

# CITY OF GARDEN CITY

## COMMUNITY AGENDA



SUBMITTED TO:

DEPARTMENT OF COMMUNITY AFFAIRS

BY:

CITY OF GARDEN CITY  
OCTOBER 2008

Ecological  
Planning  
Group

QUALITY PLACE PLANNING

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**Appendix A – Future Land Use Plan**  
**Appendix B – Public Involvement Documentation**

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## INTRODUCTION

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The purpose of this plan is to provide guidance for the staff, appointed officials, and elected officials for long range planning that will accomplish the following goals as outlined by the Georgia Department of Community Affairs:

- “Involve all segments of the community in developing a vision for the community’s future;
- Generate local pride and enthusiasm about the future of the community;
- Engage the interest of citizens in implementing the plan; and
- Provide a guide to everyday decision making for use by the local government officials and other community leaders.”

The DCA defines the intent of the Community Agenda as follows:

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*“The purpose of the Community Agenda is to lay out a road map for the community’s future, developed through a very public process of involving community leaders and stakeholders in making key decisions about the future of the community. The Community Agenda is the most important part of the plan, for it includes the community’s vision for the future, key issues and opportunities it chooses to address during the planning period, and its implementation program for achieving this vision and addressing the identified issues and opportunities. The Community Agenda is intended to generate local pride and enthusiasm about the future of the community, thereby making citizens wish to ensure that the plan is implemented.”*

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Garden City completed the Community Assessment and Participation Plan in December 2007 those documents have been approved by DCA. The City has completed implementation of the Participation Plan and development of the Community Agenda. The State deadline for adoption of the Community Agenda for Garden City is October 31, 2008.

The following document is the Community Agenda for the City of Garden City. It is being submitted to the State 60 days in advance of the mandated deadline to allow for DCA review and City Council adoption prior to the October 31, 2008 deadline.

This format of this document reflects the proposed outline in the State Planning Recommendations, as well as Chapter 110-12-1-.05 of the Rules.

- Chapter 1 focuses on the community vision developed through the public involvement process. This chapter also includes a summary of the various avenues of public participation
- Chapter 2 describes the future development strategy for Garden City, zoning considerations, and land use trends.
- Chapter 3 includes an assessment of the DCA’s Quality Community Objectives as they apply to Garden City.
- Chapter 4 includes a summary of the Issues and Opportunities which were updated based on feedback from the participants during the public involvement process.
- Chapter 5 is the Implementation Program that includes a short-term work program (STWP) and land use policies for public decision makers.



*Historical Picture from the Industrial City Gardens Brochure*

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## Community Vision

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The City of Garden City developed a community vision as part of the public involvement program. The public expressed their views with regard to development trends and quality of life issues through participation in the various avenues of public involvement. The City held an Open House to introduce the Comprehensive Plan on February 26, 2008. During this event, the City conducted a visioning exercise at this meeting. The draft vision statement was developed, revised, and the following vision was established for the City of Garden City:

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*The Vision of Garden City is to create:*

*A safe, clean, family-oriented community with parks and trees that is poised for future growth and dedicated to the advancement of community quality of life;*

*A city governed by the principals of responsibility, fiscal soundness, accessibility, and success for a culturally diverse and multi-generational community.*

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The community vision reflects the views of residents as the City prepares for future growth and development. Implementation of the Community Agenda will assist the City in achieving this vision and in turn improving the overall quality of life for current and future residents.

This chapter summarizes the public involvement program conducted by the City as part of this process. The City had various opportunities for citizen participation and feels the Community Agenda directly reflects the views and interests of residents. Below is a discussion of all elements used by the City to get citizens involved. See Appendix B for documentation.

### **Community Participation Program**

Working with citizens to identify community issues was an essential component in development of the Community Agenda for Garden City. This process began with an assessment of current strengths in the community followed by the development of goals the City should strive to achieve in order to sustain and improve the quality of life in the community. The programs included in the Public Participation Plan and discussed below were identified in order to give citizens the opportunity to offer their opinions and provide feedback to the City. This approach has allowed the City to draft a Community Agenda that captures the overall vision for the community. A comprehensive public involvement program gives citizens a vested interest in the results of the plan and in turn streamlines implementation of the programs and activities identified by the City. The City offered different levels of involvement so that citizens could contribute in a comfortable and convenient manner.

The City held an Open House to introduce the plan and make citizens aware of the different ways to get involved in the planning process. The City also formed a stakeholder committee to review the development strategies, issues and opportunities, and other information included in the Community Assessment. The City posted information on the city website and made educational information available at City Hall in an effort to keep the public informed. A public opinion survey was produced and made available online and at City Hall to provide an opportunity for the public to offer input and ideas. On August 18, the City held a second public meeting to present the Community Agenda to the City Council and to the public.

The following strategies have been implemented by the City throughout the course of the public involvement program and are discussed in this report:

#### Stakeholder Committee

- Public Opinion Survey
- Open House
- Handouts
- Website

### Stakeholder Committee

Garden City formed a Stakeholder Committee to assist in completion of the Community Agenda. The Stakeholder Committee included City staff, members of City Council, community groups, business owners, and other groups from the community.

The Stakeholder Committee was made up of the following members:

- Nathan Mai-Lombardo
- Brian Johnson
- Greg Reid
- David Lyons
- Carol Lindsey
- Wayne Summer
- Bessie Kicklighter
- Courtney Power
- Charles Draeger
- Cliff Ducey
- Tom Wilson
- Kimberly Wexel-Lice
- Teresa Concannon
- Misty Bethune
- Edward DiTommaso

The Stakeholder group met four times during the planning process to review progress and provide feedback to the Project Team. A copy of the Community Assessment was given to each member of the Stakeholder Group to review prior to the first meeting. Providing material in advance of the first meeting was intended to make the meetings more productive since committee members had time to familiarize themselves with the information. The meetings were held in an informal manner to encourage participation from all the committee members.

Below is a description of each of the Stakeholder meetings. Minutes from the meetings are included in Appendix B. Included in the description is the date of the meeting and the general topics discussed:

- Meeting 1 – Community Character (March 6, 2008). The group discussed definitions of the Character Areas, desired development patterns within each area, and revised the locations and boundaries of the Character Areas.
- Meeting 2 – Issues and Opportunities (March 27, 2008). The draft issues and opportunities were presented to the Stakeholder Committee. The group then went through the issues and opportunities and made comments, revisions, and additions to the list created for the Community Assessment.
- Meeting 3 – Vision Statement & Short-term Work Program (April 8, 2008). The vision statement created at the Open House was amended and finalized. The group then looked at the City's existing Short-term Work Program and developed the report of accomplishments.
- Meeting 4 – Short-term Work Program and Land Use Policies (April 28, 2008). The Stakeholder Group reviewed all the opportunities developed and determined whether the opportunity would be better suited as a land use policy or if it could be translated into a short-term work

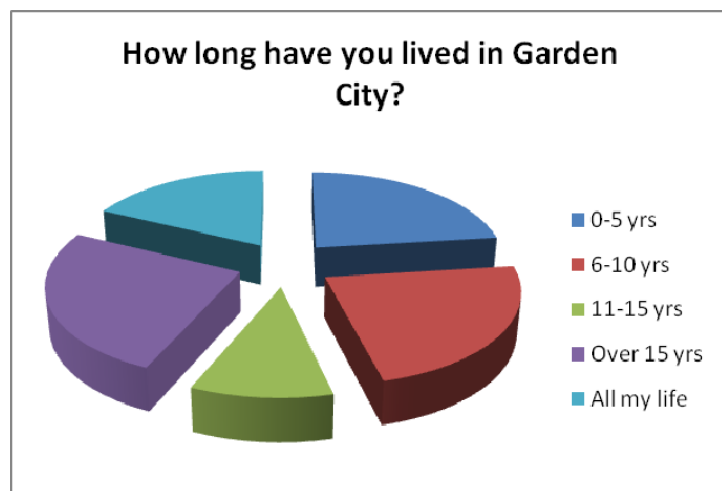
program activity. The group also finalized the Community Character Map (Future Development Area Map).

### Public Opinion Survey

The City of Garden City administered a public opinion survey as a means of gaining feedback from a wider array of citizens. This technique is an effective tool since it is available to a large population at a minimal cost to the City. A link to the 24 question survey was made available on the City's website and hard copy surveys were available at City Hall. A total of 40 surveys were completed during the 6 month period for which the survey was available. This equates to roughly 0.3 % of the population taking the time to complete the survey. Survey results reflect a 95% confidence level with a confidence interval of +/- 15.5%. Please refer to Appendix B for a full summary of the survey results.

The survey was designed to solicit input from residents, local business, property owners, and other people with a vested interest in the future of the community. The survey allowed opinions to be expressed in various topics such as: community appearance, economic development, traffic, housing, services, quality of life, and other planning topics. The results of the survey have been tabulated, analyzed, and a summary is included below. Following the analysis, overwhelming trends and opinions were incorporated into the Community Agenda.

The survey started with three questions about age, tenure, and general background of the participants. There was a wide range in the age of people taking the survey, with roughly 90% of respondents falling within the ages of 20-64. There was an even distribution in terms of the tenure of participants in the survey. Approximately 47% of people have lived in the City for 10 years or less and 53% have lived in the City for more than 10 years. A vast majority of people taking the survey were home owners (over 80%).



Question 4 asked people to rate the level of importance certain characteristics played in their decision to move to Garden City. Over 90% stated that the affordability of the area was the most important factor. 89% of respondents stated that quality of life was an important factor in drawing them to the City and 78% identified the proximity to Savannah as important.

71% of the respondents stated the variety of retirement services in the City were the least important draw, 46% stated quality of health care, and 43% ranked the availability of youth activities as the least important factor drawing them to the City

Questions five and six asked people to rate their opinions on various types of housing in the City. 84% of people taking the survey felt the City needed more single-family housing, 60% of respondents felt there was a need for more townhouses, and 34% of respondents would like to see mixed use residential development. 82% of people felt the City needs less mobile home housing developments. The majority of respondents also feel the City needs more housing for young couples, adult housing, affordable housing, and special needs housing



Do you feel there is a need for more of the following special housing in the City?

|  | Yes        | No         | Don't Know |
|--|------------|------------|------------|
| Housing for young couples/families                     | 81.6% (31) | 10.5% (4)  | 7.9% (3)   |
| Workforce Housing                                      | 40.0% (14) | 34.3% (12) | 25.7% (9)  |
| Affordable Housing                                     | 70.3% (26) | 21.6% (8)  | 8.1% (3)   |
| Senior Adult Housing (55+)                             | 81.6% (31) | 2.6% (1)   | 15.8% (6)  |
| Housing for disabled or individuals with special needs | 64.9% (24) | 10.8% (4)  | 24.3% (9)  |

Question 7 asked whether or not people were in favor of setting aside portions of land as permanently protecting greenspace. An overwhelming 85% of people feel this is important, 10% are not sure, and 5% do not feel it is important.

Question 8 asked the respondents whether they agreed or disagreed with a number of statements. Roughly 90% of people agree that when dealing with a proposed development, the City needs to consider the cost of new services, availability of infrastructure, and the impact development will have on residents and small businesses. 60% of respondents did not agree with the statement that current patterns of commercial development should continue.

Questions 9 asked if people were aware of how their property was currently zoned and the types of uses allowed within that category. Nearly 70% of people stated that they are indeed aware of the current zoning of their property and the allowable uses within that zone. Question 10 asked if people thought the City has done enough to protect historic resources. Only 18% of respondents feel the City is adequately protecting this resource.

Questions 11 and 12 asked people about employment trends in the City. Of the people taking the survey, 36% are currently employed in the City of Savannah and 36% are employed in Garden City. When asked if people feel there are adequate employment options in the City, almost 50% stated that there are not. 25% of respondents feel there are adequate employment options in the City, and 25% responded that they did not know.

Question 13 asked respondents if there is a need for more or less of various commercial type businesses in the City. 95% of respondents feel there is a need for more family entertainment in the City, 89% feel there is a need for more teen entertainment, 87% stated more restaurants, and 82% feel there is a need for more retail. Roughly 57% of respondents feel the City needs less warehousing.

**Is there a need for more or less of the following types of commercial development in Garden City?**

|                      | More       | Less      | Same       |
|----------------------|------------|-----------|------------|
| Restaurant           | 87.2% (34) | 2.6% (1)  | 10.3% (4)  |
| Retail/Shopping      | 82.1% (32) | 2.6% (1)  | 15.4% (6)  |
| Hotel                | 36.1% (13) | 22.2% (8) | 41.7% (15) |
| Family entertainment | 94.9% (37) | 0.0% (0)  | 5.1% (2)   |
| Teen entertainment   | 88.6% (31) | 0.0% (0)  | 11.4% (4)  |

**Is there a need for more or less of the following types of commercial development in Garden City?**

|                                | More       | Less       | Same       |
|--------------------------------|------------|------------|------------|
| After work hours entertainment | 53.8% (21) | 17.9% (7)  | 28.2% (11) |
| Day care (child)               | 50.0% (18) | 8.3% (3)   | 41.7% (15) |
| Tourism businesses             | 56.8% (21) | 18.9% (7)  | 24.3% (9)  |
| Parking                        | 28.6% (10) | 11.4% (4)  | 60.0% (21) |
| Warehousing                    | 11.4% (4)  | 57.1% (20) | 31.4% (11) |
| Other                          | 30.0% (3)  | 20.0% (2)  | 50.0% (5)  |

Question 14 asked respondents if there is a need for more or less of certain recreational facilities in Garden City. The types of recreational facilities that received the highest percentages and were most desired by the respondents were playground/picnic facilities (95%), greenways/paths/trails (90%), sports fields (77%), and an indoor theater (76%).

**Is there a need for more or less of the following types of recreational facilities in Garden City?**

|                                | Yes        | No         | Don't Know |
|--------------------------------|------------|------------|------------|
| Public Pool                    | 61.5% (24) | 28.2% (11) | 10.3% (4)  |
| Sports Fields                  | 76.9% (30) | 17.9% (7)  | 5.1% (2)   |
| Greenways / Paths / Trails     | 89.7% (35) | 5.1% (2)   | 5.1% (2)   |
| Playground / Picnic Facilities | 94.9% (37) | 5.1% (2)   | 0.0% (0)   |
| Outdoor Amphitheatre           | 61.5% (24) | 25.6% (10) | 12.8% (5)  |
| Visitors Center                | 48.7% (19) | 30.8% (12) | 20.5% (8)  |
| Historical Interpretive Center | 39.5% (15) | 31.6% (12) | 28.9% (11) |
| Indoor Theatre                 | 76.3% (29) | 13.2% (5)  | 10.5% (4)  |

Questions 15 asked people to identify which natural resource issues were of greatest importance to the City. While all issues listed had a significant majority of respondents identifying them as “very important,” water quality, stormwater management, adequate wastewater treatment capacity, and future water supply received the highest rankings.

In question 16, survey participants were asked to rank the importance of certain recreational facilities. A significant majority of the respondents (over 90%) ranked parks, libraries, playgrounds, and a senior community center as being very important.

Question 17 asked people to rate their satisfaction with a number of City services. The majority of people were generally satisfied with all of the items listed. However, people were most dissatisfied with traffic congestion, sidewalks, parks, and the cleanliness of public space. On the other hand, people were most satisfied with solid waste collection, law enforcement response time, and fire response time.

In question 18, people were asked to prioritize various issues in the City. A significant majority of the people surveyed placed a “high priority” on the following issues: creating a safe and family oriented environment, greenspace/openspace, water conservation, creating a guideline for future development, and community character. Of the items listed, parking and alternative transportation were considered a low priority.

| <b>Please rank the following issues according to their priority for the City of Garden City?</b> |                      |                     |                       |
|--|----------------------|---------------------|-----------------------|
|  | <b>High Priority</b> | <b>Low Priority</b> | <b>Not a Priority</b> |
| Community Character  | 86.5% (32)           | 5.4% (2)            | 8.1% (3)              |
| Main Street Beautification/Redevelopment   | 76.5% (26)           | 14.7% (5)           | 8.8% (3)              |
| Historic preservation of homes   | 51.4% (18)           | 37.1% (13)          | 11.4% (4)             |
| Availability of cultural activities within the City  | 54.1% (20)           | 35.1% (13)          | 10.8% (4)             |
| Alternate transportation   | 40.0% (14)           | 45.7% (16)          | 14.3% (5)             |
| Creating a guideline for future development  | 88.6% (31)           | 11.4% (4)           | 0.0% (0)              |
| Restaurant/retail development  | 77.1% (27)           | 22.9% (8)           | 0.0% (0)              |
| Walkable Communities   | 86.5% (32)           | 5.4% (2)            | 8.1% (3)              |
| Greenspace/openspace preservation  | 91.4% (32)           | 5.7% (2)            | 2.9% (1)              |
| Water conservation   | 91.4% (32)           | 5.7% (2)            | 2.9% (1)              |
| Recreation opportunities   | 75.7% (28)           | 21.6% (8)           | 2.7% (1)              |
| Community Policing   | 78.4% (29)           | 10.8% (4)           | 10.8% (4)             |
| Education Opportunities  | 80.0% (28)           | 14.3% (5)           | 5.7% (2)              |
| Traffic congestion   | 67.6% (23)           | 26.5% (9)           | 5.9% (2)              |
| Parking  | 38.2% (13)           | 50.0% (17)          | 11.8% (4)             |
| Small business retention & recruitment   | 71.4% (25)           | 22.9% (8)           | 5.7% (2)              |
| A safe and family oriented environment.  | 97.2% (35)           | 2.8% (1)            | 0.0% (0)              |
| Neighborhood watch program   | 82.9% (29)           | 14.3% (5)           | 2.9% (1)              |

Question 19 asked whether people would be more willing to use public transportation if more stops were available in the City. Roughly 54% stated that more bus stops would not increase the frequency with which they would take public transportation.

Question 20 asked if people were in favor of a number of proposed transportation projects that have been identified in the Chatham Urban Transportation Study (CUTS) – long-range transportation plan. More than 50% of the respondents stated they were in favor of all the projects listed.

|  | Yes        | No        | Not Sure   |
|--|------------|-----------|------------|
| Improvements to 307 (Dean Forest) from R.B. Miller Rd to Highway 21                                    | 68.4% (26) | 10.5% (4) | 21.1% (8)  |
| Widening of Dean Forest from two lanes to four lanes between 17 and I-16                               | 65.8% (25) | 10.5% (4) | 23.7% (9)  |
| Widening of Highway 21 from 4 to 6 lanes between Dean Forest and Smith Rd                              | 57.9% (22) | 15.8% (6) | 26.3% (10) |
| Widening of Dean Forest from 4 to 5 lanes from I-16 for 1-half mile north                              | 54.1% (20) | 16.2% (6) | 29.7% (11) |
| Interchange improvements at I-16 and Dean Forest   | 68.4% (26) | 13.2% (5) | 18.4% (7)  |
| Bridge over Norfolk Southern rail line on Bourne Ave between Highway 21 and 25                         | 55.3% (21) | 18.4% (7) | 26.3% (10) |
| Brampton Rd Connector. This is a new road project designed to alleviate truck traffic related to Ports | 73.7% (28) | 5.3% (2)  | 21.1% (8)  |
| Improvements at intersection of Highway 26 and 80  | 52.6% (20) | 13.2% (5) | 34.2% (13) |

The next three questions address respondents that are moving or potentially moving in the near future. Roughly 47% of the respondents stated that they plan on moving within the next five years. Of those moving, 40% stated they would move outside of the City, 15% state they would move to a different place in the same neighborhood, and 10% stated they would move to a different neighborhood within Garden City. According to the survey, the three top reasons for moving were traffic, crime, and wanting a bigger home.

### Public Information

- Open House: Garden City held an Open House on February 26, 2008 to inform and update the public on the comprehensive planning process. Citizens were able to view maps and discuss concerns with City staff and consultants. Handouts, comment cards, and other information were distributed in an effort to educate the public and get them excited about the planning process. A short presentation was given to inform citizens about the project schedule, state (DCA) requirements, and some of the initial findings. A visioning exercise was also conducted and a preliminary community vision was developed. The City advertised the event on the City website, the local cable channel, and at City Hall. Please refer to Appendix B for more information on the City's Open House.
- Informational Handouts: Information handouts were developed and distributed through the planning process. The handouts consisted mainly of fact sheets and presentations that provided a summary of the Community Assessment and Agenda documents. Flyers were also used to advertise various events related to the Comprehensive Plan. See Appendix B for a sample of the informational handouts distributed throughout the process.
- Webpage: Information about the Comprehensive Plan was also added to the City's website. The webpage, <http://www.gardencityga.org/planning.htm>, included a summary of the planning process, electronic versions of the planning documents, and a link to the public opinion survey. The webpage was an effective way to disseminate information to the public.

## **Public Hearing**

The state minimum standards require that a Public Hearing be held before City Council. The purpose of the public hearing is to inform the public about the planning process and to allow for people to make comments. A public hearing was held in Garden City on August 18, 2008, prior to submittal of the Community Agenda to the RDC and DCA. The meeting was open to the public and advertised in accordance with City procedures. A presentation was given to the City Council and public about the Community Agenda. The presentation focused on the following items: community character area, desired development strategies, issues and opportunities, land use policies, and the short-term work program. The meeting agenda and presentation from the public hearing are included in Appendix B.

