of the 2035 Long-Range Transportation Plan under MAP-21 guidelines should Statesboro-Bulloch County become a Metropolitan Planning Organization, and should Brooklet become part of the urbanized area.	Moderate	\$12,000 (GF)	COB, COP, COR, COS, BOC				✓	
TR-25	Coordinate with local educational institutions on existing and future site development to minimize traffic congestion and pedestrian conflicts during peak periods.	Moderate	VC (IK, GF)	COP	☺	☺	☺	☺	☺
TR-26	Develop a program to link the greenway system while at the same time providing bike and pedestrian amenities.	Moderate	VC (IK, GF)	COP, BOC	☺	☺	☺	☺	☺
TR-27	Utilize the Transportation Special Local Option Sales Tax for transportation maintenance and enhancements.	Moderate	\$496,000 (GF, TSPLOST)	COP	☺	☺	☺	☺	☺

CITY OF PORTAL COMMUNITY WORK PROGRAM: BROADBAND									
SMART CONNECTIONS GOALS – Availability, Abundance, Affordability, Readiness, Reliable									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy	Priority	Cost-Funding Source	Responsible Party	2019	2020	2021	2022	2023
BB-10	Participate in a stakeholder committee of public-private entities to plan and maintain a Community Broadband Road Map or Strategic Plan.	High	VC (IK, GF, P3)	COB, COP, COR, COS, BOC, DABC			✓		
BB-11	Apply for Broadband Ready Community Designation with DCA upon adopting a model broadband ordinance.	High	VC (IK, GF)	COB, COP, COR, COS, BOC		✓			
BB-12	Monitor policy developments and legislation to align state goals with local initiatives.	High	VC (IK, GF)	COB, COP, COR, COS, BOC, DABC	☺	☺	☺	☺	☺

CITY OF PORTAL COMMUNITY WORK PROGRAM: LAND USE									
SMART GROWTH GOALS – Mixed Land Uses, Compact Design, Diverse Housing Choices, Walkability, Sense of Place, Preserve Open Space									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy (Character Areas Where Applied)	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
LU-25	Prepare a city-wide inventory of vacant sites to target for infill development. U-N	Moderate	VC (IK, GF)	COP		✓			
LU-26	Prepare a city-wide inventory of buildings to target for redevelopment. U-N	Moderate	VC (IK, GF)	COP		✓			
LU-27	Prepare and adopt a Downtown Master Plan to guide design and regulations. U-CTR	Moderate	\$15,000 (IK, GF)	COP				✓	
LU-28	Prepare and adopt an Urban-Center Overlay District. U-CTR	Moderate	VC (IK, GF)	COP					✓
LU-29	Prepare and adopt an Urban-Corridor Overlay District. U-C	Moderate	VC (IK, GF)	COP					✓
LU-30	Participate in updating the Countywide Greenways Master Plan and define priorities for development. U-N, U-CTR, U-C	High	VC, (IK, GF)	COP, BOC	☹	☹	☹	☹	☹
LU-31	Incorporate design principles into development ordinances or by zoning conditions. U-N, U-CTR, U-C	High	VC (IK, GF)	COP	☹	☹	☹	☹	☹
LU-32	Amend the zoning ordinance to include the use of planned unit developments for innovative site design (PUD's). U-N, U-C	High	VC (IK, GF)	COP	☹	☹	☹	☹	☹
LU-33	Develop and promote incentives for amenities, aesthetics, and infill. U-N	High	VC (IK, GF)	COP	☹	☹	☹	☹	☹

CITY OF PORTAL COMMUNITY WORK PROGRAM: INTERGOVERNMENTAL COORDINATION									
SMART RELATIONSHIPS GOALS – Improved Communication, Coordination, Service Delivery, Transparency									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy	Priority	Cost-Funding Source	Responsible Party	2019	2020	2021	2022	2023
IG-17	Update the Service Delivery Strategy with Bulloch County and other municipalities with every Comprehensive Plan update, or when needed.	High	VC (IK, GF)	COP, BOC	☹	☹	☹	☹	☹
IG-18	Coordinate planning and development efforts in the region with the Coastal Regional Commission.	High	\$10,000 (IK, GF)	COP, CRC	☹	☹	☹	☹	☹

IG-19	Coordinate and refer information on key land use proposals and impacts with appropriate units of local government, school district and the Coastal Regional Commission, when appropriate.	High	VC (IK, GF)	COP	☺	☺	☺	☺	☺
IG-20	Coordinate the planning, development and siting of schools with the Board of Education.	High	VC (IK, GF)	COP, BOE	☺	☺	☺	☺	☺
IG-21	Coordinate the planning, development and construction of municipal utilities with Bulloch County when appropriate.	High	VC (IK, GF)	COP, BOC	☺	☺	☺	☺	☺
IG-22	Coordinate with state agencies regarding legislation and regulatory issues, and also to identify funding sources for operating and capital projects.	High	VC (IK, GF)	COP	☺	☺	☺	☺	☺
IG-23	Coordinate with federal agencies regarding legislation and regulatory issues, and also to identify funding sources for operating and capital projects.	High	VC (IK, GF)	COP	☺	☺	☺	☺	☺
IG-24	Utilize Community Development Block Grant (CDBG) and related HUD funding for infrastructure, economic development, housing, and innovative projects.	High	VC (CDBG, IK, GF, SPLOST, TSPLOST, GDOT, TAD)	BOC	☺	☺	☺	☺	☺

CITY OF PORTAL COMMUNITY WORK PROGRAM: COMMUNITY FACILITIES									
SMART INVESTMENTS GOALS – High Quality and Cost-Effective Public Facilities, Sustainability, Optimize Public Benefit and Levels of Service									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
CF-10	Establish and annually update a six-year capital improvements program and budget.	High	VC (IK, GF)	COP	☺	☺	☺	☺	☺
CF-11	Update specific master plans affecting community facilities including, but not limited to transportation, recreation, public	High	\$15,000-\$32,000,000 per plan (IK, GF, SPLOST, TSPLOST)	COP	☺	☺	☺	☺	☺

CITY OF PORTAL COMMUNITY WORK PROGRAM: COMMUNITY FACILITIES									
SMART INVESTMENTS GOALS – High Quality and Cost-Effective Public Facilities, Sustainability, Optimize Public Benefit and Levels of Service									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
	safety, solid waste, redevelopment, land use, when needed.								
CF-12	Optimize the use and availability of SPLOST and TSPLOST as a capital funding source for community facilities projects.	High	\$638,000 (IK, SPLOST, TSPLOST, GF)	COP	↻	↻	↻	↻	↻
CF-13	Optimize the use and availability of private, state and federal funding sources to leverage local funding sources for community facilities projects.	High	10-20% of Capital Improvements Program (Variable sources, as available with local match)	COP	↻	↻	↻	↻	↻

CITY OF REGISTER

CITY OF REGISTER COMMUNITY WORK PROGRAM SCHEDULE: ECONOMIC DEVELOPMENT									
SMART BUSINESS GOALS – Diversification, Workforce Support, Business Support, Quality of Life									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
ED-32	Encourage the location of small-to-moderate scale business development near existing or future neighborhoods, urban centers or future mixed-use developments.	High	VC (IK, GF)	COR	☺	☺	☺	☺	☺
ED-33	Encourage the location of major commercial, industrial or mixed-use activity urban corridors.	High	VC (IK, GF)	COR	☺	☺	☺	☺	☺
ED-34	Encourage mixed-use development at appropriate scales and in appropriate character areas.	High	VC (IK, GF)	COR	☺	☺	☺	☺	☺
ED-35	Leverage and promote resources available from local technical assistance organizations to establish and sustain small businesses.	Moderate	VC (IK, GF)	COR, GSU-SBDC	☺	☺	☺	☺	☺
ED-36	Aggressively pursue leveraged funding opportunities that support infrastructure to expand economic development opportunities.	Moderate	VC (IK, SPLOST, TSPLOST, CDBG, OGA, GEFA, EDA, GDOT, FHWA)	COR	☺	☺	☺	☺	☺

CITY OF REGISTER COMMUNITY WORK PROGRAM: TRANSPORTATION									
SMART MOBILITY GOALS – Safety and Quality, Mobility and Connectivity, Alternative Modes, Land Use Compatibility, Economic Benefit									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
TR-28	Participate in the update of the 2035 Long-Range Transportation Plan under MAP-21 guidelines should Statesboro-Bulloch County become a Metropolitan Planning Organization, and should Brooklet become part of the urbanized area.	Moderate	\$12,000 (GF)	COB, COP, COR, COS, BOC				✓	
TR-29	Coordinate with local educational institutions on	Moderate	VC (IK, GF)	COR	☺	☺	☺	☺	☺

CITY OF REGISTER COMMUNITY WORK PROGRAM: TRANSPORTATION									
SMART MOBILITY GOALS – Safety and Quality, Mobility and Connectivity, Alternative Modes, Land Use Compatibility, Economic Benefit									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
	existing and future site development to minimize traffic congestion and pedestrian conflicts during peak periods.								
TR-30	Develop a program to link the greenway system while at the same time providing bike and pedestrian amenities.	Moderate	VC (IK, GF)	COR, BOC	☺	☺	☺	☺	☺
TR-31	Utilize the Transportation Special Local Option Sales Tax for transportation maintenance and enhancements.	Moderate	\$300,000 (GF, TSPLOST)	COR	☺	☺	☺	☺	☺

CITY OF REGISTER COMMUNITY WORK PROGRAM: BROADBAND									
SMART CONNECTIONS GOALS – Availability, Abundance, Affordability, Readiness, Reliable									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy	Priority	Cost-Funding Source	Responsible Party	2019	2020	2021	2022	2023
BB-13	Participate in a stakeholder committee of public-private entities to plan and maintain a Community Broadband Road Map or Strategic Plan.	High	VC (IK, GF, P3)	COB, COP, COR, COS, BOC, DABC			✓		
BB-14	Apply for Broadband Ready Community Designation with DCA upon adopting a model broadband ordinance.	High	VC (IK, GF)	COB, COP, COR, COS, BOC		✓			
BB-15	Monitor policy developments and legislation to align state goals with local initiatives.	High	VC (IK, GF)	COB, COP, COR, COS, BOC, DABC	☺	☺	☺	☺	☺

CITY OF REGISTER COMMUNITY WORK PROGRAM: LAND USE									
SMART GROWTH GOALS – Mixed Land Uses, Compact Design, Diverse Housing Choices, Walkability, Sense of Place, Preserve Open Space									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy (Character Areas Where Applied)	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
LU-34	Prepare a city-wide inventory of vacant sites to target for infill development. U-N	Moderate	VC (IK, GF)	COR		✓			
LU-35	Prepare a city-wide inventory of buildings to target for redevelopment. U-N	Moderate	VC (IK, GF)	COR		✓			
LU-36	Prepare and adopt a Downtown Master Plan to guide design and regulations. U-CTR	Moderate	\$15,000 (IK, GF)	COR				✓	
LU-37	Prepare and adopt an Urban-Center Overlay District. U-CTR	Moderate	VC (IK, GF)	COR					✓
LU-38	Prepare and adopt an Urban-Corridor Overlay District. U-C	Moderate	VC (IK, GF)	COR					✓
LU-39	Participate in updating the Countywide Greenways Master Plan and define priorities for development. U-N, U-CTR, U-C	High	VC, (IK, GF)	COR, BOC	☹	☹	☹	☹	☹
LU-40	Incorporate design principles into development ordinances or by zoning conditions. U-N, U-CTR, U-C	High	VC (IK, GF)	COR	☹	☹	☹	☹	☹
LU-41	Amend the zoning ordinance to include the use of planned unit developments for innovative site design (PUD's). U-N, U-C	High	VC (IK, GF)	COR	☹	☹	☹	☹	☹
LU-42	Develop and promote incentives for amenities, aesthetics, and infill. U-N	High	VC (IK, GF)	COR	☹	☹	☹	☹	☹

CITY OF REGISTER COMMUNITY WORK PROGRAM: INTERGOVERNMENTAL COORDINATION									
SMART RELATIONSHIPS GOALS – Improved Communication, Coordination, Service Delivery, Transparency									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy	Priority	Cost-Funding Source	Responsible Party	2019	2020	2021	2022	2023
IG-25	Update the Service Delivery Strategy with Bulloch County and other municipalities with every Comprehensive Plan update, or when needed.	High	VC (IK, GF)	COR, BOC	☹	☹	☹	☹	☹
IG-26	Coordinate planning and development efforts in the region with the Coastal Regional Commission.	High	\$10,000 (IK, GF)	COR, CRC	☹	☹	☹	☹	☹
IG-27	Coordinate and refer information on key land use	High	VC (IK, GF)	COR	☹	☹	☹	☹	☹

	proposals and impacts with appropriate units of local government, school district and the Coastal Regional Commission, when appropriate.								
IG-28	Coordinate the planning, development and siting of schools with the Board of Education.	High	VC (IK, GF)	COR, BOE	☺	☺	☺	☺	☺
IG-29	Coordinate the planning, development and construction of municipal utilities with Bulloch County when appropriate.	High	VC (IK, GF)	COR, BOC	☺	☺	☺	☺	☺
IG-30	Coordinate with state agencies regarding legislation and regulatory issues, and also to identify funding sources for operating and capital projects.	High	VC (IK, GF)	COR	☺	☺	☺	☺	☺
IG-31	Coordinate with federal agencies regarding legislation and regulatory issues, and also to identify funding sources for operating and capital projects.	High	VC (IK, GF)	COR	☺	☺	☺	☺	☺
IG-32	Utilize Community Development Block Grant (CDBG) and related HUD funding for infrastructure, economic development, housing, and innovative projects.	High	VC (CDBG, IK, GF, SPLOST, TSPLOST, GDOT, TAD)	BOC	☺	☺	☺	☺	☺