## Future Development Strategy

Garden City has created a strategy for future development based on the Community Character Areas defined throughout the planning process. The Future Development Map is the basis for the Future Land Use Plan that is attached as Appendix A. The Future Development Map will also be used as the basis for the Zoning Ordinance and update that is scheduled as part of the Implementation Plan. The Future Land Use Plan identifies future development goals, changes/revisions to the Zoning Ordinance, etc. The Future Land Use Plan was done in conjunction with the Comprehensive Plan in an effort to ensure consistency and implementation of the goals developed as part of the public participation process. As development takes place in the future, zoning considerations and land use regulations will ensure that development is conducted in a manner that is consistent with the City’s Comprehensive Plan and Future Land Use Plan.

The sections below include a narrative description for each Future Development Area as well as the following:

- **Development Area Description:** This section provides a description of the unique and defining characteristics within each Future Development area.
- **Implementation Measures:** The strategies identified within this section are the objectives that have been identified to help achieve the vision for each area, as outlined in the Development Area Description.
- **Zoning Considerations.** This section identifies the existing zoning classifications found within each area, and makes an assessment regarding their appropriateness for achieving the vision for that area. In some cases, recommendations for amendments to the Land Use Code have been made so that the Code will become a tool to help the City accomplish the goals set forth in this plan. The table below provides a brief summary of the existing zoning classifications and categories in Garden City.

| Category | District Name           | Description  |
|----------|-------------------------|--|
| R-A      | Residential Agriculture | The purpose of the R-A district is to protect those rural areas within the urban expansion areas for future urban development. This district is also established to protect against the blight and depreciation which can result from premature development and to encourage future development in a coordinated and orderly manner. |
| R-1      | Residential             | The purpose of the R-1 district is to create a district in which one-family dwellings and certain non-dwelling uses are permitted.   |
| R-2      | Residential             | The purpose of the R-2 district is to create a district in which one-family dwellings, two-family dwellings, multifamily dwellings and certain non-dwelling uses are permitted.  |

| Category | District Name                | Description  |
|----------|------------------------------|--|
| R-I-N    | Institutional                | The purpose of the R-I-N district is to create an area in which residential, institutional and professional uses can be intermixed while at the same time achieving a healthful living environment.  |
| C-1      | Commercial                   | The purpose of the C-1 district is to provide and encourage the proper grouping of roadside service areas that will accommodate needs of the traveling public in a manner that will prevent traffic congestion, traffic hazards and blight on the streets and highways within the city.  |
| C-2      | Commercial                   | The purpose of the C-2 district is to create and protect areas in which heavy commercial and certain industrial-like activities are permitted.   |
| C-2A     | Commercial                   | The purpose of the C-2A district is to create and protect areas in which heavy commercial and certain industrial-like activities are permitted, including any activities related to the sale or consumption of alcoholic beverages.  |
| I-1      | Industrial                   | The purpose of the I-1 district is to create and protect areas for those industrial uses which do not create excessive noise, odors, smoke and dust, and which do not possess other objectionable characteristics which might be detrimental to the surrounding neighborhoods or to the other uses permitted in this district. |
| I-2      | Industrial                   | The purpose of the I-2 district is to create and protect areas in which industries which are not permitted in an I-1 district can be permitted.  |
| "P"      | Planned Development District | The purpose of the P district is to create areas that will have to be developed under a general development plan approved by the city planning commission and which will be an overlay district in addition to the standard zoning classification district for the area.   |

*Source: Code of Ordinances; City of Garden City*

### **Traditional Neighborhood**

This area comprises the older residential areas with more traditional development patterns. Characteristics include grid street pattern; sidewalks; small, regular lots; and neighborhood-scale businesses and institutions.

#### ***Implementation Measures:***

- Encourage the continuation of the street grid pattern.

- Ensure that infill development and redevelopment are consistent with the traditional architectural and design style.
- Identify and protect historic structures.
- Continue to enforce residential property maintenance standards.
- Require the continuation of existing sidewalk networks in new development.
- Identify and seek funding for streetscape improvements to improve the pedestrian environment.

### **Zoning Classifications:**

Property within the Traditional Neighborhood Area contains the following zoning classifications:

- C-1
- C-2
- C-2A
- I-1
- I-2
- R-1
- R-2
- R-A
- R-I-N



### **Zoning Considerations:**

- The following zoning classifications are consistent with the desired use in Traditional Neighborhoods: R-1, R-2, and R-I-N
- The commercial and industrial zoning classifications are not consistent with the desired uses for the Traditional Neighborhood Area.
- Consider amending or allowing neighborhood scale commercial development as part of the R-I-N category.

## **Suburban Neighborhood**

These areas are where typical types of suburban residential subdivision development have occurred or will occur in the future. Development within these areas is encouraged to include neo-traditional or cluster development patterns.

### **Implementation Measures:**

- Promote new developments that have strong walkable connections within and between neighborhoods.
- Encourage roadway connectivity.
- Allow for smaller local roads and associated right-of-ways.
- Allow for appropriate neighborhood scale mixed uses within planned developments to provide a destination for pedestrians and to minimize the need for long trips.



- Require the preservation of trees during the development process and post-development.
- Encourage the preservation of open space and conservation-type subdivisions.
- Allow for various housing types and residential densities within planned developments.
- Ensure the adequate creation of educational as well as active and passive recreational facilities for all new residential development.
- Ensure the adequate capacity of infrastructure for existing and future development through sound long-range planning.
- Allow for planned mixed uses that serve the daily needs of the residents.

### **Zoning Classifications:**

Property within the Suburban Neighborhood Area contains the following zoning classifications:

- |               |               |
|---------------|---------------|
| • C-1 & P-C-1 | • R-1 & P-R-1 |
| • C-2 & P-C-2 | • R-2         |
| • C-2A        | • R-A         |
| • I-1 & P-I-1 | • R-I-N       |
| • I-2         |               |

### **Zoning Considerations:**

- The following zoning classifications are consistent with the desired use in Suburban Neighborhoods: R-1 (P-R-1), R-2, R-A, and R-I-N
- The commercial and industrial zoning classifications are not consistent with the desired uses for the Traditional Neighborhood Area.
- Consider amending or allowing neighborhood scale commercial development as part of the R-I-N category.

### **Mixed Use Urban Anchor**

This is a planned mixed use development that will include the new City Hall, public open space, and a mix of residential, office, and commercial uses. Commercial uses should be designed to meet local residents' daily needs and match the character of the surrounding area.

### **Implementation Measures:**

- Residential development and commercial uses should be designed to compliment each other and create a live/work environment.
- Varied residential densities and housing types should be allowed.
- Commercial uses should include a mix of retail, services, and offices to serve neighborhood residents' day-to-day needs, and should match the character of the neighborhood.
- Mixed use area design should be very pedestrian-oriented, with strong, walkable connections between different uses.
- Intensive commercial uses should be reserved for the Commercial Redevelopment area.
- Design and architectural standards should be compatible with the surrounding area.

**Zoning Classifications:**

Property within the Mixed Use Urban Anchor Area is contains the following zoning classifications:

- P-C-1
- P-C-2
- R-1
- R-A

**Zoning Considerations:**

- The P-C-1, P-C-2, and R-1 zoning categories are consistent with the desired development for this area.
- The City should allow uses permitted under the R-2 and R-I-N categories in this area.

**Industrial**

Land uses in this area include higher intensity manufacturing, assembly, processing or warehouse activities.

**Implementation Measures:**

- Require the master planning of future industrial areas and parks.
- Ensure adequate facilities and infrastructure capacity to serve industrial areas.
- Require design and landscape standards to improve the aesthetics of industrial areas.
- Enforce existing ordinances related to water quality protection in industrial areas.
- Review existing stormwater design standards to ensure adequate consideration is given to water quantity and quality treatment in industrial areas.
- Ensure that industrial uses do not adversely impact surrounding residential and commercial areas.
- Consider transportation issues when approving future industrial areas.
- Consider fiscal impacts of new industrial development to the municipality prior to approval.
- Do not permit industrial activities in other character areas.



**Zoning Classifications:**

Property within the Industrial Area contains the following zoning classifications:

- |                 |               |
|-----------------|---------------|
| • C-1 & P-C-1   | • R-1         |
| • C-2 & P-C-2   | • R-2         |
| • C-2A & P-C-2A | • R-A & P-R-A |

- I-1 & P-I-1
- I-2 & P-I-2
- R-I-N

**Zoning Considerations:**

- Residential uses should not be permitted in the Industrial areas
- Down zoning should be prohibited in this area

**Public / Institutional**

This area includes large schools, churches, and other institutional uses.

**Implementation Measures:**

- Consideration should be given when new developments and uses are proposed near these areas.
- Development adjacent to these areas should be appropriate.



**Zoning Classifications:**

Property within the Public / Institutional Area contains the following zoning classifications:

- C-1
- C-2 & P-C-2
- I-1 & P-I-1
- R-1
- R-2
- R-A & P-R-A
- R-I-N

Zoning Considerations:

- Development within this area should be limited to the allowed uses in the R-I-N category.

**Local Commercial Corridor**

A local commercial corridor is a commercial strip that allows for a higher intensity of development than neighborhood scale commercial development, but does not allow for commercial development that is as intensive as the commercial redevelopment corridor.

**Implementation Measures:**

- Ensure that allowed uses reflect the needs of the local market, and that they be compatible with nearby residential neighborhoods.
- Intensive commercial uses (such as big boxes) should not be allowed, but instead reserved for the commercial redevelopment area.
- Design and architectural standards should be compatible with surrounding area.
- Road edges should be clearly defined by locating buildings closer to roadside with parking in the rear or at the side.
- Allow for office, retail, restaurant, gallery, services, supermarkets, and similar uses.

**Zoning Classifications:**

Property within the Local Commercial Corridor Area contains the following zoning classifications:

- C-1
- P-C-2
- C-2A & P-C-2A
- I-1 & P-I-1
- I-2 & P-I-2
- R-1



**Zoning Considerations:**

- The scale of commercial and industrial development within this area should be consistent with the surrounding uses.
- Residential development allowed in the R-1 category is not appropriate for this area

**Commercial Redevelopment Corridor**

This area includes a concentration of regionally marketed commercial and retail centers, office and employment areas, higher-education facilities, sports and recreational complexes. These areas are characterized by high degree of access by vehicular traffic, transit access, and offer great infill development and redevelopment opportunities. These areas typically have a low degree of internal open space and high floor-area-ratio.

**Implementation Measures:**

- Include high-density mix of retail, office, services, and employment to



serve a regional market area.

- Encourage compatible architecture styles that maintain the regional character, and should not include “franchise” or “corporate” architecture.
- Allow office, retail, and other typical commercial uses.
- Allow higher density multi-family, condominium, and affordable housing in and around this area.
- Encourage the establishment of major employers, such as educational institutions, industry, sports and recreational complexes, and back-office operations.
- Encourage infill development, redevelopment, and adaptive reuse of underutilized properties along this corridor.
- “Big box” retail should be limited to these areas, and designed to fit into mixed use planned development with limited parking that is shared with surrounding uses.
- New billboards should not be permitted or subject to appropriate design standards.

### **Zoning Classifications:**

Property within the Commercial Redevelopment Area contains the following zoning classifications:

- |               |               |
|---------------|---------------|
| • C-1         | • R-1         |
| • C-2 & P-C-2 | • R-2         |
| • C-2A        | • R-A & P-R-A |
| • I-1 & P-I-1 | • R-I-N       |
| • I-2 & P-I-2 |               |

### **Zoning Considerations:**

- Residential development is not appropriate in this area.
- Commercial and industrial development should be consistent with the surrounding uses.

## **Greenspace**

Greenspace is an area of protected open space established for recreation, alternative transportation, or conservation purposes. This area includes ecological, cultural and recreational amenities.

### **Implementation Measures:**

- Maintain property in as natural a state as possible.
- Link through a pleasant network of greenways, set aside for pedestrian and bicycle connections between schools, churches, recreation areas, city centers, residential neighborhoods and commercial areas.
- Allow only for minimal development and impervious surfaces as is appropriate for recreational uses.
- Promote these areas as passive-use tourism and recreation destinations.

### **Zoning Classifications:**

Property within the Greenspace area is intersected by the following zoning classifications:

- C-1 & P-C-1
- C-2 & P-C-2
- I-1 & P-I-1
- I-2
- R-1
- R-2
- R-A



### **Zoning Considerations:**

- Development in these areas should be prohibited.
- Greenspace should be set aside and connected as part of any development allowed adjacent to this area.

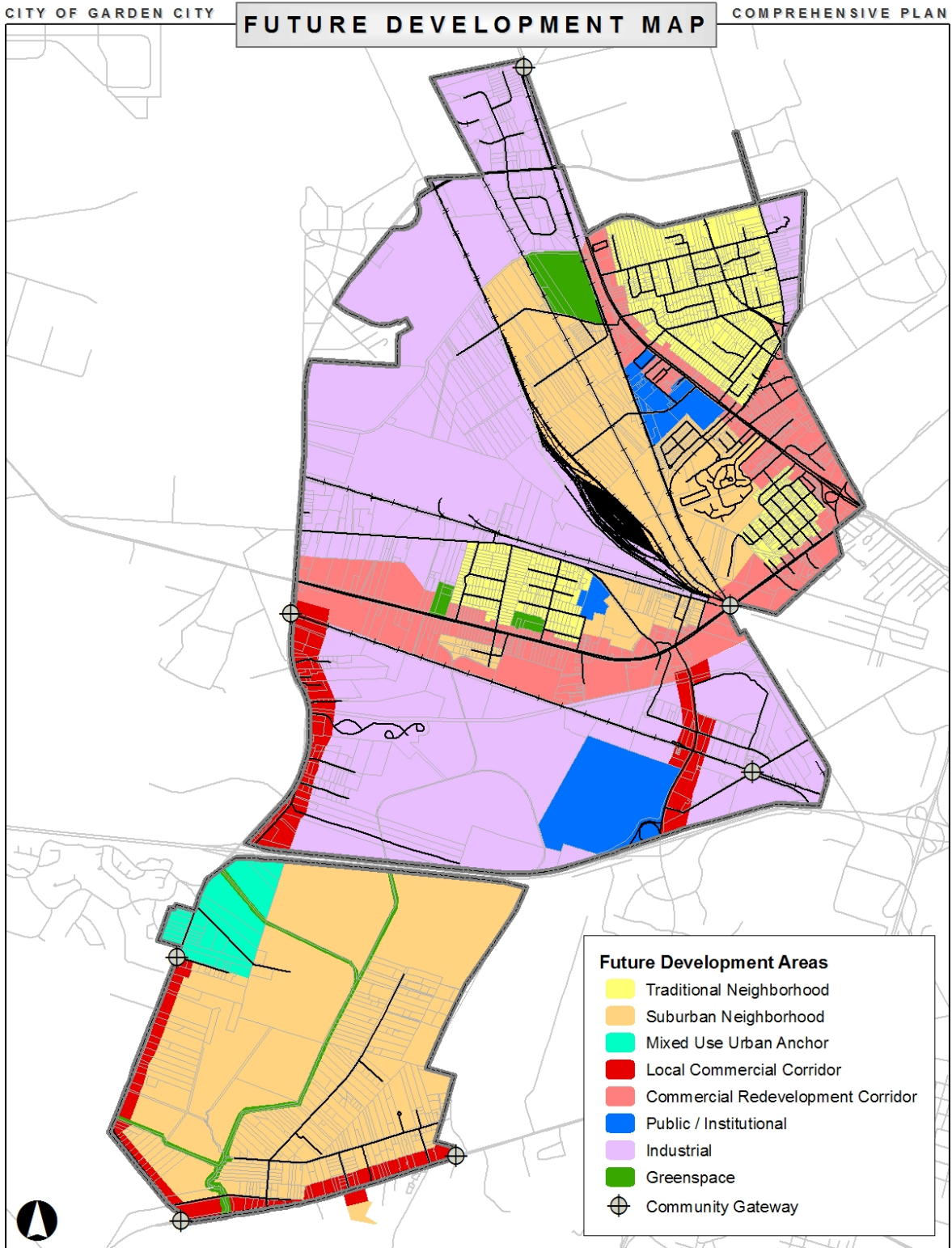
### **Community Gateways**

Community gateways are developed or undeveloped land at an important entrance or means of access to the community.

### **Implementation Measures:**

- Focus upon appearance with appropriate signage, landscaping and other beautification measures.
- Install and/or maintain appropriate directory signage to community amenities and developments.
- Retrofit or mask unsightly features as necessary.





## Land Use Considerations

The City has performed an analysis of existing land uses, existing zoning designations and proposed future development patterns to determine the percentages of various land uses with the city, to evaluate the evenness and viability of the distribution of the various land uses, and to provide the rational nexus for the Future Land Use Map and future Zoning Ordinance updates.

### Analysis of Existing Land use and Zoning

The City of Garden City field verified existing land uses within the City during the Community Assessment phase. The table below compares the calculated acreage of each land use in Garden City and the total percentage each land use accounts for when compared to the total land area of the City. The Land Use Map in Figure XX illustrates the distribution of land uses within the City. A large percentage of land in the City remains undeveloped (35%). The City also contains approximately 25% residential uses and 23% industrial uses.

| Land Use                                    | Total Acreage | Percent of City |
|---|---------------|-----------------|
| Agriculture/Forestry                        | 195.7         | 2.4%            |
| Commercial - Developing                     | 7.2           | 0.1%            |
| Commercial - Office                         | 49.1          | 0.6%            |
| Commercial - Retail                         | 270.9         | 3.3%            |
| Greenspace                                  | 57.8          | 0.7%            |
| Industrial - Developing                     | 166.4         | 2.0%            |
| Industrial - Heavy                          | 1220.1        | 14.9%           |
| Industrial - Light                          | 681.7         | 8.3%            |
| Public / Institutional                      | 366.1         | 4.5%            |
| Recreation - Active                         | 99.1          | 1.2%            |
| Residential - Developing                    | 15.5          | 0.2%            |
| Residential - Multi-Family                  | 371.8         | 4.5%            |
| Residential - Single-Family                 | 1689.8        | 20.6%           |
| Right-of-Way                                | 12.2          | 0.1%            |
| Transportation / Communications / Utilities | 149.1         | 1.8%            |
| Undeveloped Land / Other                    | 2862.1        | 34.8%           |
| <b>TOTAL</b>                                | <b>8214.7</b> | <b>100.0%</b>   |

The table below contains a summary of the City's existing zoning classifications as a total acreage and percentage of the City. Based on the zoning breakdown in the City, nearly 34 percent of the City currently falls within the two industrial zoning classifications. According to the existing land use table,



23% of land in the City is presently being used for an industrial use. When examining the percentage of undeveloped land in the City (35%) compared to the percentage of land currently zoned industrial, it is evident that future industrial growth will occur in a dramatic fashion. Other uses likely to increase based on the existing zoning are found in the commercial categories. Commercial uses currently account for roughly 4% of land use, while 12% of the City is presently zoned for commercial and planned commercial development. One of the identified goals of this plan is to establish more retail and services based commercial uses throughout the City. If properly planned, it appears that current zoning is in place to assist the City in achieving this goal. The R-A zoning classification also accounts for a large percentage of the remaining developable land in the City. This presents an opportunity to evaluate the future residential needs of the City and potentially amend this zoning category to something more consistent with the vision of this plan.

|  | <b>Total Acreage</b> | <b>Percent of City</b> |
|--|----------------------|------------------------|
| C-1 = Light Commercial                       | 179.7                | 2.0%                   |
| C-2 = Heavy Commercial                       | 279.5                | 3.1%                   |
| C-2A = Heavy Commercial with Alcoholic Sales | 432.1                | 4.8%                   |
| I-1 = Industrial                             | 1659.6               | 18.3%                  |
| I-2 = Industrial                             | 1308.1               | 14.4%                  |
| P-C-1 = Commercial                           | 48.4                 | 0.5%                   |
| P-C-2 = Commercial                           | 98.2                 | 1.1%                   |
| P-C-2A = Commercial                          | 65.9                 | 0.7%                   |
| P-I-1 = Industrial                           | 368.1                | 4.1%                   |
| P-I-2 = Industrial                           | 471.4                | 5.2%                   |
| P-R-1 = Residential                          | 22.9                 | 0.3%                   |
| P-R-A = Residential - Agricultural           | 204.7                | 2.3%                   |
| R-1 = Residential                            | 2447.9               | 26.9%                  |
| R-2 = Residential                            | 422.2                | 4.6%                   |
| R-A = Residential - Agricultural             | 974.0                | 10.7%                  |
| R-I-N = Institutional                        | 105.0                | 1.2%                   |
| <b>TOTAL</b>                                 | <b>9087.6</b>        | <b>100.0%</b>          |

### Land Use Comparison

The table below compares land use distribution between Garden City, Port Wentworth, Savannah, and the unincorporated West Chatham Area. The data below for Port Wentworth, Savannah, and West Chatham was taken from their respective Community Assessment documents.

| General Land Use Categories                 | Percent of Garden City | Percent of West Chatham | Percent of Savannah | Percent of Port Wentworth |
|---|------------------------|-------------------------|---------------------|---------------------------|
| Agriculture/Forestry                        | 2.4%                   | 27.4%                   | 7.2%                | 2.8%                      |
| Commercial                                  | 4.0%                   | 0.9%                    | 5.3%                | 1.6%                      |
| Greenspace                                  | 0.70%                  | 23.70%                  | 2.70%               | 0.60%                     |
| Industrial                                  | 23.2%                  | 5.2%                    | 5.3%                | 7.0%                      |
| Public / Institutional                      | 4.50%                  | 0.50%                   | 19.90%              | 0.80%                     |
| Recreation - Active                         | 1.20%                  | 1.10%                   | 3.50%               | 0.30%                     |
| Residential                                 | 25.0%                  | 8.8%                    | 15.8%               | 20.5%                     |
| Transportation / Communications / Utilities | 1.80%                  | 1.60%                   | 2.10%               | 0.40%                     |
| Undeveloped Land / Other                    | 34.8%                  | 6.20%                   | 9.90%               | 65.70%                    |
| Other                                       | 2.4%                   | 24.6%                   | 28.3%               | 0.3%                      |

Based on the information provided in the table, Garden City has the largest percentage of both residential and industrial uses. Garden City contains more than its fair share of industrial uses for the region. However, the existing transportation network and proximity to the Georgia Ports Authority make the City an attractive site for industrial development. Garden City contains the second largest percentage of undeveloped land (35%), second to only Port Wentworth where 66% of land is currently undeveloped. While much of the undeveloped land in Garden City is already zoned industrial, the formulation of land use policies can assist in the sustainable development of remaining land in the City.