CITY OF REGISTER COMMUNITY WORK PROGRAM: COMMUNITY FACILITIES									
SMART INVESTMENTS GOALS – High Quality and Cost-Effective Public Facilities, Sustainability, Optimize Public Benefit and Levels of Service									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
CF-14	Establish and annually update a six-year capital improvements program and budget.	High	VC (IK, GF)	COR	☺	☺	☺	☺	☺
CF-15	Update specific master plans affecting community facilities including, but not limited to transportation, public safety, solid waste, redevelopment,	High	\$15,000-\$32,000,000 per plan (IK, GF, SPLOST, TSPLOST)	COR	☺	☺	☺	☺	☺

CITY OF REGISTER COMMUNITY WORK PROGRAM: COMMUNITY FACILITIES									
SMART INVESTMENTS GOALS – High Quality and Cost-Effective Public Facilities, Sustainability, Optimize Public Benefit and Levels of Service									
	<i>Specific</i>	<i>Measurable</i>	<i>Attainable</i>	<i>Relevant</i>	<i>Time-bound</i>				
Activity #	Strategy	Priority	Cost (Funding Source)	Responsible Party	2019	2020	2021	2022	2023
	land use, when needed.								
CF-16	Optimize the use and availability of SPLOST and TSPLOST as a capital funding source for community facilities projects.	High	\$238,000 (IK, SPLOST, TSPLOST, GF)	COR	↻	↻	↻	↻	↻
CF-17	Optimize the use and availability of private, state and federal funding sources to leverage local funding sources for community facilities projects.	High	10-20% of Capital Improvements Program (Variable sources, as available with local match)	COR	↻	↻	↻	↻	↻

REPORT OF ACCOMPLISHMENTS

The Report of Accomplishments provides a status of implementation Strategy identified in the 2014-2018 Community Work Programs for Bulloch County and the cities of Brooklet, Portal and Register. For each activity the Report of Accomplishments identifies whether it is ongoing, or if was completed, ongoing, or canceled. Reasons are provided for an ongoing or canceled activity.

Again, as explained previously in the preamble of the Community Work Program in Chapter 7, Section 1, it should be noted that the framework and context of implementation strategies have changed since the 2009 plan update (and the subsequent transformation of the Short-Term Work Program to the Community Work Program in 2014). There are many strategies that have been canceled for each jurisdiction according to the rearrangement of schedules in the Community Work Program.

BULLOCH COUNTY

BULLOCH COUNTY REPORT OF ACCOMPLISHMENTS 2014-2018		
<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
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	Completed	Administrative variance available by ordinance.
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	Restated in TR-12, IG-03 and IG-04 of CWP.
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	Restated in LU-10 of CWP.
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	Restated in TR-03 of CWP.
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	Completed	The Future Development Map creates this as a fixed assumption.
DP Strategy 2.1.2: Adopt conservation subdivision ordinance to preserves natural features and rural character with new residential development	Ongoing	Restated in LU-03 of CWP. Projected completion in 2021.
DP Strategy 2.1.3: Limit water/sewer expansion into rural areas	Ongoing	The Future Development Map creates this as a fixed assumption. Restated in LU-06.
DP Strategy 2.1.4: Permit higher density zoning districts in close proximity to major activity centers such as City centers, major crossroads, commercial centers, and schools	Ongoing	Expressed as a design principle and consistently implemented in several Character Areas and is restated in LU-1, LU-2, LU-3 and LU 11-13 of CWP.
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	Completed	Existing policy/practice in place with the County Tax Assessors Office.
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	Canceled	No longer a priority by the County. Implementation difficulties due to complexity and lack of understanding by landowners and policy makers.
DP Strategy 2.2.2: Promote the use of conservation easements and conservation tax credits by landowners	Ongoing	Restated in LU-9.
DP Strategy 2.2.3: Promote the use of Purchase of Development Rights (PDRs), and Transfer of Development Rights (TDRs)	Canceled	No longer a priority by the County.

BULLOCH COUNTY REPORT OF ACCOMPLISHMENTS 2014-2018

<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
		Implementation difficulties due to lack of understanding by land owners and policy makers.
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)	Completed	
DP Strategy 3.1.2: Direct residential growth to Suburban Neighborhood areas	Canceled	The Future Development Map and Character Areas construct nullifies the use of this strategy since it is already a fixed assumption.
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	Restated in LU-12.
DP Strategy 4.1.1: Coordinate transportation planning with the Bulloch County Greenways System Master Plan and Bulloch County Transit Development Plan	Canceled	No longer a priority by the County. The absence of fixed or flex-route transit and/or coordinated transit planning makes implementation of this strategy unrealistic.
DP Strategy 4.1.2: Adopt Bulloch County Comprehensive Transportation Plan	Completed	
DP Strategy 4.2.1: Implement Bulloch County Greenway Master Plan	Ongoing	Restated in TR-01 and LU-10 of the CWP.
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	Completed (Bulloch County only)	Existing practice by policy.
DP Strategy 4.2.3: Require sidewalks in the Planning Unit Development (PUD) district rather than making them an optional amenity	Completed	Existing practice by ordinance.
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	Completed	Existing practice by ordinance/policy.
DP Strategy 5.2.1: Limit water/sewer expansion into rural areas	Canceled	Restated in LU-6 to be started in 2023.
DP Strategy 5.2.2: Ensure capital improvements needed to accommodate future development are provided concurrent with new development	Completed	Existing development review practices in place; checked for consistency with Six-Year Capital Improvements Program.

BULLOCH COUNTY REPORT OF ACCOMPLISHMENTS 2014-2018

<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
DP Strategy 5.2.3: Create a development review process that coordinates development approval with existing school capacity and planned facilities	Completed	Existing practice by policy.
DP Strategy 5.2.4: Conduct and carry out appropriate plans and measures for effective stormwater management	Completed	Existing practice by ordinance/policy.
DP Strategy 6.1.1: Implement Bulloch County Recreation Master Plan	Completed	This plan is considered annually as a part of updating the Six-Year Capital Improvements Plan.
DP Strategy 6.2.1: Create incentives to encourage developers to create neighborhood parks as part of their development projects	Completed	10% bonus density is offered for this type of amenity.
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	Completed	There is an existing intergovernmental agreement for a municipal growth district which can be templated to other areas proximate to the city limits that are candidates for annexation.
<i>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	Canceled	No longer a priority by the County. Implementation difficulties due to complexity and lack of understanding by landowners and policy makers.
RC Strategy 1.1.2: Apply to the Certified Local Government (CLG) Program to become eligible for federal historic preservation funds	Canceled	No longer a priority by the County. Implementation difficulties due to complexity and lack of understanding by landowners and policy makers.
RC Strategy 1.1.3: Update historic resources survey	Canceled	No longer a priority by the County. Implementation difficulties due to complexity and lack of understanding by landowners and policy makers.
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	Completed	This is an existing practice and is performed on an ongoing basis.
RC Strategy 1.1.5: Seek local designation of existing National Register properties to ensure long-term preservation of the resources, and/or	Canceled	No longer a priority by the County.

BULLOCH COUNTY REPORT OF ACCOMPLISHMENTS 2014-2018

<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
identify incentives for their preservation (e.g. building façade easements)		Implementation difficulties due to complexity and lack of understanding by landowners and policy makers.
RC Strategy 2.1.1: Implement the Bulloch County Greenway Master Plan	Ongoing	Restated in LU-10 of CWP.
RC Strategy 2.2.1: Discourage development in environmentally sensitive areas, as delineated in the Natural development category (see Future Development Guide and Map)	Canceled	Expressed as a design principle and is consistently implemented in appropriate Character Areas.
RC Strategy 2.2.2: Utilize conservation easements and other land preservation tools to preserve important natural areas on either public or private lands	Ongoing	Restated in LU-08 and LU-09 of the CWP.
RC Strategy 2.3.1: Incorporate minimum open space and tree protection requirements into development standards	Canceled	Open Space is expressed as a design principle and is consistently implemented in appropriate Character Areas. Tree protection is no longer a priority by the County. Implementation of a tree ordinance/policy has been found to be impractical due to its complexity and lack of understanding by land owners and policy makers.
RC Strategy 2.3.2: Adopt a Conservation Subdivision Ordinance to maximize open space/natural vegetation	Ongoing	Insufficient staff or resources. Restated in LU-03 of the CWP. Projected completion 2021.
RC Strategy 2.4.1: Continue to enforce the River Corridor Protection Ordinance with appropriate vegetation buffers and other pollution mitigation requirements	Completed	Existing practice by ordinance.
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	Completed	Existing practice by ordinance.
RC Strategy 2.4.3: Continue to enforce Groundwater Recharge Area Protection Ordinance to protect groundwater	Completed	Existing practice by ordinance.
RC Strategy 2.4.4: Conduct and carryout appropriate plans and measures necessary for effective stormwater management	Completed	Existing practice by ordinance.
RC Strategy 2.4.5: Conduct and carryout appropriate plans and measures necessary for effective groundwater protection	Completed	Existing practice by ordinance.
<i>Social and Economic Development</i>		
SED Strategy 1.1.1: Encourage PUDs to incorporate Traditional Neighborhood Design principles in new development (See Community	Completed	Existing practice by ordinance.

BULLOCH COUNTY REPORT OF ACCOMPLISHMENTS 2014-2018

<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
Design Section)		
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)	Completed	Existing practice by ordinance.
SED Strategy 1.2.1: Conduct housing study to identify affordable housing needs	Canceled	No longer a priority by the County. Insufficient staff and resources. No Housing Element warranted because there are no affordable housing issues in the unincorporated areas.
SED Strategy 1.2.2: Create incentives such as density bonuses or expedited permit processing for affordable housing development	Canceled	No longer a priority by the County. Unable to establish such an incentive due to market forces that make implementation impractical.
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	Canceled	No longer a priority by the County. Unable to establish such an incentive due to market forces that make implementation impractical.
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	Canceled	No longer a priority by the County. Unable to establish such an incentive due to market forces that make implementation impractical.
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.	Canceled	Restated in IG-08, IG-16, IG-24, and IG-32 in the CWP.
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	Completed	Existing practice by ordinance.
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	Expressed as a Character Area design principle and is consistently implemented. Restated in LU-14, LU-15, ED-03, and ED 10 through 12.
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	Restated in ED-09 of the CWP.

BULLOCH COUNTY REPORT OF ACCOMPLISHMENTS 2014-2018

<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
SED Strategy 2.1.3: Locate major commercial activity along the suburban corridors identified in the Future Development Guide and Map	Ongoing	Restated in ED-10 of the CWP.
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	Restated in ED-09 of the CWP.
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	Restated in ED-14 and ED-15 of the CWP.
SED Strategy 3.2.1: Promote mixed-use development that creates opportunities to live in close proximity to job opportunities	Ongoing	Restated in ED-12 of the CWP.
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	Completed	Existing practice by policy.
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)	Canceled	This is a goal and not a strategy. Expressed as a Character Area design principle and is consistently implemented. Restated in LU-14, LU-15, ED-03, and ED 10 through 12.
SED Strategy 4.1.3: Continue to promote commercial services that meet the regional needs of Bulloch County and its surrounding counties	Canceled	This is a goal and not a strategy.
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	Completed	
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	This is a goal and not a strategy. Expressed as a Character Area design principle and is consistently implemented. Restated in LU-14, LU-15, ED-03, and ED 10 through 12.
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	Completed	Existing practice by policy.
Government Relations		
GR Strategy 1.1.1: Refine communication and coordination efforts regarding development activity to ensure orderly and efficient development patterns	Canceled	This is a goal and not a strategy.
GR Strategy 1.1.2: Coordinate school site selection between the school board and planning officials	Ongoing	Restated in IG-02 of the CWP.
GR Strategy 2.1.1: Continue to work with the Coastal Regional Commission to coordinate planning and development efforts in the region	Ongoing	Restated in IG-03 of the CWP.
GR Strategy 2.2.1: Continue to work with surrounding counties to coordinate planning and development efforts at the borders of Bulloch	Canceled	This is a goal and not a strategy. Existing

BULLOCH COUNTY REPORT OF ACCOMPLISHMENTS 2014-2018

<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
County		practice exists with the Coastal Regional Commissions via Development of Regional Impact process. Restated in IG-03 of the CWP.
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	Restated in IG-06 and CF-04 of the CWP.
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	Restated in IG-06 and CF-04 of the CWP.
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	Transferred to LU-08 of the CWP.
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.	Ongoing	Transferred and restated to LU-09 of the CWP. The Georgia Conservancy was removed to open potential partnerships with multiple parties.
N-OS Strategy 3. Review Floodplain Protection Ordinance to ensure compliance with state and federal regulations	Canceled	Existing practice by ordinance, and in consultation with FEMA.
N-OS Strategy 4. Review development regulations to ensure stormwater and erosion controls mitigate construction and development impacts on natural areas	Canceled	Existing practice by ordinance/policy.
N-OS Strategy 5. Promote the use of Purchase of Development Rights (PDRs), and Transfer of Development Rights (TDRs)	Canceled	No longer a priority by the County. Implementation difficulties due to complexity and lack of understanding by landowners and policy makers.
N-OS Strategy 6. Adopt specific cross sections for roads that cross N-OS character area	Completed	Existing practice by policy.
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	Ongoing	Restated in LU-10 of the CWP.
N-OS Strategy 8. Follow BMPs for erosion and sedimentation control, as defined in the Georgia Erosion and Sedimentation Act	Complete	Existing practice by ordinance.
N-OS Strategy 9. Promote the use of conservation easements and conservation tax credits by landowners	Ongoing	Restated in LU-9.
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	Ongoing	Insufficient staff or resources. Restated in LU-03 of the CWP.