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## Quality Community Objectives

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The following assessment was conducted to address the Quality Community Objectives (QCOs), adopted by the Board of the DCA highlighting the development patterns and policies that will help local governments protect their unique cultural, natural and historic resources as their communities continue to grow. The assessment was modeled on the QCO Assessment tool created by the Office of Planning and Quality Growth. A status report is included below to illustrate the City's strengths and needs as they relate to local zoning, ordinances, and policies. In most cases, the City has already begun to address the QCOs, and will continue to work towards fully achieving the quality growth goals set forth by the DCA.

### Traditional Neighborhoods

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*"Traditional neighborhood development patterns should be encouraged, including use of more human scale development, compact development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity."*

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The City of Garden City has several traditional neighborhoods in various places throughout the City. The largest concentration of this type of development is found in the neighborhood east of Highway 21, north of Brampton, and west of Main Street. This area is defined as the "Traditional Neighborhood" on the Community Character map. This neighborhood contains a traditional grid pattern street network with a mix of residential homes typical of post World War II developments. There are other pockets of traditional neighborhood development dispersed throughout the City. The City supports infill development, redevelopment, and restoration within these areas and wishes to preserve the existing character of each area by encouraging new development to be consistent with the existing neighborhood fabric.



#### **Strengths:**

- Small lot sizes with short front yard setbacks encourage traditional/neo-traditional development patterns, and provide the residential density necessary to support local businesses.
- Grid street patterns in conjunction with the existing sidewalk network encourage connectivity and improve walkability of the community. It also ensures easy connections to other areas of the City.

#### **Needs:**

- Streetscape improvements should be examined to make pedestrian movement safer and more appealing.
- The City should provide incentives for desirable redevelopment and infill projects.
- The City should develop design standards so new development is consistent with the existing neighborhood.

## **Infill Development**

*“Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.”*

The City has identified several areas along the Highway 21 corridor as having potential for commercial infill development. They have also called out the Highway 80 corridor as a potential infill area. Both these highways experience a significant amount of traffic on a daily basis. Highway 21 is the main north-south route through the City and experiences heavy volumes of traffic on a daily basis. This corridor also has the potential for redevelopment of vacant or underutilized structures. Infill development along the Highway 80 corridor also has great potential as there are a number of vacant and underutilized commercial structures.



### ***Strength:***

- There are both the opportunity and support for redevelopment and infill development projects in the City.

### ***Needs:***

- The City needs to complete an inventory of vacant buildings and underutilized sites to target for redevelopment and/or infill development.
- The City should encourage redevelopment and infill development projects by providing incentives.

## **Sense of Place**

*“Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.”*

The City of Garden City contains a number of unique features that add to the City’s sense of place. The surrounding wetlands and proximity to the Savannah River contribute to the identity of the City. The large presence of industry and the Georgia Ports Authority also contribute to the City’s sense of place.

### ***Strengths:***

- The City already contains a significant amount of unique features.
- A tourist industry already exists within the region.
- Unique natural and historical resources add to the City’s sense of place.

**Needs:**

- There is a need for revitalization and façade improvements in the City.
- The City needs to market Garden City better to tourists that are already visiting the area.
- There is a negative connotation associated with Garden City because of the presence of industry. The City needs to better market the City as something more than a place to conduct business.

**Transportation Alternatives**

*“Alternatives to transportation by automobile, including mass transit, bicycle routes, and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.”*



The City of Garden City has a large percentage of residents commuting to work outside the city limits. Due to the lack of transportation alternatives, these people are mainly traveling alone by automobile. The lack of convenient public transportation options leads to more traffic congestion in the City. The Georgia Ports Authority is in close proximity to the City, which generates a significant amount of truck traffic, thus adding the traffic congestion. The City is dedicated to providing and improving the pedestrian/cycling environment by offering alternative routes. There are also a number of Chatham Area Transit bus stops in the City.

**Strengths:**

- There is an existing demand for an improved pedestrian environment.
- The City has begun planning for transportation projects that include bike lanes and shared roadways.
- Public transportation already exists in the City.

**Needs:**

- Traffic movement along arterial roadways needs to be reduced in areas with a higher concentration of pedestrians.
- Improvements need to be made along Highway 21 and Highway 80 to create a safer area for pedestrian traffic.
- Public transportation is already available in the City and the City should support projects to encourage it to be better utilized.
- Sidewalk improvements need to be scheduled and completed around the City.

## Regional Identity

*“Each region should promote and preserve a regional “identity,” or regional sense of place, defined in terms of traditional architecture, common economic linkages that bind the region together, or other shared characteristics.”*

The City of Garden City is part of Chatham County and shares a close connection with the surrounding communities in the area. The shared history of Savannah and other jurisdictions has left the entire County with a wealth of facts, events, and landmarks that help identify the region as a whole.

### **Strengths:**

- The combined characteristics of Garden City and the surrounding communities offer a variety of activities for visitors.
- The tourist industry is already well established in the region.



### **Needs:**

- Garden City needs to coordinate with the City of Savannah to better market available activities in the region, and to link Garden City to the successful tourist industry in Savannah.
- Garden City should embrace its heritage as a link between the residential City of Savannah and the industrial areas of Chatham County.

## Heritage Preservation

*“The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community’s character.”*

The City recognizes the importance of its historic features as a means of restoring the past and adding to the destination appeal of the City. There are a number of historic sites located throughout the City. However, the locations of many historic landmarks in the City are not clearly defined. A GIS inventory of historic sites would assist the City in identifying these sites and determining the best approach for calling attention to them.

### **Strengths:**

- The history of the region creates an added value for the historic features located in the City.
- There are many important historic locations and sites within the City of Garden City.
- The City has bought the Dotson House (the oldest historic structure in Garden City) to restore and preserve as a visitors’ center.

**Needs:**

- There needs to be more public education with regard to the historic structures in the City.
- An inventory of historic structures and sites needs to be completed.
- Restoration of historic homes needs to be encouraged.

**Open Space Preservation**

*“New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors. Compact development ordinances are one way of encouraging this type of open space preservation.”*

There is a limited amount of dedicated open space and/or public parks in the City. However, there are some smaller parks located within the neighborhoods in the older parts of the City. Future residential developments should be designed in a manner where portions of open space and/or public space are set aside for residents in the community.

**Strengths:**

- Development is restricted in the coastal marshlands.
- Neighborhood parks and space exist in many of the older neighborhoods in the City.
- There is still undeveloped land and right-of-ways which could be preserved as greenspace or park land.



**Needs:**

- The City should develop an ordinance to require the preservation of open space in new development.
- The City could utilize the exiting canal system and associated right-of-ways to make a greenway system throughout the City.
- The City should develop and actively implement an Open Space/Parks Plan that addresses greenspace preservation.
- Develop and enforce a landscape ordinance/plan.
- The City should work to link existing and future greenspace/open space through a network of multiuse trails and green infrastructure.

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## **Environmental Protection**

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*“Environmentally sensitive areas should be protected from negative impacts of development, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.”*

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The City contains coastal marshlands, waterways, and a variety of different plants and animals that rely on the health of these resources for survival. As a result, the City is taking a more active role in the protection of these environmental resources.

### ***Strength:***

- The City has existing ordinances that are protective of natural resources, including the Stormwater Ordinance, the Erosion & Sedimentation Control Ordinance, and the Flood Damage Prevention Ordinance.

### ***Needs:***

- The City needs to work with industries to minimize impact on the environment.
- The City needs to develop, update, and implement plans addressing water conservation and solid waste management.
- The City needs to update the stormwater ordinance and implement the stormwater program in accordance with Phase I NPDES MS4 requirements.

## **Growth Preparedness**

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*“Each community should identify and put in place the pre-requisites for the type of growth it seeks to achieve. These might include infrastructure (roads, water, sewer) to support new growth, appropriate training of the workforce, ordinances and regulations to manage growth as desired, or leadership capable of responding to growth opportunities and managing new growth when it occurs.”*

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The City of Garden City has been working to accurately assess the need for new infrastructure and economic development programs to accommodate future development.

### ***Strength:***

- Population projections have been forecasted for the City for the next 20 years, and these numbers will be referenced when making infrastructure decisions.

### ***Needs:***

- The City needs to address wastewater and water service and service issues south of I-16.
- The City needs to work with the Census Bureau to ensure that the 2010 census provides more accurate information.



## Appropriate Businesses

*“The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, long-term sustainability, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.”*



Garden City occupies a strategic location immediately west of downtown Savannah, adjacent to the Port of Savannah, and at the confluence of two Interstate highways, five major arterial highways, and the regional rail system. The City’s exceptional geography makes it attractive to a wide range of industries, transportation providers, and

retail and service businesses. Consistent with the City’s long-term vision, further business development should focus on retention of existing businesses and recruitment of new businesses that enhance community character and advance future land use goals.

### **Strengths:**

- There is a strong presence of industrial and transportation businesses.
- There is a sizable presence of retail and service businesses, with potential for significant expansion and redevelopment in major commercial corridors and at several arterial nodes.
- Potential for significant planned, synergistic development in an area the City has identified for a new municipal complex and adjacent mixed use development.

### **Needs:**

- The City should develop an economic development plan.
- The City needs to ensure that commercial development near neighborhoods is appropriate in terms of use and design.
- There is a need for more professional services and neighborhood retail businesses south of I-16, where future residential growth will occur.
- There is a need for a better-defined “downtown,” or city center, to be created around the new municipal complex.
- There is a need to develop incentives or programs that provide assistance for retention and recruitment of small businesses.

## Employment Options

*“A range of job types should be provided in each community to meet the diverse needs of the local workforce.”*

Garden City currently has a wide range of employment options in manufacturing, transportation, warehousing, and other industrial areas. While segments of older service and retail corridors are struggling from age and industrial encroachment, new commercial development in the city’s south is

expected to more than mitigate the loss of businesses in the north. Opportunities for profession and technical jobs will likely also be created by the southward expansion of the city.

**Strengths:**

- A wide range of unskilled and semi-skilled jobs are available in Garden City.
- A wide range of semi-skilled and skilled jobs are available nearby at the Port of Savannah and in downtown Savannah.
- Significant areas exist within the city for brownfield and grayfield redevelopment as well as new greenfield development for retail and office uses.

**Needs:**

- There is a need for more professional, technical, and skilled jobs in the city.
- There is a need for synergistic development strategies that cluster mutually-supportive businesses at arterial nodes and in corridor segments (once such nodes or clusters are established, they become self-reinforcing growth centers).
- There is a need for design guidelines in some areas where a higher-cost, long-term business investment is anticipated (e.g., major redevelopment and new construction).



**Housing Choices**

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*“A range of housing size, cost, and density should be provided in each community to make it possible for all who work in the community to also live in the community (thereby reducing commuting distances), to promote a mixture of income and age groups in each community, and to provide a range of housing choices to meet market needs.”*

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Garden City has a predominately older housing stock with newer subdivisions emerging in the south. The older residential areas offer a range of housing types typical of the 1940s through the 1970s. Newer residential developments to date have also offered conventional single family housing, with little offered to increase the diversity of housing options. A planned mixed use district in the south will create new opportunities for intergenerational housing, including smaller housing types, such as townhouses, for young singles and couples, empty nester parents, and retirees who no longer wish to maintain a larger property.

**Strengths:**

- Most of the city's older neighborhoods are located in protected enclaves, buffered from the industrial intrusion associated with nearby port and industrial expansion.
- Much of the older housing is affordably priced for low to moderate income households.
- Substantial acreage exists south of Interstate 16 for new residential development for a wide range of income levels.
- Needs:
- Existing neighborhoods north of I-16 require continuing vigilance if they are to avoid being breached and blighted by industrial and commercial expansion.
- Existing residential areas need to be better buffered from delivery and storage areas of adjacent commercial and industrial uses and better integrated for pedestrian and vehicular access in order to increase the quality of life of residents and enhance their property values.
- Consideration needs to be given to expansion of the municipal complex mixed use district after the City accumulates experience with it.
- Consideration needs to be given to residential use options in the city's commercial corridors, both north and south of Interstate 16, in order to expand the range of housing types available.

**Educational Opportunities**

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*"Educational and training opportunities should be readily available in each community – to permit community residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions."*

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There are a number of colleges, universities, technical training opportunities in Chatham County. Residents of Garden City have relatively easy access to these resources.

**Strengths:**

- Training and educational opportunities are available to residents of Garden City.
- There are higher education opportunities in the area.
- Jobs opportunities exist for college graduates in the Garden City area.

**Needs:**

- The City should encourage the creation of more jobs for educated/skilled workers.

**Regional Solutions**

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*"Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer."*

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The City of Garden City works closely with surrounding jurisdictions whenever possible to ensure shared goals are met in the most efficient manner possible. Garden City continues to share a close working relationship with Pooler, Port Wentworth, Savannah, and the County.

**Strengths:**

- The City's current administration has a strong working relationship with all adjacent jurisdictions.
- The City's comprehensive planning process will ensure that regional solutions are considered when feasible.

**Needs:**

- The City needs to explore the potential that other projects have for a regional solution.
- The City could work closer with other jurisdictions to identify these projects.

**Regional Cooperation**

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*"Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to the success of a venture, such as protection of shared natural resources or development of a transportation network."*

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The City of Garden City has a good working relationship with the City of Savannah, Chatham County, the Chatham County – Savannah Metropolitan Planning Commission (MPC), and other neighboring jurisdictions.

**Strength:**

- The City works closely with neighboring cities and the County where applicable.

**Need:**

- The City will need to coordinate its planning efforts with those of the MPC to ensure consistency on overlapping issues and opportunities.

### Assessment of QCOs and Character Areas

The following table examines the Quality Community Objectives as they apply to the City’s Community Character Areas. If the existing or future development patterns within the Character Area are consistent with the QCOs, an “X” was marked. This table can be used as a guide to determine which Quality Community Objectives the City will seek to accomplish with future planning efforts and developments.

| <b>Community Character Areas</b> |                          |                       |                        |            |                      |            |                           |                                   |                    |
|----------------------------------|--------------------------|-----------------------|------------------------|------------|----------------------|------------|---------------------------|-----------------------------------|--------------------|
|                                  | Traditional Neighborhood | Suburban Neighborhood | Mixed Use Urban Anchor | Industrial | Public/Institutional | Greenspace | Local Commercial Corridor | Commercial Redevelopment Corridor | Community Gateways |
| Traditional Neighborhoods        | X                        |                       |                        |            |                      |            |                           |                                   |                    |
| Infill Development               | X                        |                       |                        | X          |                      |            | X                         | X                                 |                    |
| Sense of Place                   | X                        | X                     | X                      |            | X                    | X          |                           |                                   | X                  |
| Transportation Alternatives      | X                        | X                     | X                      | X          | X                    | X          | X                         | X                                 |                    |
| Regional Identity                | X                        | X                     | X                      | X          | X                    | X          | X                         | X                                 | X                  |
| Heritage Preservation            | X                        |                       | X                      |            | X                    | X          |                           |                                   |                    |
| Open Space Preservation          | X                        | X                     | X                      |            | X                    | X          | X                         | X                                 |                    |
| Environmental Protection         | X                        | X                     | X                      |            | X                    | X          | X                         | X                                 |                    |
| Growth Preparedness              | X                        | X                     | X                      | X          |                      |            | X                         | X                                 |                    |
| Appropriate Businesses           | X                        |                       | X                      | X          |                      |            | X                         | X                                 |                    |
| Employment Options               |                          |                       | X                      | X          | X                    |            | X                         | X                                 |                    |
| Housing Choices                  | X                        | X                     | X                      |            |                      |            |                           |                                   |                    |
| Educational Opportunities        |                          |                       | X                      |            | X                    | X          |                           |                                   |                    |
| Regional Solutions               | X                        | X                     | X                      | X          | X                    | X          | X                         | X                                 | X                  |
| Regional Cooperation             | X                        | X                     | X                      | X          | X                    | X          | X                         | X                                 | X                  |

## Issues and Opportunities

### Population

**Major Trend:** With rapidly rising property values in Savannah, Garden City has become increasingly attractive to lower income households seeking affordable housing near major employment centers. While that trend is likely to continue, the City now has an opportunity to diversify its population by attracting middle and upper-middle income households to its newer residential areas south of I-16. The new trend has the potential to take hold and quickly intensify as households seek options to time-consuming and costly commuting.

#### **Issues:**

- Population growth has not been accurately assessed in previous years and current population estimates and future projections are actually less than they were in the 2000 Census.
- Census tract boundaries do not reflect Garden City's jurisdictional boundary, which can potentially cause errors in population figures.
- The City depends on LOST to fund a majority of City functions and the City's share of LOST is dependent on the population, which is not increasing as much as previously expected.
- As the population grows there will be a need to expand City services including: solid waste collection; wastewater capacity; public works and public safety.
- The immigrant population is likely to continue to increase, creating a need to re-evaluate service priorities, plan to accommodate neighborhoods in transition, and ensure that the new immigrant population is fully enumerated in the 2010 census.
- Young professionals and skilled workers are leap-frogging the city because of the lack of housing options such as apartments and townhouses.
- The number of school age children is likely to increase south of Interstate 16, requiring coordination with the Savannah Chatham County Public School System to re-evaluate school options.
- Population growth south of Interstate 16 will create a need to expand City facilities and services including solid waste collection, wastewater capacity, public works, and public safety.



**Opportunities:**

- With adoption of Community Character and Future Land Use maps, the City is in a good position to amend its zoning ordinance, expand the available range of housing options, and attract demographic segments that have been by-passing it for distant suburbs; demographic segments that can be attracted include families, young professionals, and skilled workers who would prefer to be closer to their jobs.
- The recent growth of the immigrant population provides an opportunity to boost the population for the city enumerated in the 2010 census, thereby increasing its share of population-based tax revenues. By contrast, new populations moving into areas south of Interstate 16 are not likely to significantly increase the critical decennial census count in 2010.
- Many of the city's older neighborhoods are reaching a point in the housing cycle where younger, middle-income families are needed to replace empty-nesters. Through such initiatives as improving the appearance and vibrancy of commercial corridors bounding those neighborhoods, the City will be able to attract the replacement demographic.
- Identify and reserve appropriate areas south of I-16 for residential development.
- Adopt a mixed use development ordinance to allow for a variety of residential densities associated with commercial development.
- Perform a detailed survey of the undocumented Hispanic population to ensure that the City has adequate services available for the total City population.
- Provide education and events tailored to a wider array of language and cultural patterns (i.e. – festivals, workshops, educational materials).
- Perform a comprehensive assessment of City services and infrastructure and determine the amount of remaining and future needed capacity.
- Develop a plan to expand City services and infrastructure as the population grows.
- Work with developers to identify the need and make provisions for additional City services.

**Economic Development**

**Major Trend:** The City of Garden City does not currently have a Main Street/Town Center or a future land use plan for its existing commercial corridors. As a result, commercial development has taken place in a sprawling fashion along major corridors.

**Issues:**

- Significant truck traffic and thru traffic on Highway 25 and Highway 21 discourage neighborhood style business, but encourage franchise style development.
- The major commercial thoroughfares have vacant and underutilized buildings, and a lack of design standards have made these corridors aesthetically unpleasing.
- Garden City does not have a sufficient number or variety of restaurants or retail shops.
- Code enforcement for vacant or derelict buildings and commercial truck traffic needs to be increased.
- The Farmers Market is under-promoted as a nucleus that could attract customers and investors.

**Opportunities:**

- Develop a zoning ordinance amendment that addresses commercial corridor and gateway appearance.

- Provide for increased residential development and densities to support for a vibrant commercial district.
- Encourage beautification and revitalization of existing commercial structures through façade grants. Target specific owners who will participate and set an example.
- Create an economic development plan with strategies for revitalizing the commercial corridors.
- Create a brand by accentuating and promoting historic attributes and by promoting its numerous small businesses, such as barbeque restaurants.
- Inventory poorly maintained and vacant structures along the Highway 21, Highway 80, and US-17 corridors.
- Develop a strategy for commercial redevelopment and infill development along identified commercial corridors.
- Increase code enforcement for vacant structures, property maintenance, and commercial truck traffic.
- Continue to support the creation of a new City Hall mixed use center.
- Develop a land use and zoning plan for the Farmer’s Market area that would help develop and promote this resource.



**Major Trend:** Expansion of the Georgia Ports Authority and related industries such as manufacturing, warehousing, and transportation will continue indefinitely, and will continue to have a significant impact on Garden City.

**Issues:**

- There is development pressure for warehousing.
- Truck traffic will continue to increase, adding to existing congestion and traffic safety issues.
- Heavy industrial traffic on Garden City arterial highways discourages local automobile and pedestrian traffic essential to many forms of commercial investment.
- The industrial and “gritty” appearance of many corridor segments also discourages commercial investment and adversely affects public perception of those areas.
- The Ports Authority has not adequately planned for or mitigated off-site impacts.

**Opportunities:**

- There are opportunities for spin-off and support operations for logistics, truck servicing, and Gulfstream part assembly to be located in Garden City.
- Areas appropriate for warehousing should be clearly defined.
- Garden City has an extensive network of arterial roads serving industrial and commercial uses. Traffic circulation plans discussed in the Transportation section would reduce the impact of industrial traffic on commercial districts.



- The addition of a landscaped median, bicycle/pedestrian facilities, street furniture, and aesthetic standards on key segments of US 80 AND GA 21 would improve the perception of the area as a viable, if not vibrant, commercial district, thus attracting new commercial investment.
- Where truck traffic remains heavy through a commercial district, buffers should be provided between the roadway and bicycle/pedestrian/parking areas. Buffers should take the form of landscaped buffers, potentially incorporating swales that handle stormwater runoff; architectural fences or walls and berms are a less desirable options (although sometimes necessary) because they prevent passing motorists from visually connecting with businesses behind them.

**Major Trend:** Garden City has long occupied a superior strategic location to attract a wide range of industrial and commercial businesses. Industrial businesses will continue to be attracted to the city because of its proximity to the port and downtown Savannah, and its transportation network. Commercial businesses will also seek to locate in the city for the same reason, but many will require greater planning and zoning certainty to protect their investment from competing industrial growth.

**Issues:**

- New commercial growth north of Interstate 16 is hindered by industrial encroachment and traffic impacts, as discussed above. It is also hindered by existing zoning, which lacks protections such as landscape and design standards for commercial areas.
- New growth south of Interstate 16 could create a patchwork of residential, commercial, and institutional land uses without coherence, a well-defined downtown, or a sense of identity. The Comprehensive Plan is a major step in envisioning and planning this new area to become an area with a strong mixed-use commercial core, positive identity, and the full range of uses that will make it a vibrant community (see Community Character and Future Land Use maps).
- Local businesses could benefit more from the high volumes of commuter traffic that travels through Garden City on a daily basis.

**Opportunities:**

- Older, under-performing shopping centers (known as “grayfields”) north of Interstate 16 are ripe for re-investment. Public investment in improved streetscaping coupled with new zoning standards for on-site landscaping and design will create more attractive commercial districts. The high volumes of through traffic can be readily tapped once improvements transform the area to one that consumers find attractive.
- The new municipal complex south of Interstate 16 offers an opportunity to create a walkable, mixed use town center that would attract new commercial investment to the area and establish a new, positive identity for Garden City. Zoning for the entire area should be



reviewed to ensure that it is consistent with the Character and Future Land Use maps, and with recommendations for pedestrian enhancements, accessibility, and connectivity.

- Commercial corridor segments and nodes targeted for public reinvestment can be formally designated as Priority Investment Areas with an attendant set of revitalization strategies. By defining such areas, investors will be attracted to them with a degree of certainty that the areas will improve over time.
- Once areas are targeted for reinvestment, whether as a Priority Investment Area or in a less formal manner, a strategy can be adopted to specifically address property maintenance (especially targeting vacant structures and property) and increase code enforcement in the commercial districts.

**Major Trend:** The image of Garden City will continue to be closely associated with the Port of Savannah and associated industries, with the consequence that investors and potential residents may continue to under-estimate and under-value the city's potential for commercial and residential investment.

**Issues:**

- Commercial investors and developers are looking to high growth areas to the west and infill opportunities in Savannah. Garden City receives relatively little attention for new commercial development.
- Residential and mixed use investors and developers are primarily looking to high growth, greenfield areas to the west. Garden City receives relatively little attention for new residential development.
- Garden City assets, notably its strategic location and accessibility, are not well publicized.
- The city lacks a well-recognized identity, or "brand," and by default its image is based almost entirely on industrial activity.

**Opportunities:**

- The City should market the locational advantages of US 80 and GA 21 as commercial corridors. They are heavily-trafficked commuter routes and they also offer an alternative to the southside for consumers in Savannah's densely developed historic districts.
- The City should market the locational advantages of areas south of Interstate 16 for residential and mixed use development. The area is close to employment centers and urban amenities, but has an attractive physical setting with notable historic and environmental features. Capitalizing on this combination of assets will create an economic "comparative advantage" for a successful niche marketing.
- The City should include as part of its branding its identity as a "first ring suburb" ripe for rediscovery like so many other such suburbs of cities throughout the nation. The brand should emphasize the increasing importance of proximity to work, professional services, medical facilities, and shopping centers as a way to keep commuting costs down and avoid being stuck on congested roads.
- Historical resources dating back to antebellum and pre-colonial times have not been featured by the City. The City has an opportunity to work with the historic preservation staff at the Metropolitan Planning Commission to document historic sites and produce promotional literature from those technical assessments.

- The City can also create a signage theme and install signage to identify cultural and historic sites, and other places of interest, throughout the city. Signage should be particularly emphasized in the principal commercial corridors, rather than industrial corridors where the theme and messages would be confused by the surroundings.
- Other aesthetic improvements and basic design guidelines should also be considered by the City as a way to attract new investment, especially in segments of the US 80 and GA 21 corridors.

## Natural & Cultural Resources

**Major Trend:** Development is diminishing ecological integrity, historic integrity, and cultural significance of community resources.

### **Issues:**

- Many of the existing historic sites have been developed with little consideration for the significance of the site.
- Much development of adjacent historic areas has taken place beyond the control of the City.
- There are few remaining artifacts that related to the history of the area.
- There is no facility where people can visit to learn about the history of the City.
- Development entities, public officials, and citizens are not aware of local history or the need to conserve/protect that history.
- There are not adequate linkages between greenspace, parks, cultural or historic interest points, local trail systems, state designated bike routes, and existing trails in neighboring communities.

### **Opportunities:**

- An inventory of historic structures should be updated and maintained.
- This inventory should be considered in the approval of rezoning and development projects.
- The City should consider the development for a visitor's center that could accommodate a historic interpretive center to highlight the areas history.
- The City should work with the Chamber of Commerce to promote Garden City as a place for history/eco-based tourism.
- The City should support projects that connect parks and points of interest in the City.



**Major Trend:** Land development activities are increasing stormwater runoff which impairs water quality, increases demand on the existing stormwater infrastructure, and creates flooding problems.

**Issues:**

- Ongoing development is increasing the amount of impervious surface and decreasing the amount of greenspace available for infiltration of stormwater.
- Citizens, developers and local officials do not often fully understand the environmental impacts of development.

**Opportunities:**

- The City should require new smart-growth developments to set aside a required minimum amount of greenspace.
- Implement a Stormwater Management Plan (SWMP) in compliance with the City's Phase I MS4 NPDES permit.
- Perform drainage studies within each drainage basin, on a prioritized basis, to guide new development and plan the City's Capital Improvement/Replacement program.
- Provide education about resource conservation and protection that includes the public, local elected officials, developers, economic developers, etc.
- Consider the development of a stormwater utility to fund the SWMP, drainage analysis, and capital programs.
- Acquire and permanently protect property within the 100-year floodplain.

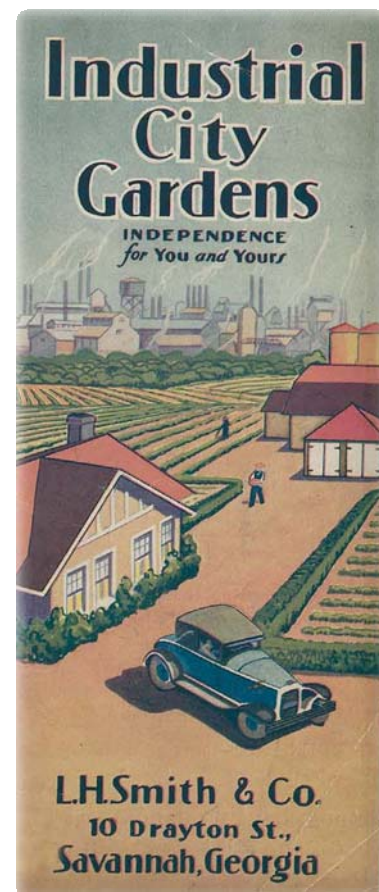
**Major Trend:** Industrial expansion and chaotic development patterns are diminishing the integrity of historic and cultural resources in areas north of Interstate 16.

**Issues:**

- There is no coordinator or central facility to enhance public awareness of historic and cultural resources or to advocate protection of those resources when threatened by development or industrial expansion.
- Historic landmarks, sites, and neighborhoods have been altered with little regard to their historic significance.
- There is a lack of integrity and connectivity between and among cultural resources, historic places of interest, parks, and environmental features.
- Many of the area's existing historic and cultural features manifest themselves in subtle ways, but have potential for enhancement.

**Opportunities:**

- The Community Agenda contains an updated inventory of resources. The establishment of a planning office provides the City with the opportunity to maintain the list and keep it current.
- The inventory can be considered during the approval of



rezoning and development applications.

- Plans for a visitor's center and other attractions near the Farmer's Market will provide an opportunity to educate the public with an information kiosk or other displays on historic and cultural resources.
- Colonial features such as Oglethorpe Plan farm-garden boundaries, original roads followed by existing highways, and Pipemaker's Canal can be marked and incorporated into historic tours. More modern features such as the planned neighborhoods of the 1930s, influenced by the Garden City Movement, might also be highlighted by gateway features and signage.
- Historic sites and neighborhoods can be tied into Priority Investment Areas to ensure their enhancement.

**Major Trend:** Areas south of Interstate 16 have remained in a relatively pristine state and with prudent planning will not be threatened by future development.

**Issues:**

- The new municipal complex and mixed use district will create a nucleus and a pattern for more intensive growth in the area. If it fulfills its potential to be an attractive model, it could stimulate significant new growth.
- The historic low density development pattern south of Interstate 16 may change quickly in the near future. Preservation of the quality of life, historic character, and environmental features will require effective planning and development review.
- New zoning consistent with Community Character and Future Land Use maps may be required for the area. New zoning techniques may be needed to preserve established character.

**Opportunities:**

- Mixed use zoning near the new municipal complex could be model for other activity centers or Priority Investment Areas, south of Interstate 16. Expertise in mixed use zoning could be brought in to ensure immediate success of the model.
- Use of new-urban transects and conservation subdivisions may provide a method of preserving historic, cultural, and environmental assets.
- At a minimum, the City would have an opportunity to adopt minimum greenspace standards and riparian buffers for commercial developments and residential subdivisions.
- Educational workshops for the public, local elected officials, developers, and others on resource conservation and protection may be useful during the Comprehensive Plan implementation phase.

## **Facilities & Services**

**Major Trend:** Development in the City has put a strain on existing facilities and services.

**Issues:**

- Development is outpacing the ability of the City to provide services.
- The capacity of existing community facilities and utilities should be evaluated and considered during future land use planning.

- The City does not currently have the wastewater infrastructure or capacity to service new development south of I-16.
- The City's water system infrastructure does not exist south of SR 80.
- The State of Georgia has issued the Coastal Georgia Water and Wastewater Plan with new requirements for water withdrawal permit holders.
- The City's Public Safety Services are currently over-burdened, serving existing development and the Georgia Ports Authority.



### **Opportunities:**

- Determine the existing and desired level of service for all City services and infrastructure.
- Assess the capacity of existing and future planned services and facilities, and utilize this information when permitting new development.
- Perform a public safety services study to evaluate the need to create police precincts and provide additional fire service.
- Expand requirement for developers to incorporate fire suppression into their projects.
- Continue planning for additional water and wastewater capacity and an expansion of the service area.
- Implement inflow and infiltration program to open up existing wastewater capacity.
- Implement a water conservation program that incorporates water reuse and unaccounted for water to comply with applicable environmental permits.
- The public works department must be expanded to provide additional and more efficient service.
- Consider the implementation of impact fees for police, fire, roads, and recreation.

### **Housing**

**Major Trend:** The City has experienced little new residential development since the 1960s. Most population growth has occurred through small infill development projects and population densification (e.g., new mobile homes and larger immigrant households).

### **Issues:**

- Infill residential development north of Interstate 16 is inhibited by industrial activity, a lack of cohesive commercial development, and uncertainty about the future of the area (since some areas appear to be experiencing disinvestment).
- Infill residential development south of Interstate 16 is inhibited by the lack of retail and service businesses in the area and uncertainty about the future of the area (since it is currently a "blank slate" for new development).

- A decline or relatively small increase in population could result from lack of new residential development. This could result in decreased revenues and less influence of residents in the future of the city compared to business and industry.

**Opportunities:**

- Traffic management initiatives, aesthetic improvements, and new commercial investment in segments of the US 80 and GA 21 corridors could stabilize existing neighborhoods and attract interest in new residential and mixed use development. When coupled with high fuel costs and increased congestion of longer commutes, living in Garden City could become an attractive alternative.
- Adoption of the Comprehensive Plan will in essence result in a new master plan for the area south of Interstate 16. The Comprehensive Plan



Community Character and Future Land Use maps along with other adopted planning tools could be the basis for promotional materials encouraging new investment in the area.

- By permitting development of a variety of housing types at a wide range of densities and costs the city will create “intergenerational” living opportunities. Such opportunities allow families to remain close together through the generations. Such housing opportunities also allow for a healthy diversification of community demographics.

**Major Trend:** Community stability is eroding as families that settled in Garden City during the 1950s through the 1970s leave or age in place while younger cohorts settle elsewhere.

**Issues:**

- The city’s young and old are leaving Garden City to find smaller houses, rental units, or other forms of housing more appropriate for their stage of life.
- Families sometimes also leave the city for less congested areas, more community amenities, or better schools.
- Existing single family neighborhoods are increasingly isolated by industrial encroachment and the decline of portions of bordering commercial corridors.

**Opportunities:**

- Redevelopment of commercial corridors will enhance adjoining neighborhoods and improve their stability.
- Mixed use development in commercial corridors can increase the diversity of housing types, thus increasing intergenerational living opportunities.

- A mix of single family, multi-family, and mixed use development with residential components south of Interstate 16 has the potential to provide all the housing types needed to create long-term residential stability in Garden City.

## Land Use

**Major Trend:** New development has not always been consistent with the character of the surrounding neighborhood.

### *Issues*

- Development must be appropriate for the surrounding land uses (i.e. intensive commercial and industrial uses such as warehousing are not appropriate in areas adjacent to residential neighborhoods).
- There is a potential for too much industrial development to occur.
- Proximity to the Georgia Ports Authority and other transportation corridors have led to significant industrial development in the City.
- Land use patterns and zoning should protect existing residential neighborhoods.

### *Opportunities:*

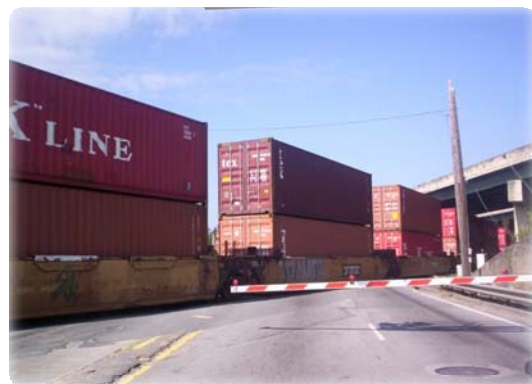
- Ensure that the zoning ordinance clearly defines appropriate uses and is coordinated with the desired character of the area.
- Use the Future Land Use Plan/Map (developed as part of this plan) as a reference during rezoning and development review as a means of keeping balance between land uses.
- Utilize the land use plan for the Farmer's Market area.

## Transportation

**Major Trend:** The existing level of service for the transportation network is poor and does not provide a useful network of roadways, connectivity, and alternative modes.

### *Issues:*

- Truck traffic on Highway 21 creates a dangerous environment for pedestrians and cars.
- Accidents are increasing due to the conflict between Georgia Ports Authority related truck traffic and passenger vehicles.
- Traffic on Highway 21 is continuing to increase and congestion will worsen as development continues
- Public transit has a negative connotation and is not well utilized.
- Train traffic through the City creates traffic congestion and long delays.

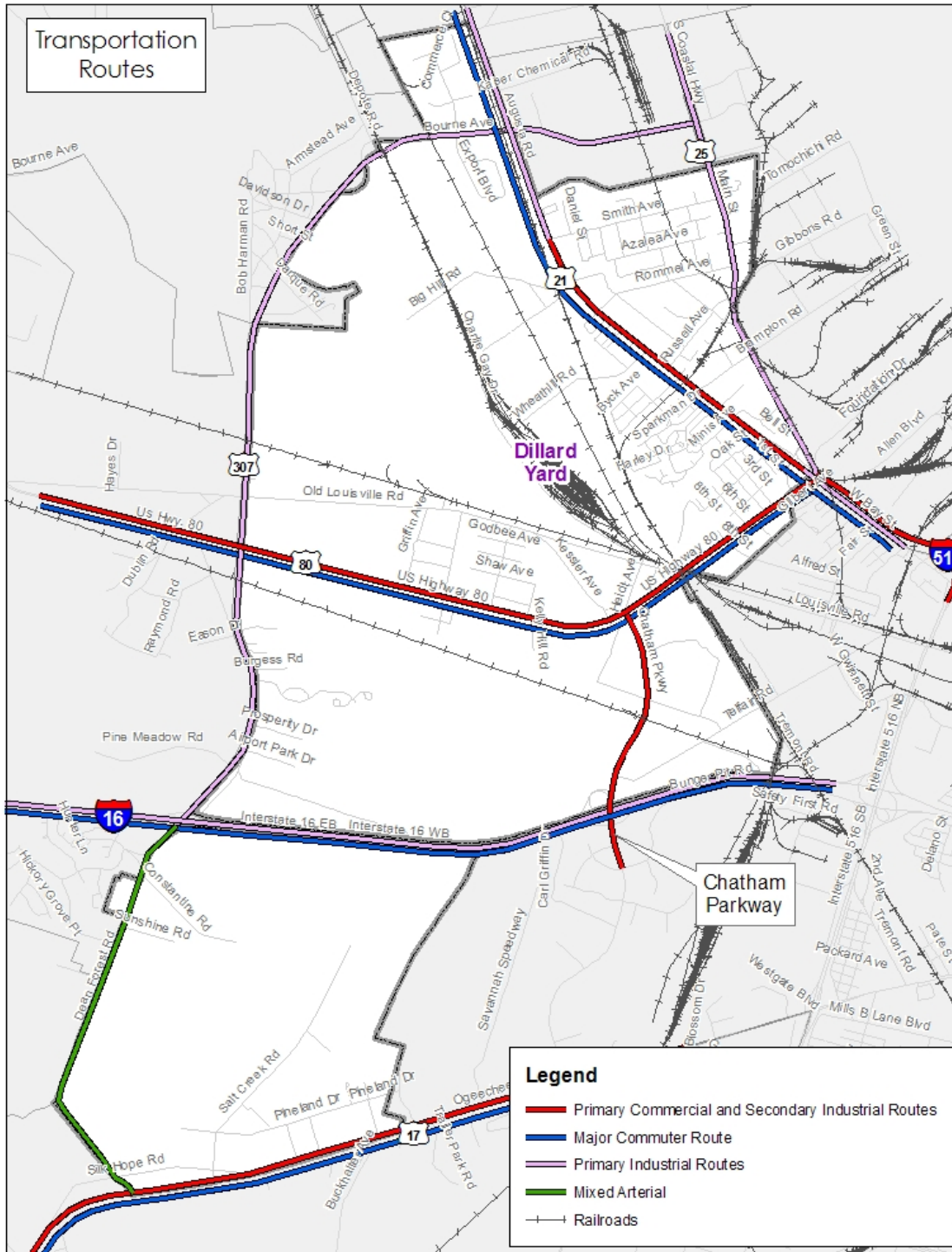




***Opportunities:***

- Existing sidewalks provide a good alternative transportation network and the City should continue to require future development to tie into the sidewalk network.
- The City should continue to support transportation projects that will improve the level of service and reduce truck traffic on Main Street, Highways 21 and Highway 80.
- Residents should be encouraged to use public transportation as a way to get to downtown Savannah.
- Delays caused by train traffic for the Georgia Ports Authority need to be addressed and minimized.
- Safety at train crossings must be improved.

Illustrated below are major transportation routes in the City.



## **Intergovernmental Coordination**

**Major Trend:** Garden City could benefit from more coordination with other local, county, and State governments/agencies, regional agencies, private agencies, the business community, and the public.

### ***Opportunities:***

- Continue to participate in regional transportation planning efforts to work towards implementation of this objective.
- Establish working relationship with the Georgia Ports Authority addressing issues related to transportation, economic development, and growth.
- Continue to work with local government to ensure the adequate provision of infrastructure and capacity to serve future development.
- Work with local and regional agencies to promote Garden City as a tourist destination.

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## Implementation Program

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Garden City has created the following implementation program to assist the City in accomplishing the goals established throughout the planning process and those identified in this Community Agenda. The implementation program identifies specific activities and tasks the City will undertake to facilitate implementation of the plan. The implementation program includes a proposed schedule, person responsible for coordinating the activity, cost, and funding source. The DCA requires the following elements be included as part of a community's Implementation Program:

- Short-term Work Program (STWP): The DCA requires that communities develop a STWP. The STWP contains the implementation activities that will occur during the first five years of the planning period. The DCA requires the Short Term Work Program to include the following information for each task listed:
  - Description of the Activity/Task
  - Schedule/Timeframe for completing the activity
  - Person responsible for implementation
  - Estimated Cost for implementing the activity
  - Potential funding source
- Land Use Policies: Policies are developed by the community to provide guidance to local government officials and other decision makers. The policies are designed to ensure that future decisions account for the goals and objectives defined in the City's Community Agenda.
- 
- Supplemental Plans (optional): This section gives a community to opportunity to identify any existing plans that exist in the community. In many cases, there may be existing plans in the community such as a solid waste management plan, redevelopment plan, economic development plan, downtown revitalization plan, recreation plan, sidewalk plan, corridor plan, etc. Identification of these plans allows to the community to coordinate efforts between the Community Agenda and any other plans in the community.