BULLOCH COUNTY REPORT OF ACCOMPLISHMENTS 2014-2018

<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
cluster development		Projected completion 2021.
R-OS Strategy 2. Maintain AG-5 development regulations	Completed	Existing practice by ordinance.
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	Completed	Existing practice by ordinance/policy.
R-OS Strategy 4. Carefully design roadway alterations to minimize scenic and environmental impacts	Completed	Existing practice by ordinance/policy.
R-OS Strategy 5. Adopt a policy that discourages extension of public utilities into R-OS Character Area	Canceled	Expressed as a Character Area design principle and is consistently implemented.
R-OS Strategy 6. Promote the use of Purchase of Development Rights (PDRs), and Transfer of Development Rights (TDRs)	Canceled	No longer a priority by the County. Implementation difficulties due to lack of understanding by land owners and policy makers.
R-N Strategy 2. Maintain R-40 development regulations	Completed	Existing practice by ordinance.
R-C Strategy 1. Adopt Rural Center Overlay District that defines desired standards for commercial uses and site design	Ongoing	Insufficient staff or resources. Restated in LU-02. Projected completion 2021.
S-N Strategy 1. Prepare and adopt a Traditional Neighborhood Development (TND) ordinance	Canceled	No longer a priority by the County. Implementation difficulties due to lack of understanding by land owners and policy makers.
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	Completed	Existing practice by ordinance.
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	Canceled	No longer a priority by the County. Implementation difficulties due to complexity and lack of understanding by landowners and policy makers. However, trees and other landscaping requirements for new development are in place by ordinance.
S-N Strategy 5. Reduce PUD minimum area requirements to encourage smaller developments and innovative infill development	Complete	

BULLOCH COUNTY REPORT OF ACCOMPLISHMENTS 2014-2018

<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
S-N Strategy 6. Prepare and adopt a connector street plan	Canceled	This is more appropriately addressed through the adoption and pending update of a Long-Range Transportation 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	Canceled	No longer a priority by the County. A field survey in 2017-2018 revealed that this is not an issue that requires further examination or is a problem.
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, intercartel access, and other elements that contribute to the look and function of the corridor	Ongoing	Insufficient staff or resources. Restated in LU-03 of the CWP. Projected completion 2021.
A-D Strategy 1. Enforce existing height requirements	Completed	This is an existing practice by ordinance/policy.
A-D Strategy 2. Review rezoning requests to ensure compatibility with airport district character area	Completed	Expressed as a Character Area design principle and is consistently implemented.
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	Canceled	This is an existing practice by ordinance/policy.
A-D Strategy 4. Determine and administer appropriate buffers for noise and safety to accommodate the long-range needs of the airport	Canceled	Expressed as a Character Area design principle and is consistently implemented. Restated in LU-15.
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.	Completed	Expressed as a Character Area design principle and is consistently implemented.
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, intercartel access, and other elements that contribute to the look and function of the district	Ongoing	Restated in LU-04 LU-06 for IG-D at I-16 and S.R. 67.
IG-D Strategy 3. Expand sewer service to include all IG-D areas currently underserved	Underway	Restated in LU-06. Sewer service is established at the IG-D at I-16 and U.S. 301

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<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
<i>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	Canceled	No longer a priority for the City. Existing zoning regulations are determined to be sufficient.
DP Strategy 1.1.2: Develop a vacant site inventory and identify those that are suitable for infill development	Ongoing	Restated in LU-16 of the CWP. Projected Completion in 2021.
DP Strategy 1.1.3: Create an inventory of buildings suitable for redevelopment	Ongoing	Restated in LU-17 of the CWP. Projected Completion in 2021.
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	Restated in IG-11 of the CWP.
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	Canceled	County responsibility with municipal and citizen input.
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	Canceled	Expressed in various Character Area design principles and is consistently implemented. Restated in TR-19, TR-22 and in LU-19, LU-21 and LU-22 of the CWP.
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)	Canceled	No longer a priority by the City. Existing zoning regulations are determined to be sufficient. Restated in LU-22 and LU-23 of the CWP.
DP Strategy 3.1.2: Direct residential growth to Suburban Neighborhood areas	Canceled	No longer a priority by the City. There are no Suburban Neighborhood areas in the City.
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	Ongoing	Restated in LU-23 to occur before or after completion of LU-19, LU-20, LU-21 of the CWP.
DP Strategy 4.1.1: Coordinate transportation planning with the Bulloch County Greenways System Master Plan and Bulloch County Transit Development Plan	Canceled	No longer a priority by the City. The absence of fixed or flex-route transit and/or coordinated transit planning makes

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<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
		implementation of this strategy unrealistic.
DP Strategy 4.1.2: Adopt Bulloch County Comprehensive Transportation Plan	Ongoing	Restated in TR-20 of the CWP. Projected completion date in 2022.
DP Strategy 4.2.1: Implement Bulloch County Greenway Master Plan	Canceled	County responsibility with municipal and citizen input. Restated in LU-19 of the CWP.
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	Canceled	Will be revisited upon completion or utilization of strategies LU-18, LU-19, LU-20, LU-22, and LU-23 in the CWP.
DP Strategy 4.2.3: Require sidewalks in all new development	Canceled	Will be revisited upon completion or utilization of strategies LU-18, LU-19, LU-20, LU-22, and LU-23 in the CWP.
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	Completed	Existing practice by ordinance/policy.
DP Strategy 5.2.1: Limit water/sewer expansion into rural areas	Canceled	No longer a priority for the City. The City only expands in to Suburban-Neighborhood areas, or by annexation.
DP Strategy 5.2.2: Ensure capital improvements needed to accommodate future development are provided concurrent with new development	Completed	Existing development review practices in place; checked for consistency with Six-Year Capital Improvements Program.
DP Strategy 5.2.3: Create a development review process that coordinates development approval with existing school capacity and planned facilities	Completed	Existing practice by policy.
DP Strategy 6.1.1: Implement Bulloch County Recreation Master Plan	Canceled	No longer a priority by the City. County responsibility with municipal and citizen input.
DP Strategy 6.2.1: Create incentives to encourage developers to create neighborhood parks as part of their development projects	Ongoing	Insufficient staff and resources. Restated in LU-24 of the CWP.
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)	Canceled	Expressed as a design principle and is consistently

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<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
		implemented in appropriate Character Areas.
RC Strategy 2.4.1: Continue to enforce the River Corridor Protection Ordinance with appropriate vegetation buffers and other pollution mitigation requirements	Canceled	This ordinance does not apply to the City as no river flows through it.
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	Completed	Existing practice by ordinance.
RC Strategy 2.4.3: Continue to enforce Groundwater Recharge Area Protection Ordinance to protect groundwater	Completed	Existing practice by ordinance.
<i>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	Canceled	No longer a priority by the City. Unable to establish such an incentive due to market forces that make implementation impractical.
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	Canceled	No longer a priority by the City. Unable to establish such an incentive due to market forces that make implementation impractical.
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	Completed	Existing practice by ordinance.
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	Canceled	No longer a priority by the City. Bulloch County assumes responsibility in ED-13, ED-14 and ED-15 of the CWP.
SED Strategy 3.2.1: Promote mixed-use development that creates opportunities to live in close proximity to job opportunities	Ongoing	Restated in ED-21 of the CWP. Expressed in various Character Area design principle and is consistently implemented.
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	Completed	Existing practice by policy.
SED Strategy 4.1.3: Continue to promote commercial services that meet the regional needs of Bulloch County and its surrounding counties	Canceled	This is a goal and not a strategy.
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	Restated in IG-06
<i>Government Relations</i>		

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<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
GR Strategy 1.1.1: Refine communication and coordination efforts regarding development activity to ensure orderly and efficient development patterns	Canceled	This is a goal and not a strategy.
GR Strategy 1.1.2: Coordinate school site selection between the school board and planning officials	Ongoing	Restated in IG-10 and IG-11 of the CWP.
GR Strategy 2.1.1: Continue to work with the Coastal Regional Commission to coordinate planning and development efforts in the region	Ongoing	Restated in IG-09 of the CWP.
GR Strategy 2.2.1: Continue to work with surrounding counties to coordinate planning and development efforts at the borders of Bulloch County	Canceled	This is a goal and not a strategy. Existing practice among Regional Commissions via Development of Regional Impact process, though restated in IG-03 of the CWP.
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	Restated in IG-13 and CF-09 of the CWP.
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	Restated in IG-13 and CF-09 of the CWP.
<i>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	Canceled	This is no longer a priority of the City. County responsibility with municipal and citizen input.
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.	Canceled	This is no longer a priority of the City as there is no threat of development encroaching in such areas.
N-OS Strategy 3. Review Floodplain Protection Ordinance to ensure compliance with state and federal regulations	Canceled	Existing practice by ordinance, and in consultation with FEMA.
N-OS Strategy 4. Review development regulations to ensure stormwater and erosion controls mitigate construction and development impacts on natural areas	Canceled	Existing practice by ordinance.
N-OS Strategy 5. Promote the use of Purchase of Development Rights (PDRs), and Transfer of Development Rights (TDRs)	Canceled	No longer a priority by the City. Implementation difficulties due to complexity and lack of understanding by landowners and policy makers.

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<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
N-OS Strategy 6. Adopt specific cross sections for roads that cross NOS character area	Completed	Existing practice by policy.
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	Ongoing	Restated in LU-21 of the CWP.
N-OS Strategy 8. Follow BMPs for erosion and sedimentation control, as defined in the Georgia Erosion and Sedimentation Act	Complete	Existing practice by Ordinance.
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	Canceled	No longer a priority by the City. Implementation difficulties due to lack of understanding by land owners and policy makers.
U-N Strategy 2. Prepare and adopt PUD zoning category to encourage innovative site design and development	Ongoing	Restated in LU-23 of the CWP.
U-N Strategy 3. Reduce minimum lot dimensions to encourage compact, walkable development patterns	Ongoing	Will be revisited upon completion or utilization of strategies LU-18, LU-19, LU-20, LU-22, and LU-23 in the CWP.
U-N Strategy 4. Prepare an existing conditions analysis of the City's sidewalks to identify substandard facilities and prioritize repair/replacement projects	Completed	
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	Ongoing	Will be revisited upon completion or utilization of strategies LU-18, LU-19, LU-20, LU-22, and LU-23 in the CWP.
U-N Strategy 6. Develop a City-wide vacant site inventory and identify those that are suitable for infill development	Ongoing	Insufficient staff and resources. Restated in LU-22 of the CWP. Projected completion 2020.
U-N Strategy 7. Create a City-wide inventory of buildings suitable for redevelopment	Ongoing	Insufficient staff and resources. Restated in LU-22 of the CWP. Projected completion 2020.
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, inter-parcel access, and other elements that contribute to the look and function of the character area	Ongoing	Insufficient staff and resources. Restated in LU-18, LU-19, LU-20 and LU-22 of the CWP. Projected completion 2020.
U-CTR Strategy 2. Prepare and adopt Corridor/Streetscape Master Plans to guide enhancements	Ongoing	Insufficient staff and resources. Restated in LU-18, LU-19, LU-20 and LU-22 of the CWP.

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<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
		Projected completion 2020.
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; inter-parcel access and other elements that contribute to the look and function of the corridor	Ongoing	Insufficient staff and resources. Restated in LU-18, LU-19, LU-20 and LU-22 of the CWP. Projected completion 2020.
U-COR Strategy 2. Prepare and adopt Corridor/Streetscape Master Plans for Commercial Corridor character areas to guide enhancements	Ongoing	Insufficient staff and resources. Restated in LU-18, LU-19, LU-20 and LU-22 of the CWP. Projected completion 2020.
U-COR Strategy 3. Prepare and adopt necessary regulatory amendments to require inter-parcel access, limit curb cuts, and require sidewalks with new commercial and mixed-use development	Ongoing	Insufficient staff and resources. Restated in LU-18, LU-19, LU-20 and LU-22 of the CWP. Projected completion 2020.

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<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
<i>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.	Canceled	No longer a priority by the City. Existing zoning regulations are determined to be sufficient.
DP Strategy 1.1.2: Develop a vacant site inventory and identify those that are suitable for infill development	Ongoing	Restated in LU-25 of the CWP. Projected Completion in 2021.
DP Strategy 1.1.3: Create an inventory of buildings suitable for redevelopment	Ongoing	Restated in LU-17 of the CWP. Projected Completion in 2022.
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	Restated in IG-18 of the CWP.
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	Canceled	County responsibility with municipal and citizen input.
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	Canceled	Expressed in various Character Area design principles and is consistently implemented. Restated in TR-26, and in LU-27, LU-28 and LU-29 of the CWP.
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)	Canceled	No longer a priority by the City. Existing zoning regulations are determined to be sufficient. Restated in LU-32 of the CWP.
DP Strategy 3.1.2: Direct residential growth to Suburban Neighborhood areas	Canceled	No longer a priority by the City. There are no Suburban Neighborhood areas in the City.
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	Ongoing	Restated in LU-32 to occur before or after completion of LU-27, LU-28, LU-29 of the CWP.
DP Strategy 4.1.1: Coordinate transportation planning with the Bulloch County Greenways System Master Plan and Bulloch County Transit Development Plan	Canceled	No longer a priority by the County. The absence of fixed or flex-route transit and/or coordinated transit planning makes implementation of this strategy unrealistic.

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<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
DP Strategy 4.1.2: Adopt the Bulloch County Comprehensive Transportation Plan	Ongoing	Restated in TR-20 of the CWP. Projected completion date in 2022.
DP Strategy 4.2.1: Implement Bulloch County Greenway Master Plan	Canceled	County responsibility with municipal and citizen input. Restated in LU-19 of the CWP.
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	Canceled	Will be revisited upon completion or utilization of strategies LU-18, LU-19, LU-20, LU-22, and LU-23 in the CWP.
DP Strategy 4.2.3: Require sidewalks in all new development	Canceled	Will be revisited upon completion or utilization of strategies LU-18, LU-19, LU-20, LU-22, and LU-23 in the CWP.
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	Completed	Existing practice by ordinance/policy.
DP Strategy 5.2.1: Limit water/sewer expansion into rural areas	Canceled	No longer a priority for the City. The City only expands in to Suburban-Neighborhood areas, or by annexation.
DP Strategy 5.2.2: Ensure capital improvements needed to accommodate future development are provided concurrent with new development	Completed	Existing development review practices in place; checked for consistency with Six-Year Capital Improvements Program.
DP Strategy 5.2.3: Create a development review process that coordinates development approval with existing school capacity and planned facilities	Completed	Existing practice by policy.
DP Strategy 6.1.1: Implement Bulloch County Recreation Master Plan	Canceled	No longer a priority by the City. County responsibility with municipal and citizen input.
DP Strategy 6.2.1: Create incentives to encourage developers to create neighborhood parks as part of their development projects	Ongoing	Insufficient staff and resources. Restated in LU-24 of the CWP.
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)	Canceled	Expressed as a design principle and is consistently implemented in

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<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
		appropriate Character Areas.
RC Strategy 2.4.1: Continue to enforce the River Corridor Protection Ordinance with appropriate vegetation buffers and other pollution mitigation requirements	Canceled	This ordinance does not apply to the City as no river flows through it.
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	Completed	Existing practice by ordinance.
RC Strategy 2.4.3: Continue to enforce Groundwater Recharge Area Protection Ordinance to protect groundwater	Completed	Existing practice by ordinance.
<i>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	Canceled	No longer a priority by the County. Unable to establish such an incentive due to market forces that make implementation impractical.
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.	Canceled	No longer a priority by the County. Unable to establish such an incentive due to market forces that make implementation impractical.
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	Completed	Existing practice by ordinance.
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	Canceled	This is no longer a priority of the City. Bulloch County assumes responsibility in ED-13, ED-14 and ED-15 of the CWP.
SED Strategy 3.2.1: Promote mixed-use development that creates opportunities to live in close proximity to job opportunities	Ongoing	Restated in ED-21 of the CWP. Expressed in various Character Area design principle and is consistently implemented.
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	Completed	Existing practice by policy.
SED Strategy 4.1.3: Continue to promote commercial services that meet the regional needs of Bulloch County and its surrounding counties	Canceled	This is an esoteric goal and not a strategy.
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	Restated in IG-06
<i>Government Relations</i>		

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<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
GR Strategy 1.1.1: Refine communication and coordination efforts regarding development activity to ensure orderly and efficient development patterns	Canceled	This is a goal and not a strategy.
GR Strategy 1.1.2: Coordinate school site selection between the school board and planning officials	Ongoing	Restated in IG-10 and IG-11 of the CWP.
GR Strategy 2.1.1: Continue to work with the Coastal Regional Commission to coordinate planning and development efforts in the region	Ongoing	Restated in IG-09 of the CWP.
GR Strategy 2.2.1: Continue to work with surrounding counties to coordinate planning and development efforts at the borders of Bulloch County	Canceled	This is a goal and not a strategy. Existing practice among Regional Commissions via Development of Regional Impact process, though restated in IG-03 of the CWP.
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	Restated in IG-13 and CF-09 of the CWP.
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	Restated in IG-13 and CF-09 of the CWP.
<i>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	Canceled	This is no longer a priority of the City. County responsibility with municipal and citizen input.
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	Canceled	This is no longer a priority of the City as there is no threat of development encroaching in such areas.
N-OS Strategy 3. Review Floodplain protection ordinance to ensure compliance with state and federal regulations	Canceled	Existing practice by ordinance, and in consultation with FEMA.
N-OS Strategy 4. Review development regulations to ensure stormwater and erosion controls mitigate construction and development impacts on natural areas	Canceled	Existing practice by ordinance.
N-OS Strategy 5. Promote the use of Purchase of Development Rights (PDRs), and Transfer of Development Rights (TDRs)	Canceled	No longer a priority by the City. Implementation difficulties due to complexity and lack of understanding by landowners and policy makers.

CITY OF PORTAL REPORT OF ACCOMPLISHMENTS 2014-2018		
Action/Implementation Strategy	Status	Explanation
N-OS Strategy 6. Adopt specific cross sections for roads that cross N-OS character area	Completed	Existing practice by policy.
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	Ongoing	Restated in LU-21 of the CWP.
N-OS Strategy 8. Follow BMPs for erosion and sedimentation control, as defined in the Georgia Erosion and Sedimentation Act	Complete	Existing practice by Ordinance.
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	Canceled	No longer a priority by the City. Implementation difficulties due to lack of understanding by land owners and policy makers.
U-N Strategy 2. Prepare and adopt PUD zoning category to encourage innovative site design and development	Ongoing	Restated in LU-23 of the CWP.
U-N Strategy 3. Reduce minimum lot dimensions to encourage compact, walkable development patterns	Ongoing	Will be revisited upon completion or utilization of strategies LU-18, LU-19, LU-20, LU-22, and LU-23 in the CWP.
U-N Strategy 4. Prepare an existing conditions analysis of the City's sidewalks to identify substandard facilities and prioritize repair/replacement projects	Completed	
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	Ongoing	Will be revisited upon completion or utilization of strategies LU-18, LU-19, LU-20, LU-22, and LU-23 in the CWP.
U-N Strategy 6. Develop a City-wide vacant site inventory and identify those that are suitable for infill development	Ongoing	Insufficient staff and resources. Restated in LU-22 of the CWP. Projected completion 2020.
U-N Strategy 7. Create a City-wide inventory of buildings suitable for redevelopment	Ongoing	Insufficient staff and resources. Restated in LU-22 of the CWP. Projected completion 2020.
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, inter-parcel access, and other elements that contribute to the look and function of the character area	Ongoing	Insufficient staff and resources. Restated in LU-18, LU-19, LU-20 and LU-22 of the CWP. Projected completion 2020.
U-CTR Strategy 2. Prepare and adopt Corridor/Streetscape Master Plans to guide enhancements	Ongoing	Insufficient staff and resources. Restated in LU-18, LU-19, LU-20 and LU-22 of the CWP. Projected completion 2020.

CITY OF PORTAL REPORT OF ACCOMPLISHMENTS 2014-2018

<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
<p>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; inter-parcel access and other elements that contribute to the look and function of the corridor</p>	<p>Ongoing</p>	<p>Insufficient staff and resources. Restated in LU-18, LU-19, LU-20 and LU-22 of the CWP. Projected completion 2020.</p>
<p>U-COR Strategy 2. Prepare and adopt Corridor/Streetscape Master Plans for Commercial Corridor character areas to guide enhancements</p>	<p>Ongoing</p>	<p>Insufficient staff and resources. Restated in LU-18, LU-19, LU-20 and LU-22 of the CWP. Projected completion 2020.</p>
<p>U-COR Strategy 3. Prepare and adopt necessary regulatory amendments to require inter-parcel access, limit curb cuts, and require sidewalks with new commercial and mixed-use development</p>	<p>Ongoing</p>	<p>Insufficient staff and resources. Restated in LU-18, LU-19, LU-20 and LU-22 of the CWP. Projected completion 2020.</p>

CITY OF REGISTER

CITY OF REGISTER REPORT OF ACCOMPLISHMENTS 2014-2018		
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.	Canceled	No longer a priority by the City. Existing zoning regulations are determined to be sufficient.
DP Strategy 1.1.2: Develop a vacant site inventory and identify those that are suitable for infill development	Ongoing	Restated in LU-34 of the CWP. Projected Completion in 2021.
DP Strategy 1.1.3: Create an inventory of buildings suitable for redevelopment	Ongoing	Restated in LU-35 of the CWP. Projected Completion in 2021.
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	Restated in IG-25 of the CWP.
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	Canceled	County responsibility with municipal and citizen input.
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	Canceled	Expressed in various Character Area design principles and is consistently implemented. Restated in TR-30, and in LU-37, LU-38 and LU-40 of the CWP.
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)	Canceled	No longer a priority by the City. Existing zoning regulations are determined to be sufficient. Restated in LU-40 and LU-41 of the CWP.
DP Strategy 3.1.2: Direct residential growth to Suburban Neighborhood areas	Canceled	No longer a priority by the City. There are no Suburban Neighborhood areas in the City.
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	Ongoing	Restated in LU-32 to occur before or after completion of LU-36, LU-37, LU-38 of the CWP.
DP Strategy 4.1.1: Coordinate transportation planning with the Bulloch County Greenways System Master Plan and Bulloch County Transit Development Plan	Canceled	No longer a priority by the County. The absence of fixed or flex-route transit and/or coordinated transit planning makes

CITY OF REGISTER REPORT OF ACCOMPLISHMENTS 2014-2018

<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
		implementation of this strategy unrealistic.
DP Strategy 4.1.2: Adopt the Bulloch County Comprehensive Transportation Plan	Ongoing	Restated in TR-28 of the CWP. Projected completion date in 2022.
DP Strategy 4.2.1: Implement Bulloch County Greenway Master Plan	Canceled	County responsibility with municipal and citizen input. Restated in LU-19 of the CWP.
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	Canceled	Will be revisited upon completion or utilization of strategies LU-18, LU-19, LU-20, LU-22, and LU-23 in the CWP.
DP Strategy 4.2.3: Require sidewalks in all new development	Canceled	Will be revisited upon completion or utilization of strategies LU-36, LU-37, LU-38, LU-40, and LU-41 in the CWP.
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	Completed	Existing practice by ordinance/policy.
DP Strategy 5.2.1: Limit water/sewer expansion into rural areas	Canceled	No longer a priority for the City. The City only expands in to Suburban-Neighborhood areas, or by annexation.
DP Strategy 5.2.2: Ensure capital improvements needed to accommodate future development are provided concurrent with new development	Completed	Existing development review practices in place; checked for consistency with Six-Year Capital Improvements Program.
DP Strategy 5.2.3: Create a development review process that coordinates development approval with existing school capacity and planned facilities	Completed	Existing practice by policy.
DP Strategy 6.1.1: Implement Bulloch County Recreation Master Plan	Canceled	No longer a priority by the City. County responsibility with municipal and citizen input.
DP Strategy 6.2.1: Create incentives to encourage developers to create neighborhood parks as part of their development projects	Ongoing	Insufficient staff and resources. Restated in LU-42 of the CWP.
Resource Conservation		
RC Strategy 2.2.1: Discourage development in environmentally sensitive areas, as delineated in the Natural development category (see Future	Canceled	Expressed as a design principle and is

CITY OF REGISTER REPORT OF ACCOMPLISHMENTS 2014-2018

<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
Development Guide and Map)		consistently implemented in appropriate Character Areas.
RC Strategy 2.4.1: Continue to enforce the River Corridor Protection Ordinance with appropriate vegetation buffers and other pollution mitigation requirements	Canceled	This ordinance does not apply to the City as no river flows through it.
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	Completed	Existing practice by ordinance.
RC Strategy 2.4.3: Continue to enforce Groundwater Recharge Area Protection Ordinance to protect groundwater	Completed	Existing practice by ordinance.
<i>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	Canceled	No longer a priority by the County. Unable to establish such an incentive due to market forces that make implementation impractical.
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.	Canceled	No longer a priority by the County. Unable to establish such an incentive due to market forces that make implementation impractical.
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	Completed	Existing practice by ordinance.
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	Canceled	This is no longer a priority of the City. Bulloch County assumes responsibility in ED-13, ED-14 and ED-15 of the CWP.
SED Strategy 3.2.1: Promote mixed-use development that creates opportunities to live in close proximity to job opportunities	Ongoing	Restated in ED-32 and ED-33 of the CWP. Expressed in various Character Area design principle and is consistently implemented.
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	Completed	Existing practice by policy.
SED Strategy 4.1.3: Continue to promote commercial services that meet the regional needs of Bulloch County and its surrounding counties	Canceled	This is an esoteric goal and not a strategy.
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	Ongoing	Restated in CF-14

CITY OF REGISTER REPORT OF ACCOMPLISHMENTS 2014-2018

<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
enhances the quality of life in already developed areas		
Government Relations		
GR Strategy 1.1.1: Refine communication and coordination efforts regarding development activity to ensure orderly and efficient development patterns	Canceled	This is a goal and not a strategy.
GR Strategy 1.1.2: Coordinate school site selection between the school board and planning officials	Ongoing	Restated in IG-24 and IG-25 of the CWP.
GR Strategy 2.1.1: Continue to work with the Coastal Regional Commission to coordinate planning and development efforts in the region	Ongoing	Restated in IG-23 of the CWP.
GR Strategy 2.2.1: Continue to work with surrounding counties to coordinate planning and development efforts at the borders of Bulloch County	Canceled	This is a goal and not a strategy. Existing practice among Regional Commissions via Development of Regional Impact process, though restated in IG-03 of the CWP.
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	Restated in IG-27 and CF-17 of the CWP.
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	Restated in IG-28 and CF-17 of the CWP.
Character Areas		
N-OS Strategy 1. Pursue government purchase of environmentally sensitive lands for the creation of wildlife areas, nature preserves, and public parks	Canceled	This is no longer a priority of the City. County responsibility with municipal and citizen input.
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	Canceled	This is no longer a priority of the City as there is no threat of development encroaching in such areas.
N-OS Strategy 3. Review Floodplain protection ordinance to ensure compliance with state and federal regulations	Canceled	Existing practice by ordinance, and in consultation with FEMA.
N-OS Strategy 4. Review development regulations to ensure stormwater and erosion controls mitigate construction and development impacts on natural areas	Canceled	Existing practice by ordinance.
N-OS Strategy 5. Promote the use of Purchase of Development Rights (PDRs), and Transfer of Development Rights (TDRs)	Canceled	No longer a priority by the City. Implementation difficulties due to complexity and lack of understanding by