### Short Term Work Program

The following Short-term Work Program was established by Garden City and covers the first 5 years of plan implementation (2008-2013). The City will update the Short-term Work Program in 2013 and submit a Report of Accomplishments to the DCA to demonstrate the Garden City's dedication to implementation of the City's Community Agenda.

| Activities   | Years     | Responsible Party                | Cost Estimate | Funding Source          |
|--|-----------|----------------------------------|---------------|-------------------------|
| <b>Population</b>  |           |                                  |               |                         |
| Participate in Local Update of Census Addresses (LUCA)   | 2008/2009 | Planning Department              | Staff Time    | General Fund            |
| Perform a population study specific to Garden City. Coordinate with the County on population study and associated LOST allocation  | 2010-2011 | Planning Dept                    | Staff Time    | General Fund            |
| Work with the Census Bureau to perform a "special census" that will focus on the Hispanic community  | 2008-2010 | Planning Dept                    | Staff Time    | General Fund            |
| Coordinate with Port Wentworth to support "Our Lady of Guadeloupe Day" festival  | 2009      | Administration                   | \$2,000       | General Fund            |
| <b>Economic Development</b>  |           |                                  |               |                         |
| Enter into an agreement with GPA for public safety services and buffer zone improvements   | 2009-2010 | Administration                   | Staff Time    | General Fund            |
| Work with GPA on the de-annexation of the triangle tract.  | 2009      | Administration                   | Staff Time    | General Fund            |
| Hold annual BBQ festival, First Saturday craft markets, art festivals, flea markets, etc. at Farmer's Market   | 2009      | Planning Dept<br>Tourism Council | \$5,000       | General Fund            |
| Restore the Dotson House at new City Hall location as the Visitors Center for the City   | 2009-2010 | Tourism Council                  | \$100,000     | Council Budget          |
| Create an inventory of potential infill and redevelopment commercial properties along the redevelopment corridors  | 2009-2010 | Planning Dept                    | \$7,500       | General Fund            |
| Identify and Create Business Improvement Districts (BIDs)  | 2010      | Planning Dept                    | Staff Time    | General Fund            |
| Work with Tourism Council to develop an Economic Development Plan for Garden City. This plan should include branding, marketing, and appropriate commercial business recruitment and support | 2009      | Planning Dept<br>Tourism Council | \$45,000      | General Fund            |
| <b>Natural and Cultural Resources</b>  |           |                                  |               |                         |
| Perform a tree inventory of trees in the public ROW.   | 2010      | Planning Dept                    | \$10,000      | General Fund            |
| Work with FEMA to expand the City's NFIP to participate in the Community Rating System   | 2010      | Administration                   | Staff Time    | General Fund            |
| Implement the new Water Withdrawal permit conditions as outlined in the Coastal Water and Wastewater Permitting Plan   | 2009      | Administration                   | Staff Time    | Stormwater Utility Fund |
| Update stormwater regulations in conjunction with the completion of the Georgia Stormwater Management Manual Coastal Supplement and Model Ordinance.   | 2010      | Administration                   | Staff Time    | SW Utility Fund         |

| Activities   | Years     | Responsible Party | Cost Estimate | Funding Source  |
|--|-----------|-------------------|---------------|-----------------|
| Participate in the 2010 update of the Comprehensive Water Supply Management Plan   | 2009-2010 | Administration    | Staff Time    | SW Utility Fund |
| Seek LEED certification for the Dotson House restoration project.  | 2009-2010 | Tourism Council   | Staff Time    | Council Budget  |
| Create an inventory and perform an assessment of the City's cultural, archeological, and historic resources.   | 2010      | Planning Dept     | \$10,000      | General Fund    |
| Identify greenspace property for acquisition.  | 2009      | Planning Dept     | Staff Time    | General Fund    |
| Consider the development of a City-operated Wetland Mitigation Bank as a method to fund the protection of wetlands.  | 2011      | Administration    | Staff Time    | SW Utility Fund |
| Consider participate in the MPC's Historic Preservation program or adopt a City Historic Preservation Ordinance and appoint a Historic Preservation Committee. | 2009      | Planning Dept     | Staff Time    | General Fund    |
| Participate in the Natural Resources Protection Commission and program through the MPC.  | 2009      | Planning Dept     | Staff Time    | General Fund    |
| Require that all new planned unit developments preserve a certain percentage of greenspace.  | 2009      | Planning Dept     | Staff Time    | General Fund    |
| Have an archeological survey performed at the Civil War site adjacent to Savannah Christian school facility.   | 2011      | Planning Dept     | \$10,000      | General Fund    |
| Preserve this Civil War site as a permanently protected park.  | 2011      | Planning Dept     | Staff Time    | General Fund    |
| Contract with MPC to implement stormwater education and compliance program   | 2008-2013 | Public Works Dept | \$12,500      | General Fund    |
| <b>Housing</b>   |           |                   |               |                 |
| Review and revise existing development regulations to identify and eliminate barriers to the provision of safe, decent, and affordable housing                 | 2009-2010 | Planning Dept     | Staff Time    | General Fund    |
| Identify a mechanism to acquire vacant property to provide purchase/reuse opportunities.   | 2009-2010 | Planning Dept     | Staff Time    | General Fund    |
| Review codes related to vacant structures to evaluate if the process for enforcement or acquisition can be streamlined.  | 2009-2010 | Planning Dept     | \$5,000       | General Fund    |
| Evaluate vacant structure demolition program, where the owner retains the property and the City demolishes the structure.                                      | 2009-2010 | Planning Dept     | \$5,000       | General Fund    |
| Expand the Wipe Out program to include targeted neighborhood clean ups.  | 2008      | Planning Dept     | Staff Time    | General Fund    |

| Activities  | Years       | Responsible Party       | Cost Estimate  | Funding Source  |
|---|-------------|-------------------------|----------------|-----------------|
| Implement Mixed-Use Zoning District that allows for a variety of housing types and densities.   | 2008 - 2013 | Planning Dept           | Staff Time     | General Fund    |
| <b>Land Use</b>   |             |                         |                |                 |
| Achieve "Minimum Standards" of compliance with the Coastal Comprehensive Plan.  | 2008-2013   | Planning Dept           | Staff Time     | General Fund    |
| Review and revise zoning code to ensure conformance with the Comprehensive Plan and Future Land Use Appendix.   | 2009-2010   | Planning Dept           | \$35,000       | General Fund    |
| Update STWP   | 2013        | Planning Dept           | Staff Time     | General Fund    |
| Develop design guidelines or form based codes for the commercial redevelopment corridors of Hwy 17, 21, & 80.   | 2009-2010   | Planning Dept           | \$25,000       | General Fund    |
| Develop a Masterplan for the Farmers Market area that includes high-end restaurants and retail as well as connectivity to surrounding neighborhoods and commercial areas. | 2009-2010   | Planning Dept           | \$25,000       | General Fund    |
| Update charter to reflect recent annexations, four-year terms, and any other recent changes.  | 2009-2010   | Planning Dept           | \$5,000        | General Fund    |
| Adopt mixed-use zoning category.  | 2009-2010   | Planning Dept           | \$5,000        | General Fund    |
| Allow for upstairs residential/downstairs commercial in mixed use and commercial areas.   | 2009        | Planning Dept           | Staff Time     | General Fund    |
| <b>Facilities &amp; Services</b>  |             |                         |                |                 |
| Design and Build New Public Works Facility, ensure site is designed to comply with NPDES No Exposure Exclusion  | 2009-2011   | Administration          | \$500,000      | General Fund    |
| Work to have contaminated State Patrol Site certified as a brownfield.  | 2011        | Administration          | Staff Time     | General Fund    |
| Construct new City Hall / Municipal Complex   | 2008-2009   | Administration          | \$1,000,000    | General Fund    |
| Set up a stormwater utility.  | 2008-2009   | Administration          | \$125,000      | General Fund    |
| Develop a drainage masterplan for the City  | 2010-2013   | Public Works Dept       | \$50,000/year  | SW Utility Fund |
| Develop and implement a prioritized capital improvement program for the MS4.  | 2009-2013   | Public Works Department | \$200,000/year | SW Utility Fund |
| Upgrade/purchase new fire protection equipment  | 2009-2013   | Fire Department         | Varying        | SPLOST          |
| Develop and implement a system to track citizen requests and monitor city/staff response.   | 2009-2010   | Public Works Dept       | \$25,000       | SW Utility Fund |
| Develop a Parks and Recreation Masterplan   | 2009        | Recreation Dept         | \$17,000       | General Fund    |

| Activities  | Years     | Responsible Party               | Cost Estimate | Funding Source                               |
|---|-----------|---------------------------------|---------------|--|
| Evaluate the feasibility of establishing a multi-use greenway along Raspberry Canal and Horse Shoe Canal that connects the area south of I-16, the new City Hall, Savannah Christian, and the Historic Savannah – Ogeechee Canal. | 2009-2010 | Planning Dept / Recreation Dept | \$12,000      | Coastal Incentive Grant / General Fund / DCA |
| Charge Impact Fees for Police and Fire Services   | 2009      | Planning Dept                   | Staff Time    | General Fund                                 |
| Evaluate current water and wastewater infrastructure and develop a capital improvement plan   | 2011      | Public Works Dept               | \$100,000     | General Fund/SW Utility Fund                 |
| Continue to expand water & wastewater service south of I-16   | 2008-2013 | Public Works Dept               | TBD           | General Fund                                 |
| Expand service capacity of the Public Works/stormwater department to include proactive maintenance of the MS4 as required by the Phase I NPDES MS4 permit.  | 2008-2013 | Public Works Dept               | TBD           | General Fund                                 |
| Gain Water First certification through the DCA.   | 2009      | Planning Dept                   | Staff Time    | General Fund                                 |
| Complete a hydrology study and increase the number of fire hydrants to lower ISO rating.  | 2009      | Fire Department                 | TBD           | General Fund                                 |
| <b>TRANSPORTATION</b>   |           |                                 |               |  |
| Build elevated walkway over Hwy 21  | 2008-2013 | Administration / GA DOT         | TBD           | GA DOT / General Fund                        |
| Repave and establish curb & gutter on Old Louisville Road and Kessler Avenue.   | 2009-2011 | Public Works Dept               | TBD           | General Fund                                 |
| Apply for TE grant for Hwy 21 and Hwy 80 streetscape projects.  | 2009      | Planning Dept / Public Works    | \$7,500       | General Fund                                 |
| Work with GPA and local residents to facilitate the Big Hill Road Train Crossing Closure.   | 2009      | Planning Dept                   | Staff Time    | General Fund                                 |



## Policies

The ultimate purpose of the State Planning Act is to create Comprehensive Plans that are both implemented and actively used by local governments. This section includes a list of policies Garden City will consider when making land use and zoning decisions. The following policies will provide a tool to guide local officials to ensure that future decisions reflect goals defined in this plan. The policies were established during the public participation program based on feedback from residents and are consistent with the issues identified during the other phases of the planning process.

## Population

**Main Objective:** Garden City shall create conditions for manageable population growth and safe, stable residential neighborhoods. North of Interstate 16 the City shall protect and enhance established neighborhoods while introducing limited population growth through new mixed use neighborhoods in targeted commercial corridors. South of Interstate 16 the City shall accommodate a higher rate of population growth through planned, mixed use development and a variety of residential subdivisions.

Policies related to Population:

- Collaborate closely with the Census Bureau to ensure that 2010 census geography is revised to better conform at the block group level to the city boundaries.
- Collaborate closely with the Census Bureau to ensure that 2010 census enumeration includes the city's large immigrant population.
- Prevent population loss north of Interstate 16 by buffering existing neighborhoods from industrial encroachment with greenspace and compatible land uses (such as office and retail uses where basic design standards and code enforcement ensure a quality environment).
- Encourage manageable population growth south of Interstate 16 by establishing a model, master planned mixed use core in association with the new municipal complex. Amend zoning to conform to the new Community Character and Future Land Use maps, and discourage the use of PUDs which could alter and ultimately unravel the overall vision for the area.
- The City shall ensure that adequate services, infrastructure, and facilities are available to meet the requirement of the growth area south of Interstate 16.

## Economic Development

**Main Objective:** Garden City shall continue to be the industrial hub of the region, taking full advantage of the Port of Savannah and the extensive transportation network that converges within the city. However, the City shall also encourage commercial development (retail and services) north of Interstate 16 in appropriate arterial corridors. South of Interstate 16 the City shall encourage commercial development at nodes rather than corridors, to stimulate mixed use, pedestrian-oriented development patterns.

Policies related to Economic Development:

- Enforce property maintenance and vacant property ordinances.
- Better utilize the Farmers Market as a draw for visitors and a resource for citizens.
- Create a new "brand" for Garden City that incorporates commercial, mixed use, and historic districts to the image of the city, which until now has been dominated by industrial imagery.

- Support the functions of the Tourism Council. In conjunction with the Tourism Council, develop marketing and tourism campaigns on Port and Railroad history.
- Promote efficient movement of industrial traffic through close coordination with the Georgia Ports Authority, thereby maximizing industrial productivity while minimizing adverse impacts on commercial and residential districts.
- Provide industrial zoning for areas identified for industrial uses on the Future Land Use Map.
- Provide for a hierarchy of commercial districts in corridors north of Interstate 16 in order to, a) buffer adjacent neighborhoods with quality development (with reciprocal benefits for businesses); b) create attractive nodes and segments for new investment (Priority Investment Areas); and c) separate transitional areas heavily impacted by industrial uses and traffic.
- Permit residential development above street-level commercial uses in Priority Investment Areas, with new zoning standards to be adopted as part of the Comprehensive Plan implementation program.
- Provide new signage, lighting, pedestrian facilities, and street furniture in Priority Investment Areas in accordance with new area plans to be developed by the Planning Department.
- Recruit and retention of appropriate businesses for the Priority Investment Areas through an inter-departmental initiative to be coordinated by the Planning Department.
- Provide for a hierarchy of commercial districts in corridors south of Interstate 16 in order to, a) create synergistic, pedestrian-oriented activity centers for neighborhood, community, and regional commercial scale developments; b) identify those areas as Priority Investment Areas designated for public improvements; and c) discourage linear (“strip”), automobile-oriented commercial development.
- Support development of BIDs (Business Improvement Districts) in designated areas
- Recruit and retention of appropriate businesses for mixed use, pedestrian-oriented developments in the Priority Investment Areas south of Interstate 16 through an inter-departmental initiative to be coordinated by the Planning Department.

## **Natural and Cultural Resources**

**Main Objective:** Garden City shall seek to protect natural, historic, and cultural resources in order to promote a high quality of life and a strong, positive sense of community identity.

Policies related to Natural and Cultural Resources:

- Continue to review and fully implement erosion and sedimentation control regulations based upon State Law.
- Continue to participate fully in the National Flood Insurance Program.
- Prioritize environmental protection, education, and preservation of local natural resources.
- Continue to encourage the use of Low Impact Development and the Green Growth Guidelines, through the site plan review process.
- Continue to encourage the establishment or reintroduction of permanent natural buffers through the site plan review process
- Continue to implement public awareness programs to encourage protection of natural resources
- Continue to implement water conservation programs through public awareness campaigns

- Support County-wide implementation and enforcement of NPDES Phase I MS4 Permit program.
- Minimize the impact new developments have on existing natural resources and undeveloped land.
- Develop the new Visitors Center to be a comprehensive informational site for historic, cultural, and natural resources.
- Utilize Priority Investment Area or other redevelopment designation to encompass historic and cultural assets, thereby protecting and enhancing them.
- Institute signage, markers, and gateway features for designation of historic sites, neighborhoods, and areas (such as Pipe Maker's Canal and the Silk Hope community).
- Ensure that historic sites north of Interstate 16 are prominently identified to the public, even where they tend to be masked by industrial development and traffic. Adhere to the concept that historic assets appreciate over time and always enhance community character.
- Utilize the list of historic and cultural resources in the Community Assessment to review the state of preservation in the city and to promote protection and restoration of historic structures and sites.
- When reviewing the Zoning Ordinance, provide for conservation subdivisions south of Interstate 16 as a method of preserving the extensive (yet subtle and highly vulnerable) historic, cultural, and environmental assets in that area.

## Housing

**Main Objective:** The City shall encourage through planning, and permit through its zoning ordinance, a range of housing options with the objective of meeting the full range of needs by age, household size, and income level.

Policies related to Housing:

- Continue to provide a sense of neighborhood pride through the elimination of nuisances, incompatible land use development, and negative neighborhood images
- Continue to eliminate incompatible land uses that negatively impact neighborhood quality of life through code enforcement and the application of appropriate regulations
- Preserve existing single family housing north of Interstate 16 by adequately buffering neighborhoods from industrial encroachment and associated traffic. Step up code enforcement where industrial activity is adversely affecting residential property values.
- Provide for medium density single family attached housing or multi-family housing in Priority Investment Areas north of Interstate 16 with the objective of creating viable activity centers and modest population growth.
- Preserve existing low single family housing south of Interstate 16 by adequately buffering neighborhoods from encroachment and traffic associated with commercial and higher density residential development.
- Provide for medium density single family housing, attached housing, and multi-family housing in the Priority Investment Area south of Interstate 16 associated with the new Municipal complex, with the objective of creating a wider range of housing options in Garden City than is currently available, and thereby supporting greater diversity of age ranges, household sizes, and income levels.

- Provide for areas of low-medium density single family housing south of Interstate 16, with the objective of absorbing most of the city's future population growth.
- Develop zoning standards that produce pedestrian-friendly residential developments with bicycle-pedestrian access to nearby commercial districts, recreational facilities, and area amenities. Include trails and open space in new residential subdivisions.
- Continue to support neighborhood crime fighting programs for all neighborhoods.
- Continue to encourage the inclusion of handicapped units in new multi-family and special type residential facilities
- Work towards providing adequate housing of all types and price points to accommodate future projected population growth.

## Land Use

**Main Objective:** The City shall encourage through planning a zoning a mix of land uses throughout the City consistent with the vision for the future. Commercial land use development will pay special attention to infill opportunities and greyfield development along existing corridors. Residential development south of Interstate 16 will focus on varying densities that create a diverse mix of housing options.

Policies related to Land Use:

- Work to achieve "Excellence Standards" with regards to compliance with the Coastal Comprehensive Plan.

## Facilities and Services

**Main Objective:** The City shall continue to provide efficient services to residents. The City will identify areas in need of infrastructure improvements and expand existing services and infrastructure to accommodate areas where growth is projected to occur.

Policies related to Facilities and Services:

- Continue to request LARP funds to resurface streets that meet priority requirements.
- Continue work to maintain and improve ISO rating.
- Proactively maintain public property; including MS4, medians, and roadways.
- Proactively plan for infrastructure improvements.

## Transportation

**Main Objective:** The City shall work to reduce traffic congestion by exploring opportunities for alternative forms of transportation. In creating a pedestrian environment that is safe and accessible to residents, the City will explore opportunities to provide better connections between neighborhoods and commercial uses. The City shall also explore options to reduce the negative impacts associated with the various modes of transportation utilized by the Georgia Ports Authority.

Policies related to Transportation:

- Work with local transportation planning agencies to incorporate gateway improvements into Bay Street Improvement project.

- Work with GPA to address train traffic and train/automobile safety concerns.
- Support Regional Transportation projects that improve the level of service on Hwy 21 and 80.
- Work to improve connectivity throughout the City.
- Work to improve the pedestrian environment where feasible.
- Work with Georgia DOT to review roadway safety standards to address the maintenance and/or establishment of tree canopies.
- Work with Georgia DOT to improve traffic circulation along commercial corridors and in residential neighborhoods.
- Work with other governments in a cooperative effort to establish bicycle, pedestrian, and water heritage trails by participating in any countywide bikeway/greenway plan.
- Work with Chatham Area Transit (CAT) to provide better connectivity (i.e. more stops, additional routes, and more buses) to Garden City.

### **Intergovernmental Coordination**

**Main Objective:** The City shall work coordinate efforts with surrounding jurisdictions and local agencies to determine the best solution to regional issues.

Policies related to Intergovernmental Coordination:

- Support regional transportation projects
- Encourage City participation in public education and involvement programs administered by the MPC.