CITY OF REGISTER REPORT OF ACCOMPLISHMENTS 2014-2018

<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
		landowners and policy makers.
N-OS Strategy 6. Adopt specific cross sections for roads that cross N-OS character area	Completed	Existing practice by policy.
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	Ongoing	Restated in LU-39 of the CWP.
N-OS Strategy 8. Follow BMPs for erosion and sedimentation control, as defined in the Georgia Erosion and Sedimentation Act	Complete	Existing practice by Ordinance.
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	Canceled	No longer a priority by the City. Implementation difficulties due to lack of understanding by land owners and policy makers.
U-N Strategy 2. Prepare and adopt PUD zoning category to encourage innovative site design and development	Ongoing	Restated in LU-41 of the CWP.
U-N Strategy 3. Reduce minimum lot dimensions to encourage compact, walkable development patterns	Ongoing	Will be revisited upon completion or utilization of strategies LU-36, LU-37, LU-38, LU-41, and LU-42 in the CWP.
U-N Strategy 4. Prepare an existing conditions analysis of the City's sidewalks to identify substandard facilities and prioritize repair/replacement projects	Completed	
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	Ongoing	Will be revisited upon completion or utilization of strategies LU-36, LU-37, LU-38, LU-40, and LU-41, LU-42 in the CWP.
U-N Strategy 6. Develop a City-wide vacant site inventory and identify those that are suitable for infill development	Ongoing	Insufficient staff and resources. Restated in LU-35 of the CWP. Projected completion 2020.
U-N Strategy 7. Create a City-wide inventory of buildings suitable for redevelopment	Ongoing	Insufficient staff and resources. Restated in LU-36 of the CWP. Projected completion 2020.
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, inter-parcel access, and other elements that contribute to the look and function of the character area	Ongoing	Insufficient staff and resources. Restated in LU-37 of the CWP. Projected completion 2020.
U-CTR Strategy 2. Prepare and adopt Corridor/Streetscape Master Plans to guide enhancements	Ongoing	Insufficient staff and resources. Restated in LU-36, LU-37 and LU-38 of the CWP. Projected completion 2020.

CITY OF REGISTER REPORT OF ACCOMPLISHMENTS 2014-2018

<i>Action/Implementation Strategy</i>	<i>Status</i>	<i>Explanation</i>
<p>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; inter-parcel access and other elements that contribute to the look and function of the corridor</p>	Ongoing	Insufficient staff and resources. Restated in LU-38 of the CWP. Projected completion 2020.
<p>U-COR Strategy 2. Prepare and adopt Corridor/Streetscape Master Plans for Commercial Corridor character areas to guide enhancements</p>	Ongoing	Insufficient staff and resources. Restated in LU-38 of the CWP. Projected completion 2020.
<p>U-COR Strategy 3. Prepare and adopt necessary regulatory amendments to require inter-parcel access, limit curb cuts, and require sidewalks with new commercial and mixed-use development</p>	Ongoing	Insufficient staff and resources. Restated in LU-18, LU-19, LU-20 and LU-22 of the CWP. Projected completion 2020.

PLAN MAINTENANCE

The Bulloch County Board of Commissioners and city councils for the municipalities of Brooklet, Portal and Register are responsible for maintaining the **SMART BULLOCH 2040 PLAN** to accurately reflect current community conditions and the community's vision and priorities for the future. Maintenance of the plan includes major and minor plan amendments, updates of the plan, or required periodic updates of the Community Agenda. Each is discussed in below.

Plan Amendments: The Georgia Department of Community Affairs (DCA) defines plan amendments as those changes to an adopted comprehensive plan that alter the basic tenets of the overall plan or a significant portion of the plan when necessary to address changing circumstances that may make the plan less useful in local decision-making. Plan amendments must be submitted for review in the same manner as the ten-year Update to the Comprehensive Plan (see below).

Updates to the Community Work Program: The Board of Commissioners and city councils may prepare and submit either annual updates or five-year updates to the Community Work Program (CWP). These updates must be submitted to Coastal Regional Commission (CRC) in conjunction with DCA for review in order to maintain Quality Local Government status.

Updates to the Comprehensive Plan: At a minimum, a plan update must be completed every 10 years, in accordance with the Local Comprehensive Plan Recertification Schedule maintained by DCA. The update of the **SMART BULLOCH 2040 PLAN** serves as the basis for a ten-year update of the Bulloch County Service Delivery Strategy agreement between Bulloch County and Brooklet, Portal, Register and Statesboro. While this agreement can be renegotiated or changed at any time, this ten-year time frame establishes a mandatory review period, but is complimentary to Comprehensive Plan Updates. The Service Delivery Strategy agreement will be submitted within a proximate time frame of submittal of this plan.

APPENDIX A

DCA AND CRC REVIEW DOCUMENTATION

- A-1:** Public Meeting Schedule Brochure
- A-2:** Publicity – WTOC News Article
- A-3:** Steering Committee Meeting #1 Sign in Sheet
- A-4:** Steering Committee Meeting #2 Sign in Sheet
- A-5:** Steering Committee Meeting #3 Sign in Sheet
- A-6:** Steering Committee Meeting #4 Sign in Sheet
- A-7:** Portal Public Workshop Sign in Sheet
- A-8:** Register and Unincorporated Bulloch Sign in Sheet
- A-9:** Brooklet Sign in Sheet
- A-10:** Countywide Stakeholders Meeting
- A-11:** Public Survey
- A-12:** Survey Results
- A-13:** Kick-Off Public Hearing Notice
- A-14:** Kick Off Public Hearing Sign in Sheet
- A-15:** Final Public Hearing Notice
- A-16:** Final Public Hearing Sign in Sheet
- A-17:** Adoption Resolutions

A-1: PUBLIC MEETING SCHEDULE BROCHURE
(placed on the website, newspaper, and in County buildings)

You are invited to create the vision for future growth and development in Bulloch County!

Public Meeting Schedule

Portal/North Bulloch Co Area
Tuesday Feb 12, 2019
5:30 PM
Portal Town Hall

Central/Southwest Bulloch Co Area
Tuesday Feb 19, 2019
5:30 PM
North Main Annex

Brooklet/Southeast Bulloch Co Area
Thursday Feb 21, 2019
5:30 PM
Brooklet Town Hall

Countywide
Tuesday Mar 12, 2019
6:00 PM
North Main Annex

Contact Information

Cindy Steinmann (912)764-6245
csteinmann@bullochcounty.net
Olympia Gaines
ogaines@bullochcounty.net

Survey

Please help us by participating at
<http://www.bullochcounty.net/>

Bulloch County along with the cities of Brooklet, Portal, and Register are updating the comprehensive plan. Public events are planned to help stakeholders envision the future.

What is a Comprehensive Plan?

The comprehensive plan establishes a clear vision of the kind of places a community wants to be in the future, and provides a course of action to build what stakeholders envision. A comprehensive plan shapes decisions such as...

- Location of commercial, office, or residential land uses
- Necessity of infrastructure expansion
- Areas of environmental or historical significance that should be protected
- Identify needs and appropriate land use controls such as zoning and development standards

How can I prepare for the meetings?

- Take time to think about what you want the community to be like in the future
- Invite neighbors and friends
- Prepare ideas, questions, and concerns to be expressed at the meeting. Download an Issues & Opportunities guide or consider:

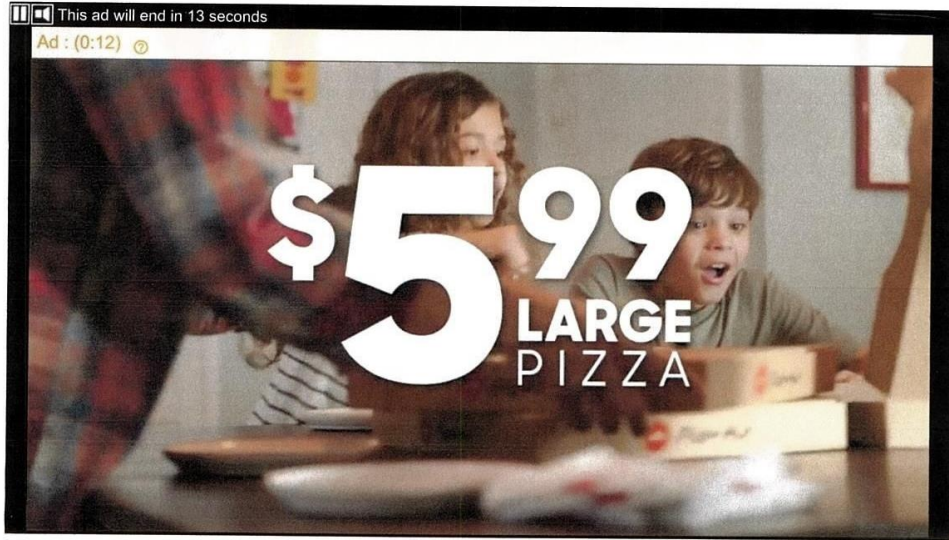
- What areas are experiencing change?
- Are there areas, streets, or corridors that need special attention?
- What are some specific uses or opportunities you would like to have?

Any interested resident, property owner, or business owner is welcome to attend one of the workshops. Each workshop will follow a similar agenda, focused in a particular area of the county.

Stakeholders are encouraged to attend workshops at locations nearest to them. The Countywide Workshop will bring together these areas in one meeting.

A-2: PUBLICITY – WTOC NEWS ARTICLE

Bulloch County holding public input meetings



Bulloch County holding public input meetings

By **Dal Cannady** | February 8, 2019 at 6:38 PM EST - Updated February 12 at 4:49 PM

BULLOCH COUNTY, GA (WTOC) - If you live or work in Bulloch County, you now have the chance to offer your input on how you want the community to develop over the next decade.

County leaders must prepare a long-term plan and want to know what people think.

Bulloch County's comprehensive plan isn't necessarily set in stone, but it serves as a road map for what the community wants to be in the future. The plan covers everything from roads and transportation to industry and land use. Citizens will be able to give input at any of three meetings over the next few weeks.

County leaders say they want to hear from people who live there, own homes or land, or own a business. Hearing from the public helps them anticipate future growth and prevent different aspects - from agriculture, to industry, to housing - from conflicting with each other.

<http://www.wtoc.com/2019/02/08/bulloch-county-holding-public-input-meetings/>

1/7

2/13/2019

Bulloch County holding public input meetings

"It's very important. We don't want to just have residential areas next to a pig farm or heavy industry next to single family residences," said analyst, Cindy Steinmann, Bulloch County.

"When I talk land use plan, I'm talking residential, commercial, farmland...to help us decide what we want Bulloch County to look like over the next 10-plus years," said Roy Thompson, County Commission Chair.

The meetings will start Tuesday in Portal and continue into March. You can attend as many of them as you want, [or fill out a survey on the county's website.](#)

They say it's important to have multiple meetings in different parts of the country to give people a chance to attend and give their opinions.

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A-3: STEERING COMMITTEE MEETING #1 SIGN IN SHEET

**Sign In Sheet
Stakeholder Committee Meeting
November 29, 2018**

Name	Address
William Layford Lisa D	9788 Old River Rd S, Brooklet GA 316 PEBBLESTONE TRAIL
Jenny Lanigan HNDX WELCH	P.O. Box 42 Portal, Ga. 115 N. Main St.
Jeanne Anne Marsh	105 Half Moon Rising Lane 30461
Jed Williams	1128 Harville Road
Jason Sapp	PO BOX 89 Portal GA 30450
Brad Deal	BOC
Benj Thompson	Des. Acting of Bulloch County, 122 S. Main
Ryne Brannen	100 Wedgefield Way Statesboro, GA 30458

A-4: STEERING COMMITTEE MEETING #2 SIGN IN SHEET

Sign In Sheet

Steering Committee Meeting #2

(Community Goals, Needs/Opportunities, Community Work Program)

December 13, 2018

Name	Email Address
Ryne Brannan	ryne rjbrannan@gmail.com
Billy Boyd	Boyggs2016@bulloch.net
Jenny Lanigan	
Brad Deal	bdeal@bullochcounty.net
CURT DEAL	
Ted Williams	tedwms@yahoo.com
Jeanne Anne Marsh	jamarsh@bulloch.net
Benji D	benji.thompson@adventistbulloch.com
Sandy Newman	snewman@bullochcounty.net
Mika Annette	cityofportland@bulloch.net
DEREK DUKE	duke30458@yahoo.com
Olympia Gaus	

A-5: STEERING COMMITTEE #3 SIGN IN SHEET

**Sign In Sheet
Steering Committee Meeting #3
(Land Use, Transportation, Housing)
January 10, 2019**

Name	Email Address
Clyde James	cjames@bullochcounty.net
• Will Sanford	will.sanford@fmbnk.com
Barbara Rushing	brushing@frontier.net
• Jim M. Arrieta	CityofPortal@bulloch.net
Rhine J. Brannen	rjbrannen@gmail.com
• Randy Newman	brnewman@bullochcounty.net
Jannette Marsh	jmarsh@bulloch.net
• Derek Duke	duke3045@ymail.com
CURT DEAL	
• Brad Deal	bddeal@bullochcounty.net

A-6: STEERING COMMITTEE #4 SIGN IN SHEET

Sign In Sheet
Steering Committee Meeting #4
(Broadband, Economic Development, Capital Improvements)
January 31, 2019

Name	Email Address
Ted Williams	tedwms@yahoo.com
Will Sanford	will.sanford@fmbnk.com
RANDY NEWMAN	rnewman@bullochcounty.net
Tonya Boyd	tonyab@lawwaters.com
Ryne Brannen	rjbrannen@gmail.com
Jeanne Anne Marsh	jamarsh@bulloch.net
Benj Thompson	benj.thompson@adventybulloch.com
Billy Boyss	Boys 2016 @ Bulloch, net
Mile Amietz	City of Portals @ bulloch.net
Brad Deal	bdeal@bullochcounty.net
Olymper Sauer	osauer@bullochcounty.net

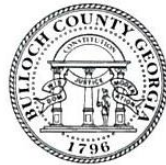
A-7: PORTAL PUBLIC WORKSHOP SIGN IN SHEET



**Sign In Sheet
Comprehensive Plan Workshop
Portal
February 12, 2019 – 5:30 PM**

Name	Address
Cindy Steinmann	Staff
Tim Cook	2346 oak Grove Church rd Portal 1
Mike Anneta	Town of Portal Clerk
Olympia Gaines	staff
Brod Deal	County Staff
Jellia Mosley	Banks Creek Church Rd
Dorey Mosley	Banks Creek Church Rd
Anthony A. Simmer	Commissioner
Andy Welch	Staff
Curt Deal	Commissioner
Jappy Stringer	Commissioner

**A-8: REGISTER AND UNINCORPORATED BULLOCH PUBLIC WORKSHOP
SIGN IN SHEET**



**Sign In Sheet
Comprehensive Plan Workshop
Register & Unincorporated Bulloch County
February 19, 2019 – 5:30 PM**

Name	Address
Becky Thompson	5047 Rocky Road, Statesboro GA 30428
Brod Deal	BOC Staff
Cindy Steinmann	BOC Staff
Tern Couch	BOC Staff
Andy Welch	BOC Staff
Curt Deal	Commissioner
Jappy Stringer	Commissioner
Olympia James	Staff

A-9: BROOKLET PUBLIC WORKSHOP SIGN IN SHEET



**Sign In Sheet
Comprehensive Plan Workshop
Brooklet
February 21, 2019 – 5:30 PM**

Name	Address
Cindy Mallett	254 Sara Beth Dr, Brooklet 30415
Robert Mallett	254 Sara Beth Dr, Brooklet
Becky Kelly	705 W. hane St, Brooklet
Brad Dean	BOC
Cindy Steinmann	BOC STAFF
April Newkirk	
Nick Newkirk	8533 Stilson Lee field Rd
Olympia Beunes	Staff
Angela N. Worth	150 Sugarland BLVD.
Beverly Lanin	497 Rushing RD
Jenny Lanin	" "

A-10: COUNTYWIDE STAKEHOLDERS MEETING



Sign In Sheet
Comprehensive Plan
Countywide Stakeholders Workshop
March 12, 2019 – 6:00 PM

Name	Organization
Cindy Steinmann	Bulloch County
Tom Couch	Bulloch County
Olympia Gaines	Bulloch County
Andy Welch	Bulloch County
Ted Wynn	Bulloch County
RANDY NEWMAN	" "
Charles Wilson	Bulloch County Schools
Roy Thompson	Bulloch County
Justin Williams	City of Statesboro
Jason Boyles	CITY OF STATESBORO
Travis Bozeman	Bulloch tel Coop
Alissa Sasser	Bulloch County Schools
Bill Tyson	Bulloch Co. Extension
Curt Deal	Bulloch County
Mike Rounis	Bulloch County
Becky Thompson	Development Authority of Bulloch Co.



Sign In Sheet
Comprehensive Plan
Countywide Stakeholders Workshop
March 12, 2019 – 6:00 PM

Name	Organization
Walter Gibson	Bulloch County Commissioner
Jeanne Arne Marsh	Planning & Zoning Commission
Kendria Lee	Georgia Southern University
Walter Gibson	Bulloch County

A-11: PUBLIC SURVEY
(placed on website, social media, and in County buildings)



Bulloch County Joint Comprehensive Plan Public Survey
(Unincorporated Bulloch, Portal, Register, and Brooklet)

Thank you for taking the time to complete this survey! Your answers will help to create a vision for growth and development of Bulloch County, Portal, and Register.

- 1. Where do you live?**
 - a. Portal
 - b. Brooklet
 - c. Register
 - d. Unincorporated Bulloch
 - e. City of Statesboro
 - f. Outside of Bulloch County

- 2. Which best describes where you currently live?**
 - a. Single Family House on less than ½ an acre
 - b. Single Family House on ½ to 1 acre
 - c. Single Family House on more than 1 acre
 - d. Duplex
 - e. Townhouse
 - f. Apartment
 - g. Manufactured Home

- 3. What describes where you, your family, or extended family will want to live in 10 years?**
 - a. Single Family House on less than ½ acre
 - b. Single Family House on ½ to 1 acre
 - c. Single Family House on more than 1 acre
 - d. Duplex
 - e. Townhouse
 - f. Apartment
 - g. Manufactured Home

- 4. What do you most like about Bulloch County's quality of life? (Choose top 3):**
 - a. Small town feel
 - b. Agriculture
 - c. Cost of living/affordability
 - d. Good parks, recreation, schools, and other community facilities
 - e. Less traffic congestion than surrounding communities
 - f. Proximity to Savannah and other employment centers
 - g. Medical care
 - h. Community appearance (architecture, landscaping, appearance, etc.)

Return to 115 North Main Street Statesboro, GA 30458
Attn: Cindy Steinmann

5. **What do you like least about Bulloch County's quality of life?** (Choose top 3):
- Lack of shopping, dining, and entertainment options
 - Limited transportation options for pedestrians and bicyclists
 - Dirt roads???
 - Job Opportunities
 - Medical care
 - Community appearance (architecture, landscaping, etc.)
6. **What are Bulloch County's best physical assets** (Choose top 3)?
- Public recreation facilities (Millcreek Park, Splash in the Boro, S&S Greenway)
 - Water Resources (Ogeechee River, Cypress Lake)
 - Historic property districts
 - Georgia Southern University
 - Rural character of the surrounding community
 - Prime farmland
7. **Rank the importance of focusing on issues or opportunities related to economic development and land use in Comprehensive Plan include** (1 being most important; 5 being least):
- ___ Preserving rural character
- ___ Attracting more higher paying jobs to the area
- ___ Creating additional opportunities for entertainment and commercial
- ___ Creating quality residential neighborhoods (sidewalks, lighting, etc)
- ___ Creating new industrial parks
8. **Rank the importance of focusing on issues or opportunities related to transportation and community facilities issues or opportunities in the Comprehensive Plan include** (1 being most important; 7 being least):
- ___ Increasing road connectivity
- ___ Improving or enhancing existing parks, recreation, and other community facilities
- ___ Increasing traffic capacity on main roadways
- ___ Improving options for other modes of transportation (pedestrians, bicyclists, transit, etc.)
- ___ Improving response times from Law Enforcement, Fire, EMS
- ___ Improving aging infrastructure (bridges, roads, drainage)
- ___ Paving dirt roads
9. **Other issues or opportunities that the Comprehensive Plan should address include** (Choose top 3):
- Providing guidance on the design and aesthetics of new development
 - Promoting more sustainable, or environmentally friendly, development practices
 - Improving government oversight of development
 - Improving health and wellness of the community
 - Better relationship with the City of Statesboro and other surrounding counties

**Return to 115 North Main Street Statesboro, GA 30458
Attn: Cindy Steinmann**

10. If growth is to occur in Bulloch County in the future, should it be located (in and around) (Choose top 3):

- a. Brooklet
- b. Portal
- c. Register
- d. Statesboro
- e. Stilson
- f. Denmark
- g. Clito
- h. Hopeulikit
- i. Nevils
- j. I-16 Exits

11. How would you rate your quality and access to wired/wireless internet service?

- a. Excellent
- b. Good
- c. Fair
- d. Poor

12. Tell us any other information that you believe should be considered for Bulloch County's growth.

**Return to 115 North Main Street Statesboro, GA 30458
Attn: Cindy Steinmann**

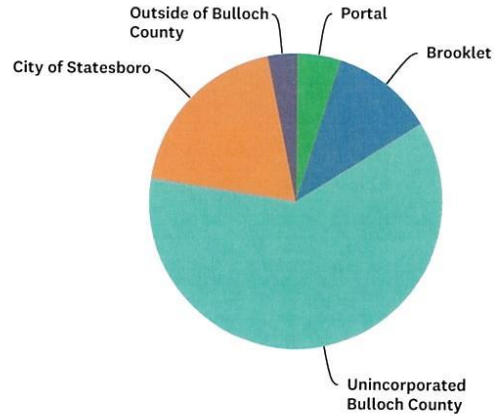
A-12: SURVEY RESULTS

Bulloch County Joint Comprehensive Plan Public Survey (Unincorporated Bulloch, Portal, Register, and Brooklet)

SurveyMonkey

Q1 Where do you live?

Answered: 62 Skipped: 0



ANSWER CHOICES

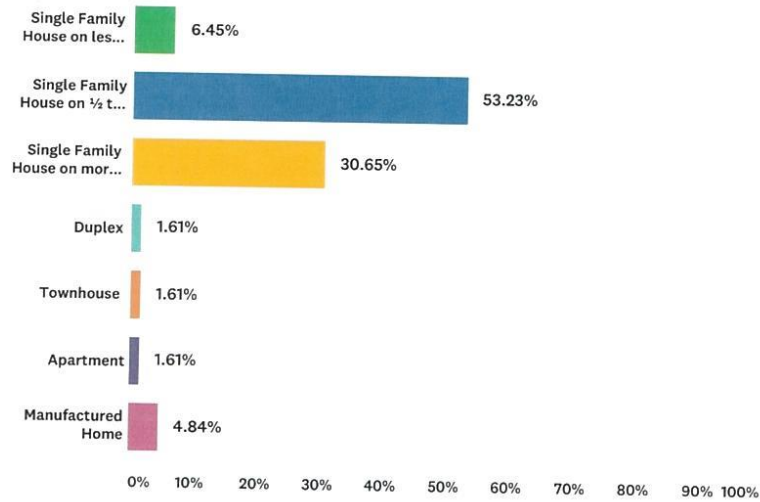
Portal
Brooklet
Register
Unincorporated Bulloch County
City of Statesboro
Outside of Bulloch County
TOTAL

RESPONSES

4.84% 3
11.29% 7
0.00% 0
61.29% 38
19.35% 12
3.23% 2
62

Q2 Which best describes where you currently live?

Answered: 62 Skipped: 0



ANSWER CHOICES

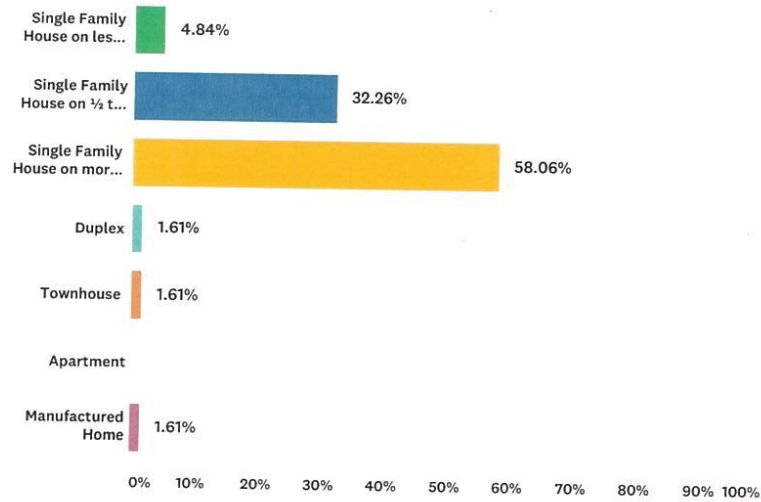
Single Family House on less than 1/2 an acre
 Single Family House on 1/2 to 1 acre
 Single Family House on more than 1 acre
 Duplex
 Townhouse
 Apartment
 Manufactured Home
 TOTAL

RESPONSES

6.45% 4
 53.23% 33
 30.65% 19
 1.61% 1
 1.61% 1
 1.61% 1
 4.84% 3
 62

Q3 What describes where you, your family, or extended family will want to live in 10 years?