## Report of Accomplishments

| Community Facilities  |                  |   |
|---|------------------|---|
| Activity  | Status           | Explanation   |
| Build a 10 bay equipment storage shed to protect city equipment   | Underway         | Property has been identified for the new public works facility and design is underway. It will not contain a 10-bay equipment storage shed. \$1.2 million has been budgeted for this project. |
| Maintain a priority list for paving dirt roads as funds become available  | Underway         | Currently being produced and will be completed in 2009 and maintained as needed   |
| Continue to request LARP funds to resurface streets that meet priority requirements                                       | Underway         | Ongoing activity  |
| Clean soils on contaminated State Patrol Site; maintain monitoring well; connect affected residents to City water system. | Underway         | Ongoing activity  |
| Increase number of fire hydrants, to improve ISO rating.  | Underway         | This is ongoing and will continue in conjunction with new development and infrastructure improvements   |
| Build elevated walkways over Hwy 21 & Hwy 80.   | Underway         | Walkway over Hwy 21 exists. The City will consider an additional walkway over Hwy 21. A walkway over Hwy 80 is not feasible.  |
| Repave Old Louisville Road and Kessler Avenue.  | Underway         | Due to be completed in 2009   |
| Design and construct new City Hall / Municipal Complex  | Underway         | Property has been acquired and City Hall complex has been designed. Construction will begin in June.  |
| Complete sidewalks on Hwy 80 from traffic circle to Farmers Market.   | Underway         | The City will work to better connect the Farmers Market to the surrounding community and adjacent commercial uses.  |
| Upgrade water lines to Rossignol Hill area; install additional fire hydrants; replace road surfaces.                      | Completed        |   |
| Varnedoe Drainage Improvements  | Postponed        | City is currently setting up a stormwater utility to provide funding for capital stormwater projects.   |
| Pineland Drive drainage ditch improvements  | Underway         | City is currently setting up a stormwater utility to provide funding for capital stormwater projects.   |
| Volunteer Park Tree Buffer Berm   | Not Accomplished | This is not a priority for the city   |
| Kelly Hill Road Paving  | Completed        |   |
| Bishop Avenue Drain Improvement   | Postponed        | City is currently setting up a stormwater utility to provide funding for capital stormwater projects.   |
| Old Louisville Road Drainage  | Postponed        | City is currently setting up a stormwater utility to provide funding for capital stormwater projects  |
| Sharon Park Project   | Completed        |   |
| Maintain public property; maintain ditches, medians, roadways and pavements.  | Underway         | Ongoing activity  |
| Upgrade/purchase new fire protection equipment  | Underway         | City purchased a ladder truck and has several more purchases scheduled.   |
| Develop and implement a system to track citizen requests and monitor city/staff response.                                 | Underway         | Ongoing activity – database has been developed to track requests and complaints   |
| Determine space needs for proposed Municipal Complex building.  | Completed        |   |

|   |                  |   |
|---|------------------|---|
| <b>Continue to improve Parks &amp; Recreation activities</b>                        | Underway         | City wishes to develop a Parks and Recreation Masterplan for the City.                    |
| <b>Continue to expand water service; reduce number of unreliable private wells.</b> | Underway         | There are not a significant number of unreliable private wells that the city is aware of. |
| <b>Complete TE-funded trail</b>   | Not Accomplished | City did not receive TE grant   |
| <b>Update Comprehensive Plan</b>  | Completed        |   |

| <b>Economic Development</b>   |                  |   |
|---|------------------|---|
| <b>Activity</b>   | <b>Status</b>    | <b>Explanation</b>  |
| <b>Develop and implement a strategy for improving relations with the GPA; work with GPA to improve buffer zones and berms along Highway 25.</b> | Underway         | City is working on a joint agreement related to fire services.  |
| <b>Consider the feasibility of requiring standardized mailbox conditions, to promote a more attractive streetscape in residential areas.</b>    | Not Accomplished | This issue is currently addressed through the City's property maintenance ordinance.                              |
| <b>Highway 21 Beautification</b>  | Completed        | City added vegetated islands down Hwy 21.   |
| <b>Explore the feasibility of requiring screening for trash receptacles (in residential and / or commercial areas)</b>                          | Not Accomplished | This is also addressed through the property maintenance ordinance and enforcement program.                        |
| <b>Explore the feasibility of establishing a Chamber of Commerce</b>  | Completed        | City has established a Tourism Council that provides similar functions including small business support programs. |

| <b>Housing</b>   |                  |   |
|--|------------------|---|
| <b>Activity</b>  | <b>Status</b>    | <b>Explanation</b>  |
| Review and revise existing development regulations to identify and eliminate barriers to the provision of safe, decent, and affordable housing                           | Underway         | Revised regulations are due to be completed during 2009   |
| Study the need for a Garden City Land Bank Authority to acquire tax delinquent property or to clear delinquent taxes to provide purchase/reuse opportunities.            | Not Accomplished | Postponed. City does not assess property tax.   |
| Continue to provide a sense of neighborhood pride through the elimination of nuisances, incompatible land use development, and negative neighborhood images              | Underway         | Ongoing activity  |
| Participate in a countywide Responsive Public Services Program   | Not Accomplished | There is no such program. The City is working with other cities to investigate the feasibility of a west Chatham EMS dispatch center. |
| Continue to eliminate incompatible land uses that negatively impact neighborhood quality of life through code enforcement and the application of appropriate regulations | Underway         | Ongoing activity  |
| Continue to implement new programs and expanded neighborhood crime fighting programs to all neighborhoods  | Completed        | City has established a neighborhood watch and Citizens police academy.  |
| Continue to encourage the inclusion of handicapped units in new multi-family and special type residential facilities   | Underway         | Ongoing activity as determined by development   |

| Land Use   |           |   |
|--|-----------|---|
| Activity   | Status    | Explanation   |
| Implement Land Use and Zoning training program for Council and Zoning Commission members.              | Completed |   |
| Review and revise land use plan to encourage compatible land uses in residential and industrial areas. | Underway  | City is under contract with a consultant for this activity  |
| Update Land Use maps   | Underway  | City is under contract with a consultant for this activity. |

| Natural and Cultural Resources   |                  |   |
|--|------------------|---|
| Activity   | Status           | Explanation   |
| Continue to review and fully implement erosion and sedimentation control regulations based upon State criteria   | Underway         | Ongoing activity as demanded by development   |
| Continue to review erosion and sedimentation control regulations and programs with regard to on-site inspection and enforcement capability and adopt amendments to minimize soil loss  | Underway         | Ongoing activity as demanded by development   |
| Participate in a countywide effort to propose protective land use measures for adoption by governments outside Chatham County to protect the water supply watershed  | Not Accomplished | Garden City is not in the water supply watershed  |
| Work with other governments in a cooperative effort to establish bicycle, pedestrian, and water heritage trails by completing and implementing a countywide bikeway/greenway plan  | Underway         | The City works with the MPC and other jurisdiction whenever applicable  |
| Work with Georgia DOT to review roadway safety standards to address the maintenance and/or restoration of historic tree canopies   | Postponed        | Garden city will look at the need for a tree inventory  |
| Continue to participate fully in the National Flood Insurance Program  | Underway         | City will look at participating in the Community Rating System  |
| Continue to encourage and cooperate with the tourist industry to promote a greater emphasis on environmental protection, education, and preservation of local natural resources in order to promote the area as an ecotourism center | Not Accomplished | The city does not have resources appropriate for eco-tourism, but is developing a comprehensive tourism program related to its proximity to savannah and historical/cultural resources. |
| Continue to encourage the use of porous paving materials, where practicable, through the site plan review process  | Underway         | Ongoing activity as demanded by development   |
| Continue to encourage the establishment or reintroduction of permanent natural buffers through the site plan review process  | Completed        |   |
| Continue to implement public awareness programs to encourage protection of plant and animal habitats   | Postponed        | The city currently has other priorities for public education  |
| Continue to implement water conservation programs through public awareness campaigns   | Underway         | The city contracts with the MPC for this service.   |
| Participate in an update of the Comprehensive Water Supply Management Plan   | Completed        | The City participated in the 2005 update.   |



|   |          |   |
|---|----------|---|
| Establish a History Committee to research and develop information on local history, to review proposed capital projects to assess their impact on the historic resources of the community, and to inventory cultural and historic resources in the City | Underway | City has adopted a historic preservation ordinance and established the committee. |
| Create an inventory and map of cultural and historic resources through History Committee  | Underway | This task is due to be completed in 2010 and will be updated and maintained       |
| Support Countywide implementation and enforcement of NPDES; Implement necessary street, ditch & canal cleaning programs.  | Underway | Ongoing activity  |
| Maintain and upgrade Waste Water Treatment facility as necessary to accommodate growth in demand.   | Underway | Ongoing activity  |

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## **Supplemental Plans**

### ***Coastal Georgia Regional Comprehensive Plan Agenda***

In recognition of the importance of the resources of Coastal Georgia to the economy of the State, and the projected impact of population growth over the next ten to twenty years, Governor Perdue signed an Executive Order on February 11, 2005, which called for the development of a Coastal Comprehensive Plan. The Department of Community Affairs (DCA) was charged with developing this plan with input from regional stakeholders and a broad-based advisory group.

The plan contains the following components applicable to the City of Garden City (as written in the plan):

***Vision Statement:*** The vision of Coastal Georgia is to be a unique and cohesive region based upon innovation and excellence in all we do to preserve, nurture, enhance and develop our abundant human, natural, historic, cultural and economic resources. It is this vision statement which serves as the overarching guidance for the entire plan, and which those implementing the plan should strive to attain.

***Regional Assessment:*** This section contains the data and fact section which presents a picture of the Coast as it is currently and includes preliminary issues and opportunities identified in the comprehensive plans of the region's governments, current development patterns in the region, and data including population (existing and projected), economic drivers for the region.

***Stakeholder Involvement Program:*** This document lays out the process to be used to involve the public in the Regional Agenda preparation process. It is intended to ensure that as many constituencies as possible have input into the plan. Broad-based participation in developing the Regional Agenda helps to ensure local buy-in for its implementation going forth.

Regional Agenda: This document is the heart of the plan. It includes the following sections:

- **Regional Issues:** Regional Issues were identified in each of the following categories: Infrastructure, Intrinsic Resources, Economic Development, and Regional Growth Management.
- **Guiding Principles:** Guiding Principles are provided for managing development in the region. These are necessary to evaluate local plans, make appropriate and feasible development decisions, and guide the issuance of state/federal permits consistent with the Plan.
- **Performance Standards:** These standards establish applicable minimal and exceptional levels of performance. Incentives are identified for local governments and other entities that are performing exceptionally well at implementing this plan.
- **Implementation Strategy:** This section identifies specific initiatives that will be undertaken (and the entities responsible for initiating these actions) to bring this plan to fruition.

In conjunction with the development of this plan, the DCA conducted a Quality Growth Audit of all the local governments in the six-county area addressed by the Coastal Comprehensive Plan. The purpose of the audit was to assess how well each jurisdiction incorporates quality growth principles into their land use regulations. According to the Audit, "questions [were asked] from a broad range of planning and development issues related to land use, natural resources, transportation, housing, intergovernmental coordination, and community character. The results of the audit were also compared with draft performance standards developed for the Coastal Comprehensive Plan to assess how each government would currently measure up to regional minimum standards. Through this analysis, the audit also provides a measure for achieving consistency and clarity in regulating development across the coastal region."

The City of Garden City had a total score of 20, which was 12 points short of meeting the established Performance Standard. The City intends to work to meet the Performance Standard set forth in the Coastal Comprehensive Plan within the next two years. The City will continue to work to achieve the Excellence Standard in years to come.

### ***Solid Waste Management Plan***

The City of Garden City is currently working to update the City's Solid Waste Management Plan in accordance with the requirements set forth by the Department of Community Affairs. The Solid Waste Management Plan requires an assessment of five main elements: waste reduction, collection, disposal, land limitations, and education. Garden City's Solid Waste Plan is being completed in conjunction with the Comprehensive Plan Update and is scheduled to be adopted in October 2008.

### ***Service Delivery Strategy***

The City of Garden City has executed an extension of the Chatham County Service Delivery Strategy prior to its expiration in October 2008. The term of the extended service delivery strategy will be through April 2009, at which time the City will work with Chatham County and the other municipalities within Chatham County to develop an updated Service Delivery Strategy.

### ***NPDES Phase I MS4 Stormwater Management Plan (SWMP)***

The City of Garden City has developed a SWMP in compliance with the NPDES Phase I MS4 Permit. This program includes operations and maintenance of the stormwater drainage system, development regulation, illicit discharge detection, and erosion and sedimentation control. The City will continue to update and implement this plan in conjunction with the reissuance of this permit in 2010.

# **Appendix A**

## **Future Land Use Plan**

# CITY OF GARDEN CITY



# Future Land Use Plan 2008

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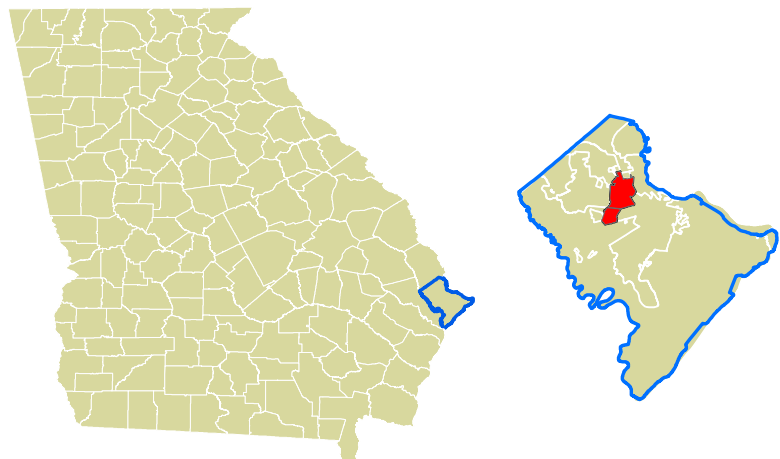
## Introduction

The City of Garden City created this Future Land Use Plan in conjunction with the Comprehensive Plan to provide a policy document to guide future development in the City. This plan builds on the work completed during the City's Comprehensive Planning process and further analyzes development trends and identifies specific land use issues and opportunities. The Future Land Use Plan provides the City with a foundation from which to evaluate current zoning regulations and to make changes, amendments, and revisions in an effort to ensure the character of new development is consistent with the community vision. This plan is designed to complement the City's Comprehensive Plan by defining more specifically the form and appearance of desired development in the community. The plan includes both document text as well as a Future Land Use Map. The map illustrates the locations of future land uses and specifies the desired and preferred types of development. This plan was developed to serve as a basis for future zoning changes and recommendations to the City Council of Garden City.

### Planning Area and Background Information

Garden City is located in Chatham County and covers a land area of approximately 9,100 acres, which equates to roughly 14 square miles. The City is bordered by Savannah to the south, Port Wentworth to the north, Pooler to the west, and unincorporated Chatham County to the east.

The City is divided by Interstate 16, which crosses the City in an east-west fashion. This split has resulted in varying development patterns for the areas north and south of the interstate. The Future Land Use Plan studies development patterns for the entire City and more specifically examines the different trends in the areas north and south of Interstate 16. For the sake of discourse in this document, the two areas will be referred to as "Garden City North" and "Garden City South."



### Historic Growth Patterns

Garden City's present day land use pattern still contains remnants from the early colonial period. The angularity of GA 21, GA 25, and US 80 resulted from their location at the western edge of the farm district of the Oglethorpe Plan (the edge of the planned area being four miles west of Bull Street in Savannah). A new street grid oriented to GA 21 (Augusta Road) slowly emerged during the colonial period. As the principal route to various settlements along the river it began accumulating businesses until it became today's modern commercial corridor.

By 1930, early subdivisions had been established immediately south of GA 21, creating a nucleus for the future establishment of a city. In 1932, Lewis Hampton Smith, a Savannah Realtor, developed a

subdivision called Industrial City Gardens north of GA 21. The new subdivision was adjacent to the streetcar line that extended from downtown Savannah to Port Wentworth. Streetcar neighborhoods of this type had been developed south of Savannah since the 1890s, but this was among the first developed to the west.

Smith's subdivision promoted a concept of "independence for you and yours" that promised "country advantages plus city conveniences." Smith sold five-acre lots with adequate space for a "suburban home" and a truck farm or other business, "and ultimately subdivision into city lots." The lots sold for \$300 per acre and were financed, with no down payment, at \$10 per month.

The vision for Industrial City Gardens appears to have been inspired by the Garden City Movement, conceived in 1898 in England by Ebenezer Howard. Howard's book entitled *Garden Cities of Tomorrow*, published in 1904, was one of the first plans for new suburban communities that would meld the best features of city and rural life. A number of cities were built on this model in England and the United States in the 1920s and 1930s. The Garden City concept was introduced into the Savannah area by landscape architect John Nolen, an advocate of garden cities who designed Daffin Park in 1907.

Industrial City Gardens formally incorporated as a city in 1939. The name Industrial City Gardens was changed to Garden City in 1941. The mixed use pattern envisioned by Smith remains the dominant pattern today in the historic areas of the city north of I-16. The challenge addressed by the new land use plan is to strengthen neighborhoods and commercial districts that have been adversely affected by industrial encroachment, heavy industrial traffic, and loss of the original Industrial City Gardens aesthetic.

South of I-16, the historic land use pattern has been consistently rural. Silk Hope Plantation, which dominates much of the area, was under rice cultivation following the early failure of the silk industry. Small rural subdivisions were gradually established around the wetlands used for rice production, preserving them as a natural asset for the area. The new land use plan provides continuing protection of this important amenity.

## Population Trends

Garden City is a "first ring" suburb to the City of Savannah. Early suburban development occurred as the result of increased mobility available first from streetcars (in the late 1800s) and then from automobiles (in the early 1900s). Throughout the nation, first ring suburbs are experiencing renewed interest. Often well-positioned for excellent access to employment and urban amenities, they constitute a market for a wide range of modern homebuyers. Such homebuyers include workers seeking shorter commutes, younger households seeking renovation opportunities, and people wanting to have access to resurgent downtown amenities without living in an urban environment. Garden City is well-positioned to take advantage of the new desirability of first ring suburbs.

A detailed population analysis was conducted as part of the Community Assessment phase of the City's Comprehensive Plan. This analysis used various sources to assess historical population trends in the City and make projections for the future. This process discovered an error in population recorded in the 2000 Census. The error was caused by inclusion of Coastal State Prison in Garden City; the prison was subsequently determined to be in the City of Savannah. The Census Bureau has not issued corrected data tables. However, the population data that follows is based on the corrected population number developed by the City. The table below shows the corrected population number for Garden City for the year 2000.



|            | Initial Count | Less Institutional Population | Less Group Home Population | Corrected Count |
|------------|---------------|-------------------------------|----------------------------|-----------------|
| Population | 11,289        | 1,109                         | 4                          | 10,176          |

The City used the corrected population number for 2000 (10,176) to project future population in the City. Projections were calculated on a five-year basis through the year 2030 as shown in the table below.

|             | 1990 | 2000   | 2005   | 2010   | 2015   | 2020   | 2025   | 2030   |
|-------------|------|--------|--------|--------|--------|--------|--------|--------|
| Garden City | n/a  | 10,176 | 10,459 | 12,024 | 13,823 | 15,891 | 18,269 | 21,002 |

The methodology employed by Garden City is farther broken down in the table below. Five principle components of growth were identified and projections were calibrated to the corrected 2000 and the estimated 2005 population (based on building permits and surveyed densification of mobile home parks). Forecasts for 2010 through 2030 are based on a 2.8% annual growth rate associated with the population total in Table 3. The basis for assuming a build-out population in 2030 is discussed at the conclusion of this section.

| Growth Variable                  | Acreage | Gross Density | Person Per Unit | 2030 Population |
|----------------------------------|---------|---------------|-----------------|-----------------|
| Existing residential areas       | 2077    | 2             | 2.3             | 9554            |
| Densification of existing areas* | 25      | 8             | 4.0             | 800             |
| Planned Town Center              | 40      | 8             | 2.3             | 736             |
| Single-Family vacant land infill | 1065    | 2             | 2.4             | 5112            |
| Single-Family annexation         | 1000    | 2             | 2.3             | 4600            |
| Residential/Institutional        | 10      | --            | --              | 200             |
| <b>TOTAL</b>                     |         |               |                 | <b>21,002</b>   |

\* principally mobile home parks; persons per unit of 4.0 is the difference between density in 2000 (2.0) and the existing density (6.0) as surveyed by Garden City officials

The forecast population for 2030 population of 21,002 includes an anticipated annexed area population of 4,600. If annexation does not occur in the future and if the anticipated densification does not occur (i.e., line 2 is computed as 25 acres @ 2.0 units per acre and 2.3 persons per unit), the future population would be substantially less. The methodology underlying the table above includes these assumptions and procedures:

- *Line 1:* development in existing single-family residential areas will not densify and the number of persons per unit anticipated in 2030 will level off at 2.3.
- *Line 2:* densification of existing non-single-family residential areas was based on a survey conducted by Garden City, which concentrated on mobile home parks (the net increase of 4.0 persons per unit represents an increase from 2.0 in 2000 to 6.0 in 2007 in eight parks with 205 units occupied by Hispanic households).
- *Line 3:* a 67 acre tract will be developed with 40 acres of residential uses at higher (neotraditional) density.
- *Line 4:* development anticipated in conjunction with anticipated annexations.
- *Line 5:* independent living or assisted living facilities anticipated in association with the aging population.

## Existing Development Patterns

### Land Use

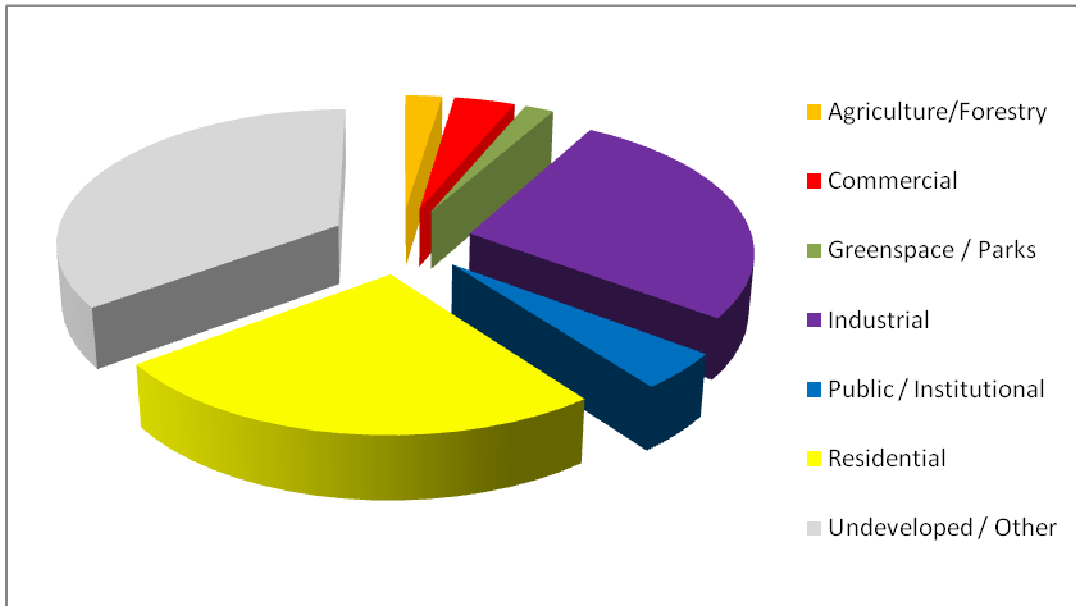
The City of Garden City performed an existing land use survey in April 2007 as part of the Comprehensive Plan Community Assessment. A field verification process was performed to create a parcel-based existing land use map. The land use categories collected as part of the City's Comp Plan have been simplified for use in the Future Land Use Plan and are listed and described below:

- Agriculture / Forestry – Land that is actively being used for farming, forestry, logging, etc.
- Commercial – Land used for businesses such as retail and service establishments, restaurants, offices, entertainment, etc.
- Greenspace / Parks – Land used for both active and passive recreation. Includes city parks as well as permanently protected greenspace.
- Industrial – Land used for warehousing, manufacturing, transportation, utilities, plants, factories, wholesale trade facilities, solid waste facilities, etc.
- Public / Institutional – Local, state, and federal buildings and worship facilities. Includes municipal buildings, schools, police and fire stations, and churches.
- Residential – Land or parcels used for permanent living conditions. This includes single-family houses, multi-family houses, duplex, town houses, modular homes, apartments, etc.
- Undeveloped / Other – Includes all vacant and undeveloped land that does not fit the definition of the other land use classifications.

The primary land uses in Garden City are currently undeveloped, industrial, and residential. Industrial land uses collectively account for roughly 25% of the land area within the City. Residential land uses also account for about 25% of the total area within the City with 35% of the land in the City being classified as undeveloped. Collectively, these three classifications account for nearly 90% of all land uses in the City. The table below shows the current distribution of land uses based on the survey completed in April 2007.

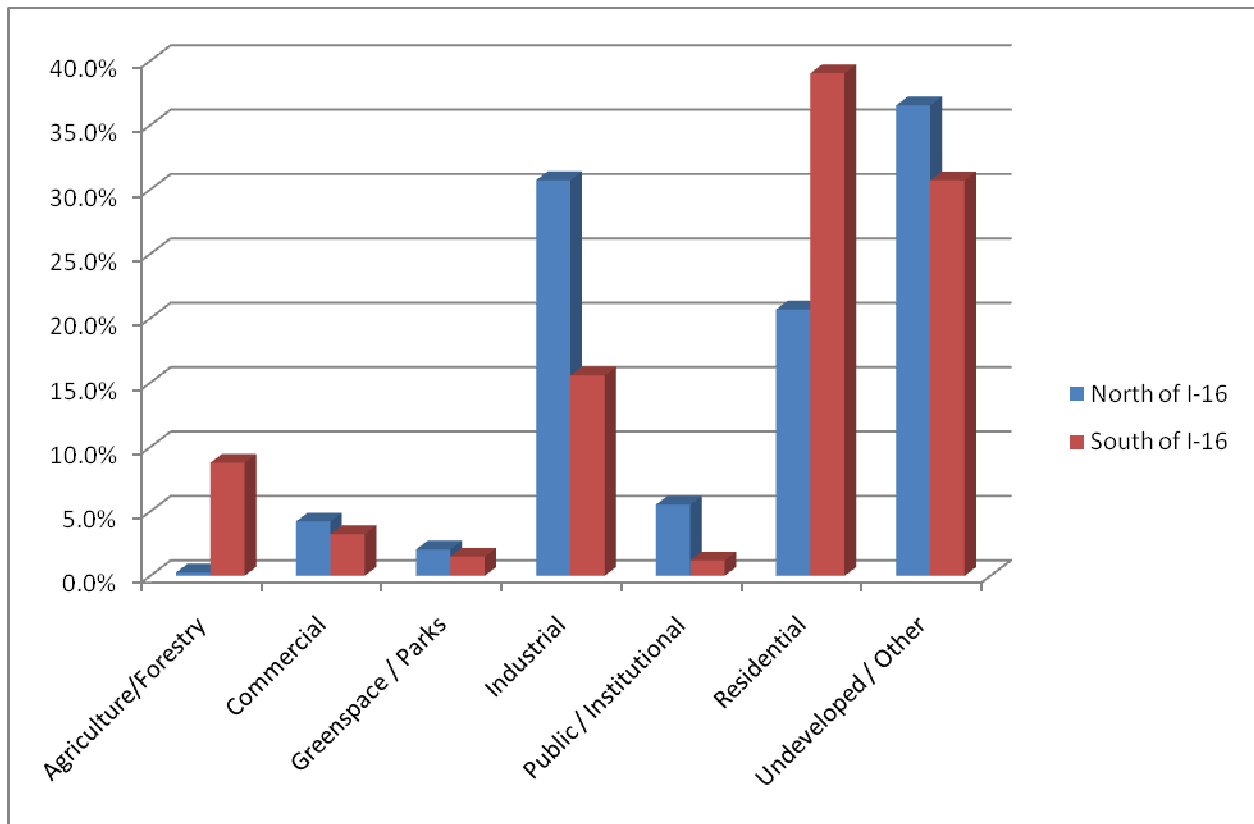
| City Wide Land Use     |           |         |
|------------------------|-----------|---------|
| General Land Uses      | Acres     | Percent |
| Agriculture/Forestry   | 195.6588  | 2.4%    |
| Commercial             | 327.2542  | 4.0%    |
| Greenspace / Parks     | 156.9051  | 1.9%    |
| Industrial             | 2217.2933 | 27.0%   |
| Public / Institutional | 366.1111  | 4.5%    |
| Residential            | 2077.1153 | 25.2%   |
| Undeveloped / Other    | 2886.2996 | 35.1%   |

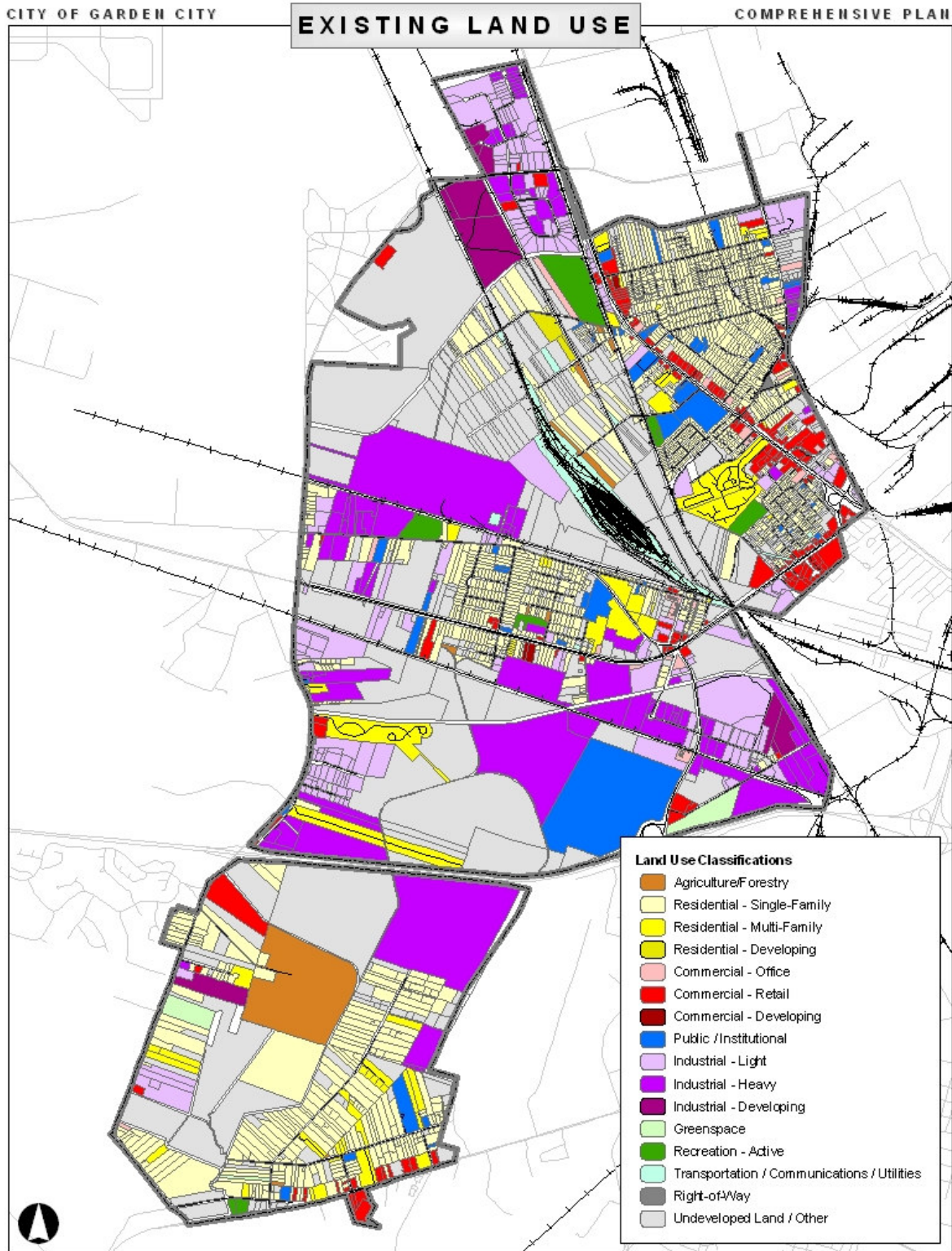
The chart below better illustrates the distribution of land uses in the City.



In examining land use patterns in the City, there is a significant contrast between the distribution of land uses north of I-16 and those south of the interstate. Garden City North is mainly made up of industrial and commercial, with three neighborhoods accounting for the majority of residential land uses north of the Interstate. The encroachment of higher intensity uses is a major threat to the viability of these existing neighborhoods. There is also a larger percentage of undeveloped land (36%) remaining north of the interstate. A significant amount of the developable land north of the interstate is likely most suited for industrial and commercial development. This leaves the greatest potential for future residential development falling in the area south in I-16. Currently residential land uses account for 39% of the total land area in Garden City South, with undeveloped land accounting for roughly 30%. The City's mixed use municipal complex (Town Center) is being developed in the area south of I-16. This development presents a greater opportunity for the City to target new residential development in the areas adjacent to this complex. The table below compares the distribution of land uses north and south of Interstate 16.

| Land Uses              | Garden City North | Garden City South |
|------------------------|-------------------|-------------------|
| Agriculture/Forestry   | 0.3%              | 8.8%              |
| Commercial             | 4.2%              | 3.2%              |
| Greenspace / Parks     | 2.0%              | 1.5%              |
| Industrial             | 30.7%             | 15.6%             |
| Public / Institutional | 5.5%              | 1.2%              |
| Residential            | 20.7%             | 39.0%             |
| Undeveloped / Other    | 36.5%             | 30.7%             |





## Zoning

The table below contains a summary of the City’s existing zoning classifications as a total acreage and a total percentage of the City. Current zoning classifications reveal that 41.9% of the City currently falls within an industrial zoning category.

The official zoning map for Garden City is illustrated in the graphic below. The zoning map provides a good visual for how land uses have been designated and can help shed some light on development trends within the City. The zoning map can be compared with the existing land use map to give a good indication of how well the current zoning reflects land uses. Overall, the City’s zoning map is generally consistent with the existing land use map. The bulk of land in industrial and commercial zoning districts are contained within the area north of Interstate 16, with residential districts making up the majority of land area south of I-16.

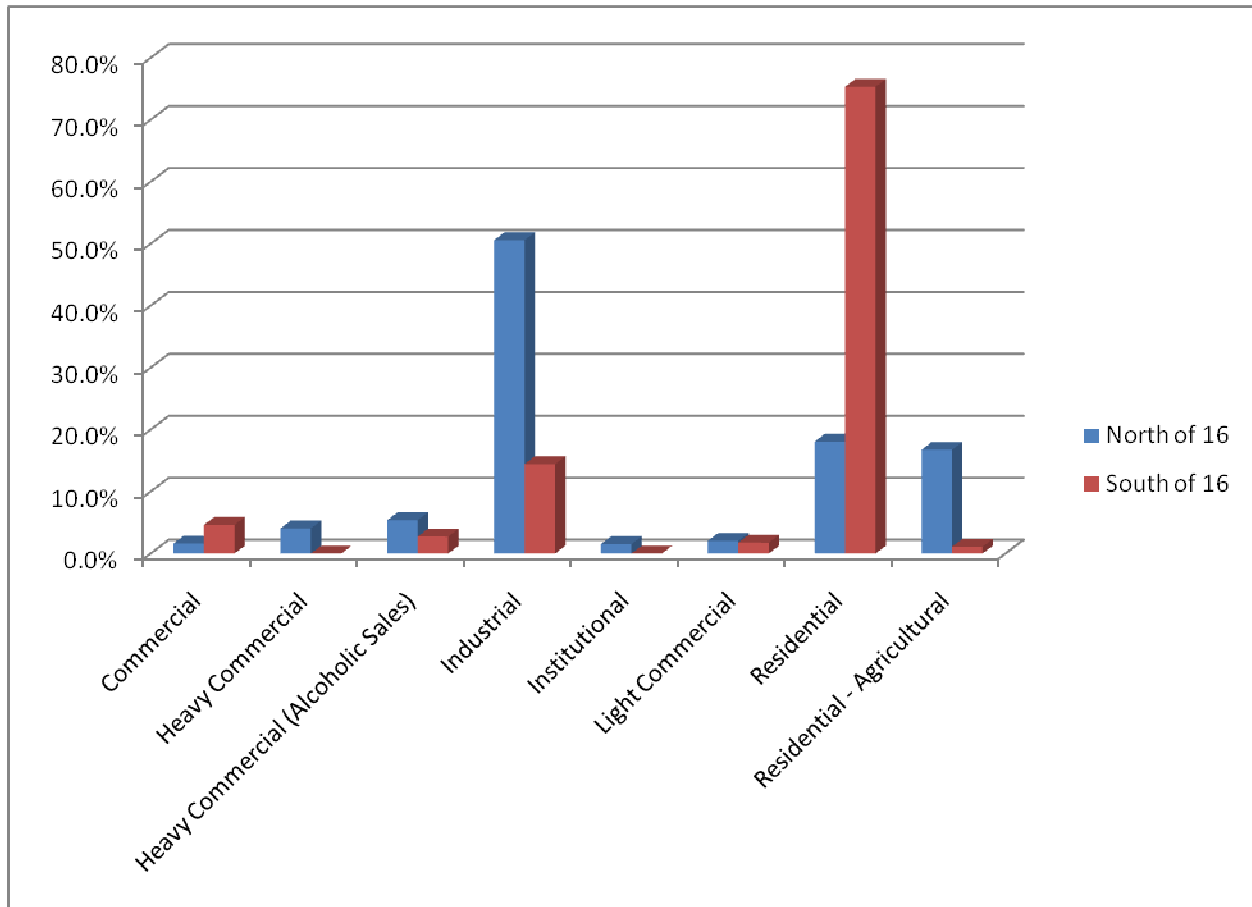
| Zoning Type                           | Acres     | Percent of City |
|---------------------------------------|-----------|-----------------|
| Commercial                            | 212.3926  | 2.3%            |
| Heavy Commercial                      | 279.5391  | 3.1%            |
| Heavy Commercial with Alcoholic Sales | 432.0734  | 4.8%            |
| Industrial                            | 3807.1730 | 41.9%           |
| Institutional                         | 105.0170  | 1.2%            |
| Light Commercial                      | 179.7038  | 2.0%            |
| Residential                           | 2893.0287 | 31.8%           |
| Residential - Agricultural            | 1178.6692 | 13.0%           |

The contrast between uses in Garden City North and Garden City South is consistent when examining existing zoning classifications within the City. The table below compares the general zoning types for the areas divided by Interstate 16. The table depicts that over 50% of land area north of I-16 is currently falls within the industrial zoning category. Only 15% of land south of I-16 is currently zoned for industrial. The proximity to major transportation routes and the existing clusters of industries in Garden City create significant pressure for industrial development. With a significant percentage of land north of the Interstate already in close proximity to these industrial uses, alternative uses in these districts are not a practicable option for the City.

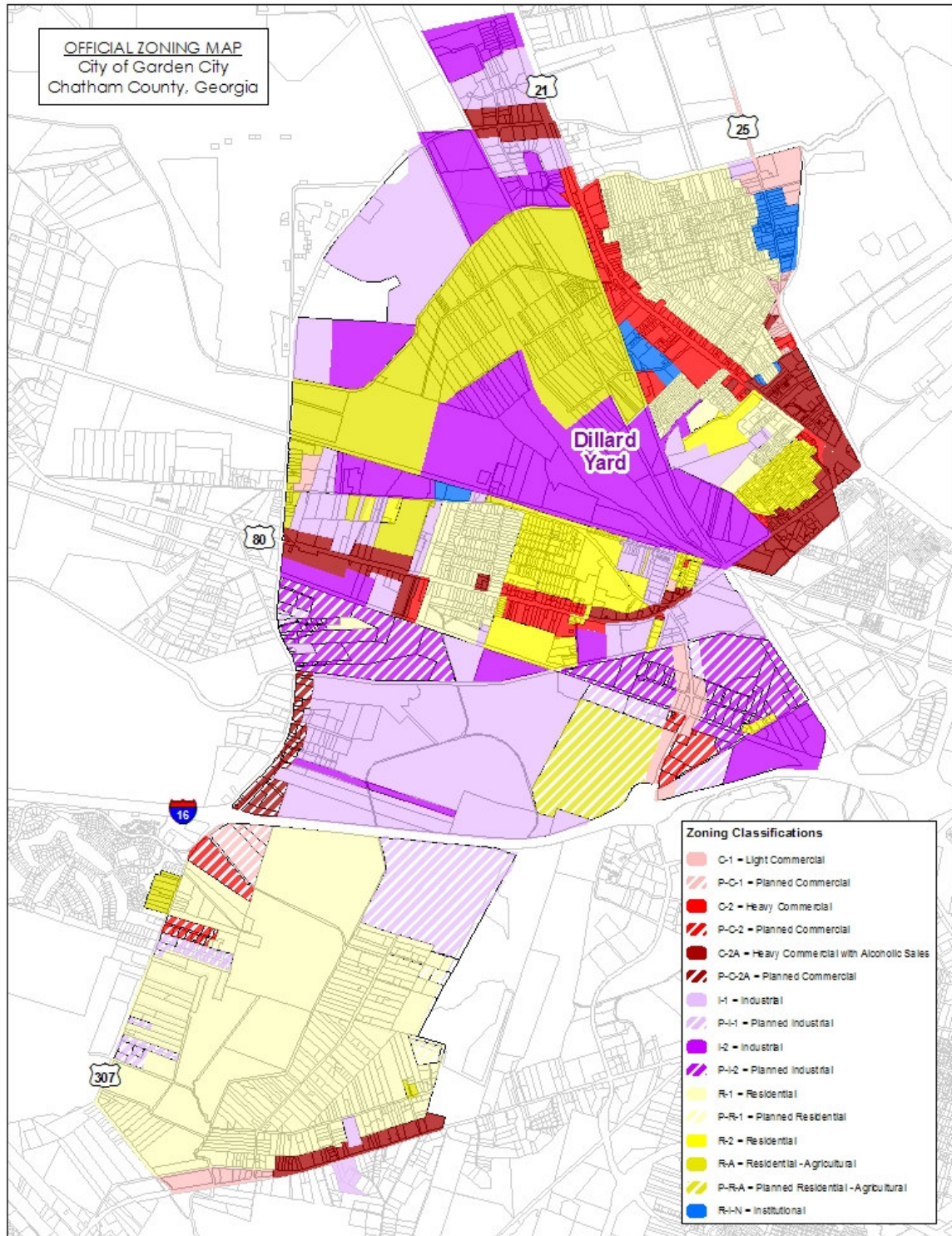
A greater discrepancy exists between residential zoning north and south of the Interstate. Residential zoning accounts for a combined 34.8% on the north side and 76.4% on the south. There is little room for future residential development in Garden City North. However, the City will promote residential development in the form of infill development in the established neighborhoods east of Highway 21 and north of Highway 80. Future residential growth in the form of new suburban-like development is most suited for the area south of the Interstate.