Answered: 62 Skipped: 0



ANSWER CHOICES

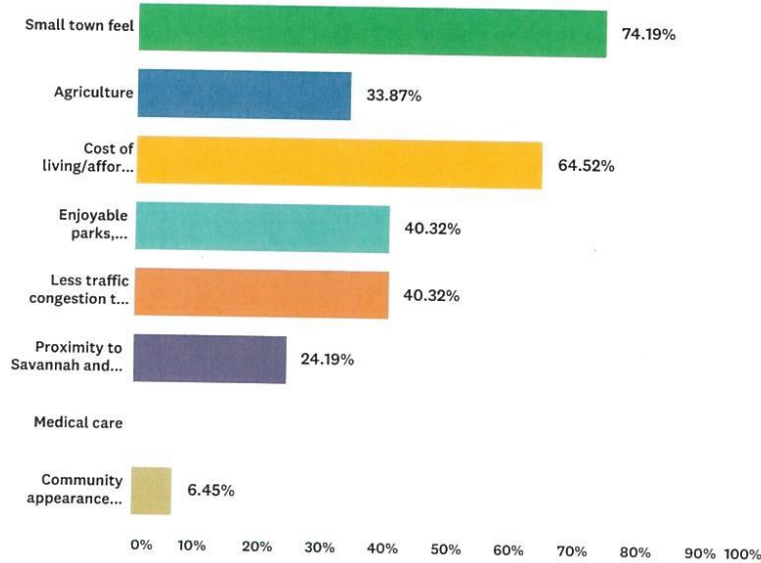
Single Family House on less than 1/2 acre
 Single Family House on 1/2 to 1 acre
 Single Family House on more than 1 acre
 Duplex
 Townhouse
 Apartment
 Manufactured Home
 TOTAL

RESPONSES

4.84% 3
 32.26% 20
 58.06% 36
 1.61% 1
 1.61% 1
 0.00% 0
 1.61% 1
 62

Q4 What do you most like about Bulloch County's quality of life? (Choose top 3):

Answered: 62 Skipped: 0



ANSWER CHOICES

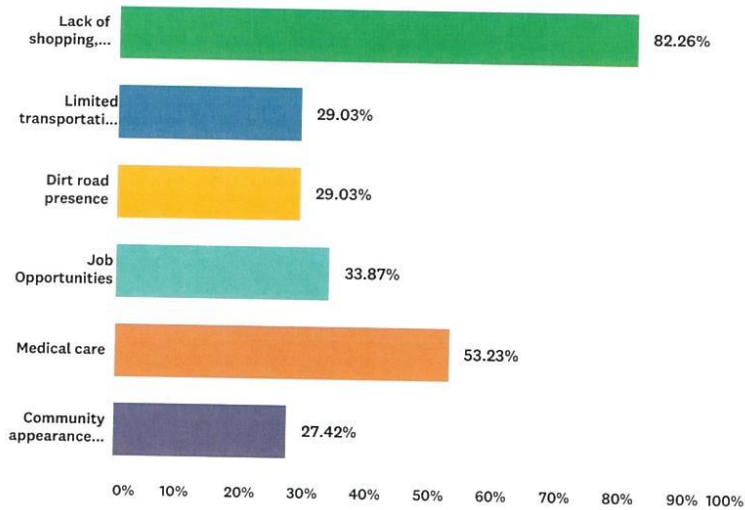
Small town feel
Agriculture
Cost of living/affordability
Enjoyable parks, recreation, schools, and other community facilities
Less traffic congestion than surrounding communities
Proximity to Savannah and other employment centers
Medical care
Community appearance (architecture, landscaping, etc.)
Total Respondents: 62

RESPONSES

74.19%	46
33.87%	21
64.52%	40
40.32%	25
40.32%	25
24.19%	15
0.00%	0
6.45%	4

Q5 What do you like least about Bulloch County's quality of life? (Choose top 3):

Answered: 62 Skipped: 0



ANSWER CHOICES

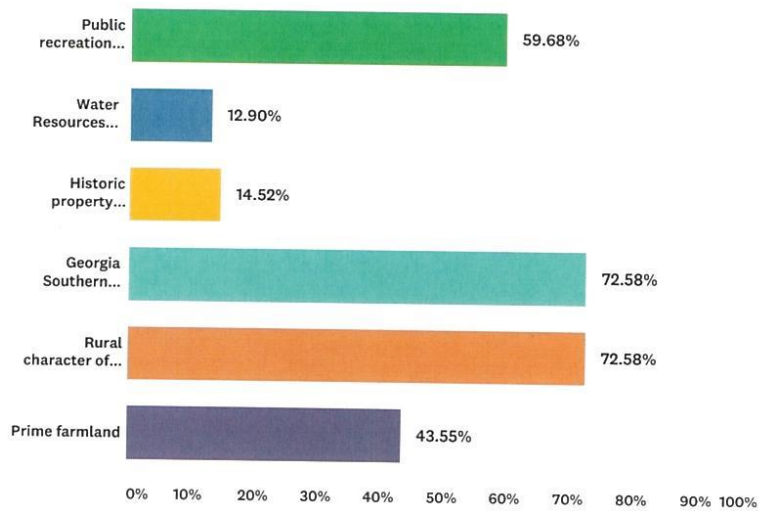
- Lack of shopping, dining, and entertainment options
- Limited transportation options for pedestrians and bicyclists
- Dirt road presence
- Job Opportunities
- Medical care
- Community appearance (architecture, landscaping, etc.)
- Total Respondents: 62

RESPONSES

Lack of shopping, dining, and entertainment options	82.26%	51
Limited transportation options for pedestrians and bicyclists	29.03%	18
Dirt road presence	29.03%	18
Job Opportunities	33.87%	21
Medical care	53.23%	33
Community appearance (architecture, landscaping, etc.)	27.42%	17

Q6 What are Bulloch County's best physical assets? (Choose top 3)

Answered: 62 Skipped: 0



ANSWER CHOICES

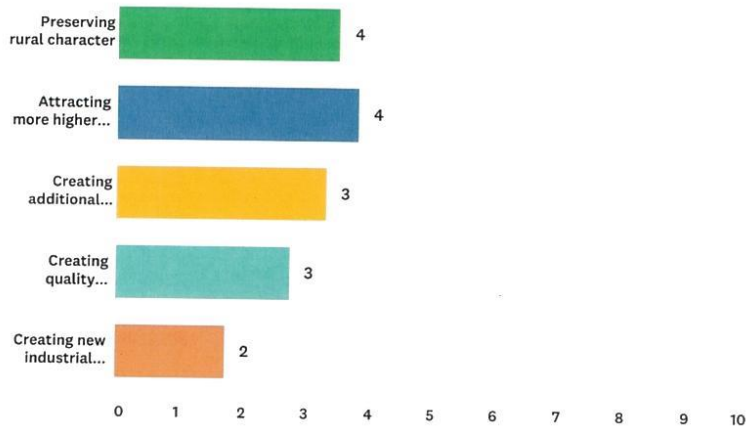
- Public recreation facilities (Millcreek Park, Splash in the Boro, S&S Greenway)
- Water Resources (Ogeechee River, Cypress Lake)
- Historic property districts
- Georgia Southern University
- Rural character of the surrounding community
- Prime farmland
- Total Respondents: 62

RESPONSES

59.68%	37
12.90%	8
14.52%	9
72.58%	45
72.58%	45
43.55%	27

Q7 Rank the importance of focusing on issues or opportunities related to economic development and land use in the Comprehensive Plan (Rank with 1 being most important; 5 being least):

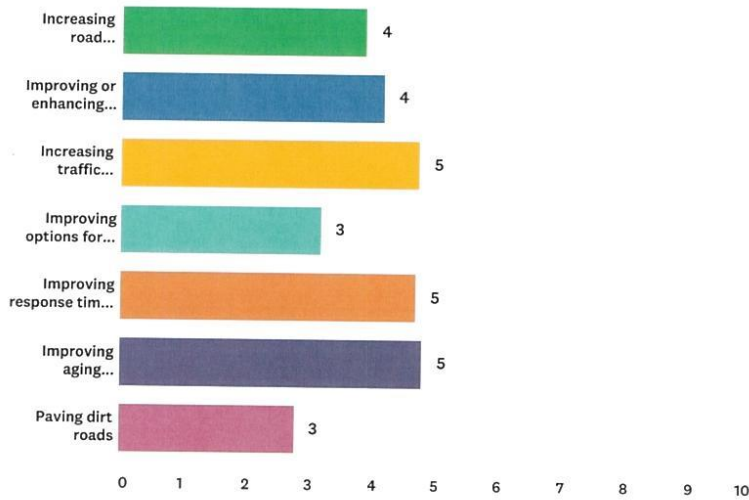
Answered: 62 Skipped: 0



	1	2	3	4	5	TOTAL	SCORE
Preserving rural character	42.37% 25	10.17% 6	18.64% 11	13.56% 8	15.25% 9	59	3.51
Attracting more higher paying jobs to the area	26.67% 16	41.67% 25	21.67% 13	6.67% 4	3.33% 2	60	3.82
Creating additional opportunities for entertainment and commercial	20.00% 12	26.67% 16	26.67% 16	20.00% 12	6.67% 4	60	3.33
Creating quality residential neighborhoods (sidewalks, lighting, etc.)	12.90% 8	16.13% 10	24.19% 15	29.03% 18	17.74% 11	62	2.77
Creating new industrial parks	1.64% 1	6.56% 4	9.84% 6	27.87% 17	54.10% 33	61	1.74

Q8 Rank the importance of focusing on issues or opportunities related to transportation and community facilities in the Comprehensive Plan (Rank with 1 being most important; 7 being least):

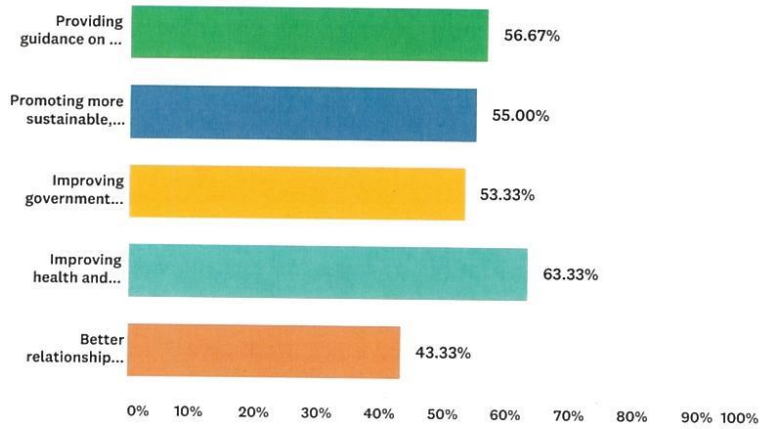
Answered: 62 Skipped: 0



	1	2	3	4	5	6	7	TOTAL	SCORE
Increasing road connectivity	13.56% 8	11.86% 7	13.56% 8	13.56% 8	15.25% 9	22.03% 13	10.17% 6	59	3.88
Improving or enhancing existing parks, recreation, and other community facilities	15.25% 9	15.25% 9	16.95% 10	11.86% 7	11.86% 7	22.03% 13	6.78% 4	59	4.17
Increasing traffic capacity on main roadways	22.95% 14	14.75% 9	18.03% 11	18.03% 11	14.75% 9	4.92% 3	6.56% 4	61	4.72
Improving options for other modes of transportation (pedestrians, bicyclists, transit, etc.)	8.77% 5	7.02% 4	7.02% 4	17.54% 10	19.30% 11	12.28% 7	28.07% 16	57	3.19
Improving response times from Law Enforcement, Fire, EMS	11.86% 7	28.81% 17	16.95% 10	15.25% 9	15.25% 9	10.17% 6	1.69% 1	59	4.69
Improving aging infrastructure (bridges, roads, drainage)	19.30% 11	21.05% 12	21.05% 12	12.28% 7	12.28% 7	12.28% 7	1.75% 1	57	4.79
Paving dirt roads	10.53% 6	1.75% 1	8.77% 5	10.53% 6	14.04% 8	12.28% 7	42.11% 24	57	2.79

Q9 Other issues or opportunities that the Comprehensive Plan should address include (Choose top 3):

Answered: 60 Skipped: 2



ANSWER CHOICES

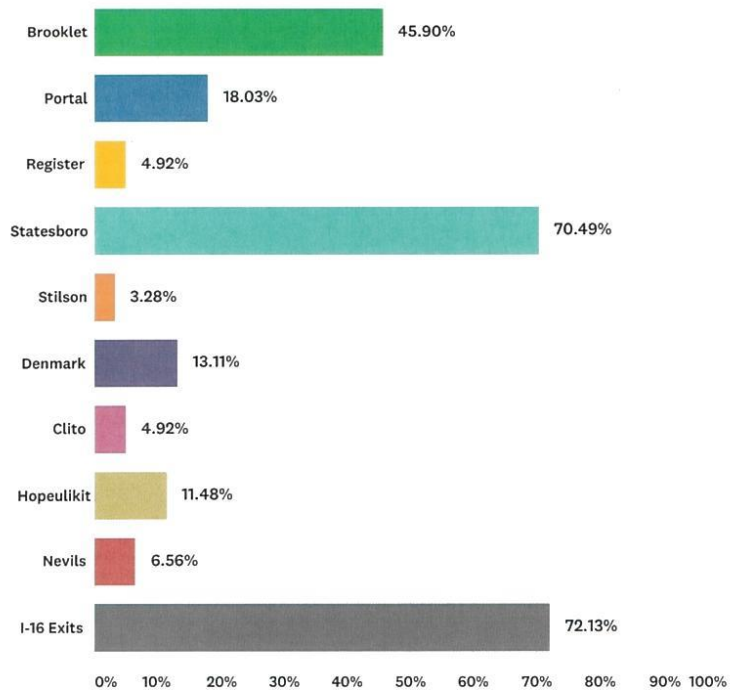
- Providing guidance on the design and aesthetics of new development
- Promoting more sustainable, or environmentally friendly, development practices
- Improving government oversight of development
- Improving health and wellness of the community
- Better relationship with the City of Statesboro and other surrounding counties
- Total Respondents: 60

RESPONSES

56.67%	34
55.00%	33
53.33%	32
63.33%	38
43.33%	26

Q10 If growth is to occur in Bulloch County in the future, should it be located (in and around) (Choose top 3):

Answered: 61 Skipped: 1



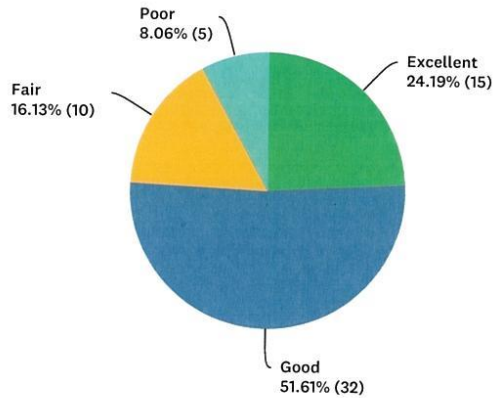
ANSWER CHOICES

RESPONSES

ANSWER CHOICES	RESPONSES	Count
Brooklet	45.90%	28
Portal	18.03%	11
Register	4.92%	3
Statesboro	70.49%	43
Stilson	3.28%	2
Denmark	13.11%	8
Clito	4.92%	3
Hopeulikit	11.48%	7
Nevils	6.56%	4
I-16 Exits	72.13%	44

Q11 How would you rate your quality and access to wired/wireless internet service?

Answered: 62 Skipped: 0



ANSWER CHOICES

Excellent
Good
Fair
Poor
TOTAL

RESPONSES

Excellent	24.19%	15
Good	51.61%	32
Fair	16.13%	10
Poor	8.06%	5
TOTAL		62

A-13: KICK-OFF PUBLIC HEARING NOTICE

Classifieds

statesboroherald.com | STATESBORO HI



GARY'S PAINTING

Pressure Washing
We now clean your gravestones
for your loved ones!
35 years experience
912-587-5189
912-243-7857
John 3:16




Sasha is maybe a year old, litter trained, and spayed. Sasha is loving and playful, but does not like dogs. Sasha is a Tortoiseshell cat. 912-863-6718. Giving up my animals is not easy for me and I truly wish I could keep them, but my allergy to cats won't let me. I'm hoping to find Sasha a loving home.

Simply Southern



Kennel
has Yorkies, tiny Chihuahuas, Shihtzus Poodles, miniature Dachshunds, and other breeds available
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Pets

Looking for a new Furry Friend?
You can find them in the Statesboro Herald Classifieds!

Cail Tree Service

gpn16
PUBLIC HEARING NOTICE
The Bulloch County Board of Commissioners will hold a public hearing on Tuesday, November 20th at 8:30 a.m. to kick-off the Joint Comprehensive Plan update for Bulloch County and the City of Brooklet, Town of Portal, and Town of Register. The purpose of the kick-off meeting is to announce the beginning of the planning process and to provide an opportunity to receive public input. The hearing will be held in the Community Room of the County Annex Building located at 115 North Main Street, Statesboro, Georgia. Persons with special needs relating to handicapped accessibility or foreign language shall contact the Clerk of the Board at (912) 764-6245 prior to the date above.
sw46972 10/27/2018

Thu(2-4), 489-5204.

Pets & Animals
Lost and Found Pets


Found
small white long hair dog in vicinity of Marvin Ave wearing collar and leash attached. Please call 912-202-0283 or 912-424-8607

for feline leukemia and Aids. Samson is sweet boy who is very smart and affectionate, but he is not a dog fan. 912-863-6718. Giving up my animals is not easy for me and I truly wish I could keep them, but my allergy to cats won't let me. I'm hoping to find Samson a loving home.

Virus and Malware Removal \$75
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2 Mechanics.
Hours: 4pm until 2 a
10pm until 6am
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Claxton Poultry
Attn: Ja Stephen
P.O. Box 428
Claxton, Ga 3041

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Statesboro Hera

A-15: FINAL PUBLIC HEARING NOTICE

statesboroherald.com | STATESBORO HERALD — Sunday, March 31, 2019 — 17A

Destroyed as ban takes effect

required.

Anyone in possession of a bump stock from now on can be charged with a federal offense punishable by up to 10 years in prison.

The Bureau of Alcohol, Tobacco, Firearms and Explosives outlawed the attachments at President Donald Trump's direction after the Las Vegas gunman rained fire from his high-rise hotel suite on concertgoers, killing 58 people in the deadliest mass shooting in modern U.S. history.

On Thursday, the Supreme Court declined to put the ban on hold.

As the prohibition drew near, RW Arms in Fort Worth, Texas, featured a countdown clock on its website and heavily promoted last chances to buy the accessories. By the time

the ban took effect, RW Arms was left with 60,000, probably worth millions, since they sell for around \$150 to \$250 each.

The company turned over crates of them to the ATF, and a video showed boxes being loaded onto a conveyor belt and fed into an industrial grinder.

Washington state set aside \$150,000 to offer owners \$150 for each device they turned in to police. Within weeks, the money had been used up.

The ATF declined to say how many people brought their bump stocks to an ATF office.

T.J. Kirgin, owner of a firearms tactical gear company in St. Peters, Missouri, said that in the weeks before the measure went into effect, he made one

last sweep through his warehouse to make sure he didn't have any more devices left.

And then he took his very last one and with some friends held a mock funeral for it, reducing it to a hunk of melted plastic embedded in a rock.

While gun control activists welcomed the end of the line for a device blamed for horrifying carnage, Kirgin called it not just the day bump stocks died but the day freedom died.

"If they can do this with a piece of plastic, then they'll be able to do it with another piece of plastic and another piece of metal, another piece of plastic," he said. "And it's just systematically taking away Second Amendment rights."

It's down the US/Mexican border

and commercial vehicles.

"If we have to close ports to take care of all of the numbers who are coming, we will do that," Nielsen said. "So it's on the table, but what we're doing is a very structured process based on operational needs."

The White House did not immediately respond to questions about whether Trump's possible action would apply to air travel.

Trump's latest declaration came after Mexican President Andres Manuel Lopez Obrador said his

country was doing its part to fight migrant smuggling. Criminal networks charge thousands of dollars a person to move migrants through Mexico, increasingly in large groups toward remote sections of the border.

PUBLIC HEARING NOTICE - COMPREHENSIVE PLAN UPDATE

Bulloch County will hold a final public hearing to receive community comments regarding an update to the 2009 Comprehensive Plan. The hearing will be on April 16, 2019 at 8:30 AM in the North Main Annex (Community Room).

A copy of the update can be viewed at the North Main Annex (115 North Main St) or at www.bullochcounty.net.

A-17: ADOPTION RESOLUTIONS

BULLOCH COUNTY BOARD OF COMMISSIONERS RESOLUTION # 14

TO ADOPT THE SMART BULLOCH 2040 JOINT COMPREHESIVE PLAN

WHEREAS, the Bulloch County Board of Commissioners and the incorporated cities of Brooklet, Portal and Register have enjoined in a comprehensive planning process and desires to implement the vision, goals, policies and community work programs as presented herein; and,

WHEREAS, the Bulloch County Board of Commissioners believes the implementation of such vision, goals, policies and community work programs herein possess prudent guidelines in managing the future growth and development of the community; and,

WHEREAS, the Bulloch County Board of Commissioners finds that state and federal funding opportunities will become more accessible with the adoption of this comprehensive plan; and,

WHEREAS, the Bulloch County Board of Commissioners finds that it shall be able to guide decisions related to economic development, transportation, broadband expansion and land use more effectively upon the adoption of this comprehensive plan; and,

WHEREAS, the Bulloch County Board of Commissioners has duly and diligently followed the *Rules of The Georgia Department Of Community Affairs, Chapter 110-12-1, Minimum Standards And Procedures For Local Comprehensive Planning* with regard to the preparation, intergovernmental review and adoption of this comprehensive plan; and,

WHEREAS, the Bulloch County Board of Commissioners has determined that out of public necessity and for the good of the citizens of Bulloch County, the adoption of this resolution is warranted; and,

WHEREAS, the Bulloch County Board of Commissioners constitutes the governing body of the Bulloch County whereby this resolution has been considered at a public meeting in which a quorum was present and acting throughout;

NOW, THEREFORE IT BE RESOLVED, that the Bulloch County Board of Commissioners hereby adopts the Smart Bulloch 2040 Joint Comprehensive Plan, to become effective immediately, and for submittal to the Coastal Regional Commission and the Georgia Department of Community Affairs.

SO BE IT RESOLVED, this 4 day of June, 2019.



Roy Thompson, Chairman



Olympia Gaines, Clerk of the Board

GIVEN under the seal of the County, this 4 day of June 2019



CITY OF BROOKLET
RESOLUTION # _____

TO ADOPT THE SMART BULLOCH 2040 JOINT COMPREHESIVE PLAN

WHEREAS, the Bulloch County Board of Commissioners and the incorporated cities of Brooklet, Portal and Register have enjoined in a comprehensive planning process and desires to implement the vision, goals, policies and community work programs as presented herein; and,

WHEREAS, the City of Brooklet believes the implementation of such vision, goals, policies and community work programs herein possess prudent guidelines in managing the future growth and development of the community; and,

WHEREAS, the City of Brooklet finds that state and federal funding opportunities will become more accessible with the adoption of this comprehensive plan; and,

WHEREAS, the City of Brooklet finds that it shall be able to guide decisions related to economic development, transportation, broadband expansion and land use more effectively upon the adoption of this comprehensive plan; and,

WHEREAS, the City of Brooklet has duly and diligently followed the *Rules of The Georgia Department Of Community Affairs, Chapter 110-12-1, Minimum Standards And Procedures For Local Comprehensive Planning* with regard to the preparation, intergovernmental review and adoption of this comprehensive plan; and,

WHEREAS, the City of Brooklet has determined that out of public necessity and for the good of the citizens of Bulloch County, the adoption of this resolution is warranted; and,

WHEREAS, the Mayor and City Council constitutes the governing body of the City of Brooklet whereby this resolution has been considered at a public meeting in which a quorum was present and acting throughout;

NOW, THEREFORE IT BE RESOLVED, that the Bulloch County Board of Commissioners hereby adopts the Smart Bulloch 2040 Joint Comprehensive Plan, to become effective immediately, and for submittal to the Coastal Regional Commission and the Georgia Department of Community Affairs.

SO BE IT RESOLVED, this 20 day of June, 2019.


William Hendrix, Mayor


Angela Wirth, City Clerk

GIVEN Under the seal of the City, this 20 day of June 2019



CITY OF PORTAL
RESOLUTION # 06-11-19

TO ADOPT THE SMART BULLOCH 2040 JOINT COMPREHESIVE PLAN

WHEREAS, the Bulloch County Board of Commissioners and the incorporated cities of Brooklet, Portal and Register have enjoined in a comprehensive planning process and desires to implement the vision, goals, policies and community work programs as presented herein; and,

WHEREAS, the City of Portal believes the implementation of such vision, goals, policies and community work programs herein possess prudent guidelines in managing the future growth and development of the community; and,

WHEREAS, the City of Portal finds that state and federal funding opportunities will become more accessible with the adoption of this comprehensive plan; and,

WHEREAS, the City of Portal finds that it shall be able to guide decisions related to economic development, transportation, broadband expansion and land use more effectively upon the adoption of this comprehensive plan; and,

WHEREAS, the City of Portal has duly and diligently followed the *Rules of The Georgia Department Of Community Affairs, Chapter 110-12-1, Minimum Standards And Procedures For Local Comprehensive Planning* with regard to the preparation, intergovernmental review and adoption of this comprehensive plan; and,

WHEREAS, the City of Portal has determined that out of public necessity and for the good of the citizens of Bulloch County, the adoption of this resolution is warranted; and,

WHEREAS, the Mayor and City Council constitutes the governing body of the City of Portal whereby this resolution has been considered at a public meeting in which a quorum was present and acting throughout;

NOW, THEREFORE IT BE RESOLVED, that the City of Portal hereby adopts the Smart Bulloch 2040 Joint Comprehensive Plan, to become effective immediately, and for submittal to the Coastal Regional Commission and the Georgia Department of Community Affairs.

SO BE IT RESOLVED, this 6 day of 11, 2019



Billy Boggs, Mayor



John Michael Arrieta, City Clerk

GIVEN under the seal of the City, this 11 day of June 2019

(SEAL)

CITY OF REGISTER
RESOLUTION # 2019-02

TO ADOPT THE SMART BULLOCH 2040 JOINT COMPREHESIVE PLAN

WHEREAS, the Bulloch County Board of Commissioners and the incorporated cities of Brooklet, Portal and Register have enjoined in a comprehensive planning process and desires to implement the vision, goals, policies and community work programs as presented herein; and,

WHEREAS, the City of Register believes the implementation of such vision, goals, policies and community work programs herein possess prudent guidelines in managing the future growth and development of the community; and,

WHEREAS, the City of Register finds that state and federal funding opportunities will become more accessible with the adoption of this comprehensive plan; and,

WHEREAS, the City of Register finds that it shall be able to guide decisions related to economic development, transportation, broadband expansion and land use more effectively upon the adoption of this comprehensive plan; and,

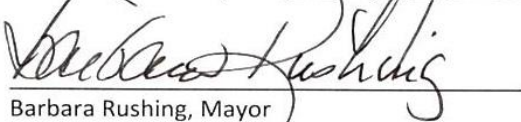
WHEREAS, the City of Register has duly and diligently followed the *Rules of The Georgia Department Of Community Affairs, Chapter 110-12-1, Minimum Standards And Procedures For Local Comprehensive Planning* with regard to the preparation, intergovernmental review and adoption of this comprehensive plan; and,

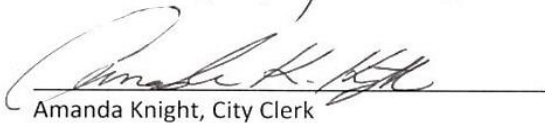
WHEREAS, the City of Register has determined that out of public necessity and for the good of the citizens of Bulloch County, the adoption of this resolution is warranted; and,

WHEREAS, the Mayor and City Council constitutes the governing body of the City of Register whereby this resolution has been considered at a public meeting in which a quorum was present and acting throughout;

NOW, THEREFORE IT BE RESOLVED, that the City of Register hereby adopts the Smart Bulloch 2040 Joint Comprehensive Plan, to become effective immediately, and for submittal to the Coastal Regional Commission and the Georgia Department of Community Affairs.

SO BE IT RESOLVED, this 20th day of June, 2019.


Barbara Rushing, Mayor


Amanda Knight, City Clerk

GIVEN under the seal of the City, this 20 day of June 2019