There is far less contrast when examining commercial zoning distribution north and south of the Interstate. Commercial areas account for a combined 13% in Garden City North and 9% in Garden City South. This can be attributed to the presence of existing commercial corridors both north and south of the Interstate. However, the higher intensity commercial uses are located north of I-16 on Highways 21 and 80. These highways will continue to be the focus of future commercial development north of I-16. The existing commercial corridors along Highway 17 and Dean Forest Road have the greatest potential for additional commercial development to provide for the anticipated residential growth south of the Interstate.

| Zoning Type                           | Garden City North | Garden City South |
|---------------------------------------|-------------------|-------------------|
| Commercial                            | 1.6%              | 4.6%              |
| Heavy Commercial                      | 4.0%              | 0.0%              |
| Heavy Commercial with Alcoholic Sales | 5.4%              | 2.7%              |
| Industrial                            | 50.6%             | 14.4%             |
| Institutional                         | 1.5%              | 0.0%              |
| Light Commercial                      | 2.0%              | 1.8%              |
| Residential                           | 18.1%             | 75.3%             |
| Residential - Agricultural            | 16.7%             | 1.1%              |







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## Future Land Use Strategy

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The City of Garden City completed an extensive public participation program in conjunction with the City's Comprehensive Plan. Based on feedback from residents, the following vision was established for the community:

*The Vision of Garden City is to create:*

*A safe, clean, family-oriented community with parks and trees that is poised for future growth and dedicated to the advancement of community quality of life;*

*A city governed by the principals of responsibility, fiscal soundness, accessibility, and success for a culturally diverse and multi-generational community.*

The City has developed this Future Land Use Plan to assist in achieving the goals set forth in the City's Comprehensive Plan. The general goals established for future development in the City area listed below:

- Increase the quality of life in existing neighborhoods in the City
- Create a Mixed Use land use category to encourage a range of development types in designated areas of the City.
- Make improvements to the existing commercial corridors in the City.
- Promote infill development and redevelopment of vacant, underutilized, and dilapidated structures
- Promote commercial development that services current and future residents of the City.
- Ensure consistency between land uses and zoning for proposed future developments
- Utilize the Future Land Use Plan to achieve the community vision.

In an effort to achieve the goals set forth in the Future Land Use Plan, the City has defined the following land uses:

- Residential
- Mixed Use
- Commercial
- Greenspace
- Public / Institutional
- Industrial
- Zone of Transition

### Residential

The City is projected to experience a significant amount of residential growth in the next 20 years. As a first ring suburb to Savannah, Garden City is well positioned to employment centers in Savannah and offers an affordable alternative when comparing the cost of housing in other areas of the region. Rising fuel costs are also drawing people back to urban areas.

Based on the Future Land Use Map, the City has designated roughly 3,300 acres of land for residential uses, which accounts for nearly 40% of total land within the City. Future residential uses north of the Interstate will primarily be in the form of infill development or redevelopment within existing neighborhoods. There are about 1,550 acres of residential land identified on the Future Land Use Map

in Garden City North. The existing land use map indicates that 1,300 acres of this land is already developed as a residential land use. Consequently, the majority of new residential development is planned for Garden City South. Approximately 1,800 acres of land has been designated for future residential development south of I-16. Unlike the area north of I-16, only 800 acres of land is currently being used for residential uses.

### Mixed Use

Due to recent development patterns and the changing expectations of residents, Garden City has established a mixed use land use designation for specific areas in the City. The mixed use designation is designed to facilitate the blending of desired uses rather than the separation of uses, which historical development patterns have promoted. One of the main goals with any mixed use development is to provide multiple uses that mutually support one another.

#### Garden City Town Center

Garden City is in the construction phase of a new mixed use municipal complex. The “Town Center” will be constructed on the southeast corner of Dean Forest Road and Interstate 16. The complex will feature a mix of uses that include; the new City Hall, a grocery store, retail space, housing options, public space, and a visitor’s center that will be located in the historic Dotson House (soon to be restored).



#### Farmer’s Market Site

Another area designated as mixed use on the City’s Future Land Use Map is the area around the Savannah State Farmers Market. This area is located on Highway 80 and is roughly bound by 8<sup>th</sup> Street to the east and the railroad tracts to the west. The existing commercial along Highway 80, combined with the availability of undeveloped land and the existing residential neighborhood north east of the market site provide an opportunity for the City to transform this area into a thriving mixed use development.

### Commercial

The City has designated 1,540 acres of land as proposed future commercial, which will account for roughly 17% of the total land area in the City. More intense commercial development is proposed for the existing commercial corridors along Highway 21 and Highway 80. The less intense commercial uses will be reserved for the existing commercial corridors along Dean Forest Road, Highway 17, and Chatham Parkway.

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## Public / Institutional

The Public / Institutional land use designation refers to land with existing schools and churches. A total of four public schools and one private school are located within the City limits of Garden City. The following schools are located within the City.

- Garden City Elementary School
- Gould Elementary
- Mercer Middle School
- Groves High School
- Savannah Christian Prep School

Collectively, these schools account for a total of 306 acres of land. It is unlikely that these land uses will change or that the schools will expand in the future. In addition, the Savannah – Chatham County Board of Education has not identified any undeveloped land in the City as a potential school site in the future. Consequently, the future Public / Institutional designation will account for 3.4% of the total land area in the City.

## Greenspace

Areas in the City given the Greenspace designation refer to existing parks and tracts of openspace. However, the community vision developed as part of the City's Comprehensive Plan calls for park improvements and the addition of greenspace as a means of improving the quality of life for existing and future residents. The City has identified the existing canal system south of Interstate 16 as a potential trail system. A proposed trail system will include pedestrian trails on both sides of the Horse Shoe Canal and the Raspberry Canal. Once implemented, this system will provide connection between the Town Center site and the residential areas south of the Interstate. The City also plans to make improvements to existing parks in the City. Designated Greenspace will be roughly 180 acres, which accounts for 2.0% of the total land area in the City.

## Industrial

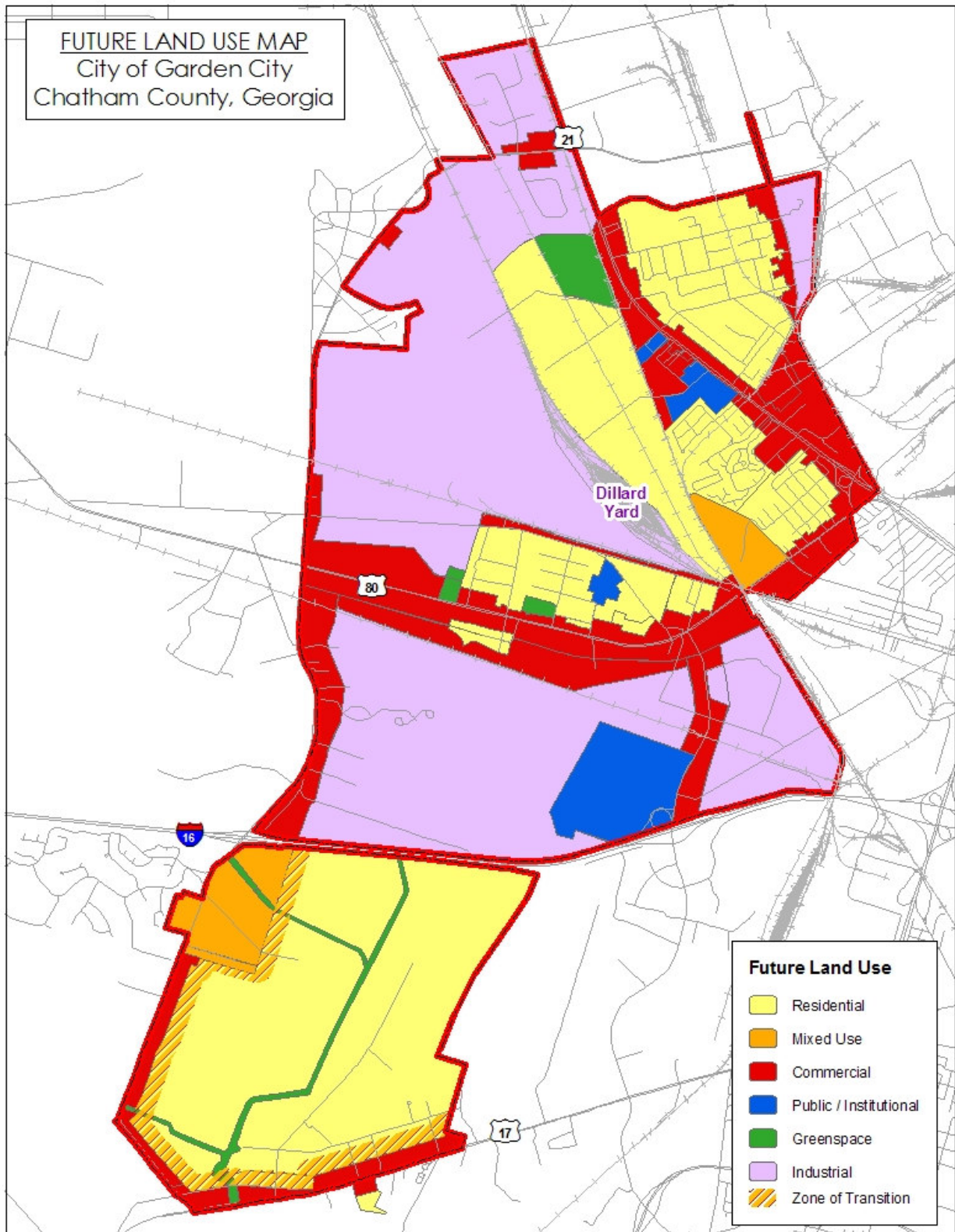
The City has designated a total of 3,520 acres of land for industrial use on the Future Land Use Map. This accounts for nearly 40% of the total land area of the City. Much of the designated as industrial is already developed and is currently being used for a light or heavy industrial use. Future industrial land uses will be concentrated in two main areas of the City. One industrial cluster is the existing industrial area along Dean Forest Road, north of Highway 80, and west of Highway 21. This area has historically been developed for industrial uses such as manufacturing, transportation, and other industrial activities related to the Georgia Ports Authority. As a result, the remaining developable land adjacent to these sites is not well suited for other future land uses. In addition, the CSX rail line crosses through this area, which creates a natural buffer between the industrial uses to the west and the residential and commercial uses to the east. The second industrial area is bound by Dean Forest Road to the west, I-16 to the south, Tremont Road to the east, and Highway 80 to the north. A significant proportion of land in this area is already developed as industrial and the arterial roadways that form the boundary make it a suitable location for future industrial development.

## Zone of Transition

A “Zone of Transition” designation has been developed as part of the City’s Future Development Strategy. This designation was established to call attention to areas with the greatest potential for flexibility in the intensity of uses defined on the Future Land Use Map. More specifically, the transition areas established by the City are those that are adjacent to existing commercial areas and future mixed use areas. The transition zones would allow for less intense commercial uses closer to the surrounding residential areas. On the contrary, the transitional zones would also permit a higher intensity residential use as development moves closer to the more intense commercial areas. The flexibility in development within these areas serves the purpose of providing smooth transition and natural connection between uses.

The table below shows the breakdown of future land use designations in the City based on acreage and percent of City.

| Future Land Use        | Acreage | Percent of City |
|------------------------|---------|-----------------|
| Commercial             | 1,538.5 | 16.9%           |
| Greenspace             | 176.1   | 1.9%            |
| Industrial             | 3,510.5 | 38.6%           |
| Mixed Use              | 279.1   | 3.1%            |
| Public / Institutional | 306.0   | 3.4%            |
| Residential            | 3,287.6 | 36.1%           |



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## Future Development Strategy – Impacts and Considerations

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### Natural and Cultural Resources

The City of Garden City contains a unique collection of natural resources. The City has numerous water features that include freshwater forested wetlands, natural and manmade waterways, and the Savannah River. The proper management of these resources is important as the City faces anticipated development pressure.

A network of canals and streams runs through the area south of Interstate 16. These waterways and wetlands provide opportunities for passive recreational activities including fishing, boating, hiking, and kayaking. The City is exploring the potential for a greenway trail system along these canals.

The City also contains a significant amount of wetlands. Unregulated development of areas adjacent to wetlands can have a negative impact on the local economy, as well as the natural habitat. The 100-year floodplain has also been identified on the map of ARSA. Due to its location in coastal Georgia and proximity to the Savannah River, the City of Garden City has many low-lying areas. It is essential that as the City continues to grow, development in the floodplain must be regulated to protect the welfare and property of the residents of Garden City and areas downstream of the City.

The City of Garden City contains a wealth of historic and cultural resources. Unfortunately, previous development has eliminated many historic structures. The City should look to preserve and highlight the history of the City as part of its historic and cultural heritage. The City has recently purchased the Dotson House (the oldest residential structure in the City) and plans to relocate it to the new Town Center Site and restore it as a visitors' center.

### Infill Development and Redevelopment Areas

Garden City is promoting commercial redevelopment and infill development along the major transportation corridors in the City; Highway 21 and Highway 80. Promoting infill development along these corridors is a feasible undertaking since the corridors are well traveled and existing infrastructure is in place to support this type of development. In addition to the local traffic along these corridors, Highways 21 and 80 experience high volumes of thru traffic in the form of commuters and truck traffic related to the Georgia Ports Authority on a daily basis. The remaining undeveloped land and vacant sites along these corridors is a great opportunity for the City to build upon its non-residential tax base.

There are also opportunities for residential infill development in the City. The residential neighborhood between Highways 21 and 25 (Main Street) is an area that is very suitable for redevelopment. Another area the City will target for infill development is the neighborhood north of Highway 80 that is intersected by Davis Avenue. This neighborhood currently contains a number of vacant lots and dilapidated houses. In addition, the neighborhood is adjacent to the Farmers Market and existing commercial corridors. The City is proposing mixed use development and redevelopment in this area of low to medium density residential that will be connected to the surrounding commercial uses.

### Existing Infrastructure

Garden City owns and operates the primary water system within the City, which is a ground water system. The water system consists of four wells and three elevated water towers, which hold 717,000

gallons. The City has a Water Withdrawal Permit to pump 1.5 million gallons per day (MGD) from the Upper Floridan Aquifer and its average daily withdrawal is 1.1 MGD.

The City of Garden City's sanitary sewer system serves roughly 5,400 residences. This system is composed of 16 lift stations. The lift stations are required to lift the wastewater to an elevation that is sufficient for gravity flow to continue transporting the wastewater to its final destination.

The water and sewer infrastructure in Garden City is currently limited to the areas north of Interstate 16. Residents south of the Interstate are on private wells and septic systems. As population growth in the area south of the Interstate increases, the City will need to explore the feasibility of extending infrastructure to this area.



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## Goals and Objectives

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Garden City has established the following list of goals and objectives to assist in guiding future growth within the City.

### **Goal: Enhance the sense of community for current and future residents**

Objectives:

- Preserve the unique character of existing residential neighborhoods
- Promote the positive aspects of the City, such as affordability and proximity to employment centers
- Identify and permanently protect openspace

### **Goal: Enhance the visual appeal of the City**

Objectives:

- Make landscaping improvements to public spaces, community gateways, and commercial corridors
- Provide buffers as a transition between industrial uses, commercial uses, and residential uses
- Develop landscaping standards for the appearance and architecture of new development
- Develop controls and standards for signage along major arterials

### **Goal: Minimize the impact development has on the natural environment**

Objectives:

- Promote the preservation of old growth trees in new Greenfield developments
- Enforce water and air quality standards for industrial developments
- Encourage openspace preservation as part of new residential and mix use developments

### **Goal: Enhance the quality of life for current and future residents through sustainable development**

Objectives:

- Pay close attention to the compatibility of land uses
- Ensure development is consistent with surrounding uses in terms of mass, scale, and intensity
- Encourage mixed use developments in accordance with the designations on the City's Future Land Use Map
- Promote infill development and redevelopment of vacant structure along major commercial corridors
- Allow for neighborhood scale commercial development in appropriate areas around existing residential developments
- Reduce urban sprawl by integrating land uses versus separation of land uses
- Encourage new developments that balances automobile needs with pedestrian needs

**Goal: Provide a high level of City services to existing and future residents**

Objectives:

- Ensure that public safety and emergency services continue to provide a high level of service
- Maintain City infrastructure as demanded by new development
- Consider the expansion of City infrastructure to accommodate the projected development south of Interstate 16
- Expand and improve existing parks and recreational activities in the City
- Follow through with implementation of the Solid Waste Management Program

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## Implementation Plan

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Implementation of the Future Land Use Plan will be done in conjunction with the City's Short-Term Work Program developed as part of the Community Agenda. The activities and projects listed in the City's Short-Term Work Program were developed through an elaborate public involvement process and reflect the future development strategy and community vision. The Short-Term Work Program will be examined periodically and updated to ensure that the goals remain consistent with the Future Land Use Plan. The City will also utilize the land use policies included in the Community Agenda and the goals defined in the Future Land Use Plan to guide future development in the City.

Garden City is preparing to examine and revise the existing zoning ordinance in the City. The City will adopt a form-based code that places more emphasis and control on the physical form of development rather than specifically focusing on land use. Form-based codes typically include detailed standards for design, architecture, signage, landscaping, etc. This type of code will assist the City in achieving the goals set forth in the City's Community Agenda as well as the Future Land Use Plan.

# **Appendix B**

## **Public Involvement Documentation**

# City of Garden City

# Comprehensive Plan **OPEN HOUSE**

The City of Garden City is holding an Open House to get feedback on the City's Comprehensive Plan. The Open House will give residents an opportunity to ask questions and voice any concerns they have about the future of the City. Public participation is a key element of the planning process. Join us for the Open House and support your community.

## When:

February 26,  
2008

## Time:

5:30 PM to 7:30  
PM

## Where:

Garden City,  
City Hall  
100 Main Street



The Open House will follow the general agenda below:

- Brief Presentation
- Development of a vision statement
- Public Opinion Survey

**WE'RE ON THE WEB. TO LEARN ABOUT THE COMP PLAN, VISIT THE CITY'S WEBSITE**

[WWW.GARDENCITYGA.ORG](http://WWW.GARDENCITYGA.ORG)

A Public Opinion Survey is available on the City's Website @ [www.gardencityga.org](http://www.gardencityga.org). Take a moment and give us your feedback!

# Community Survey

WHICH OF THE FOLLOWING CATEGORIES DESCRIBES YOUR AGE?

| Response     | Count | Percent |
|--------------|-------|---------|
| Under 20     | 0     | 0.00%   |
| 20-34        | 8     | 20.50%  |
| 35-49        | 15    | 38.50%  |
| 50-64        | 12    | 30.80%  |
| 65 and older | 4     | 10.30%  |

HOW LONG HAVE YOU LIVED OR OWNED PROPERTY IN GARDEN CITY?

| Response    | Count | Percent |
|-------------|-------|---------|
| 0-5 yrs     | 9     | 23.10%  |
| 6-10 yrs    | 9     | 23.10%  |
| 11-15 yrs   | 4     | 10.30%  |
| Over 15 yrs | 10    | 25.60%  |
| All my life | 7     | 17.90%  |

WHICH OF THE FOLLOWING BEST DESCRIBES YOUR CURRENT STATUS?

| Response                   | Count | Percent |
|----------------------------|-------|---------|
| Home owner                 | 32    | 82.10%  |
| Renter                     | 2     | 5.10%   |
| Undeveloped property owner | 2     | 5.10%   |
| Business owner             | 0     | 0.00%   |
| Other (please specify)     | 3     | 7.70%   |

PLEASE RATE THE FOLLOWING CHARACTERISTICS ACCORDING TO HOW IMPORTANT THEY WERE TO YOU WHEN YOU MOVED TO GARDEN CITY.

|                                   | Important  | Not Important |
|-----------------------------------|------------|---------------|
| Employment/Job                    | 62.2% (23) | 37.8% (14)    |
| To be close to family and friends | 65.7% (23) | 34.3% (12)    |

|   | <b>Important</b> | <b>Not Important</b> |
|---|------------------|----------------------|
| To be located in the Coastal Georgia Region   | 67.6% (23)       | 32.4% (11)           |
| The general aesthetics and attractiveness of the area                               | 75.0% (27)       | 25.0% (9)            |
| The variety of retirement services  | 28.6% (10)       | 71.4% (25)           |
| The quality of health care  | 54.3% (19)       | 45.7% (16)           |
| The quality of schools  | 68.6% (24)       | 31.4% (11)           |
| The cultural activities available here  | 61.8% (21)       | 38.2% (13)           |
| The recreational activities available here  | 65.7% (23)       | 34.3% (12)           |
| Youth activities available here   | 57.1% (20)       | 42.9% (15)           |
| Access to the natural environment and activities related to the natural environment | 63.9% (23)       | 36.1% (13)           |
| Quality/pace of life  | 89.2% (33)       | 10.8% (4)            |
| Affordability of property and homes   | 91.9% (34)       | 8.1% (3)             |
| It is close to City of Savannah   | 78.4% (29)       | 21.6% (8)            |

DO YOU THINK THE CITY NEEDS MORE, LESS, OR THE SAME AMOUNT OF THE FOLLOWING TYPES OF HOUSING?

|                           | <b>More</b> | <b>Less</b> | <b>Same</b> | <b>Don't Know</b> |
|---------------------------|-------------|-------------|-------------|-------------------|
| Single-Family Residential | 84.2% (32)  | 0.0% (0)    | 10.5% (4)   | 5.3% (2)          |
| Apartments                | 23.7% (9)   | 36.8% (14)  | 26.3% (10)  | 13.2% (5)         |
| Town homes                | 59.5% (22)  | 13.5% (5)   | 18.9% (7)   | 8.1% (3)          |
| Multi-Families            | 13.5% (5)   | 54.1% (20)  | 16.2% (6)   | 16.2% (6)         |
| Mixed Use Residential     | 34.2% (13)  | 31.6% (12)  | 18.4% (7)   | 15.8% (6)         |
| Mobile Homes              | 0.0% (0)    | 81.6% (31)  | 10.5% (4)   | 7.9% (3)          |

DO YOU FEEL THERE IS A NEED FOR MORE OF THE FOLLOWING SPECIAL HOUSING IN THE CITY?



|  | Yes        | No         | Don't Know |
|--|------------|------------|------------|
| Housing for young couples/families                     | 81.6% (31) | 10.5% (4)  | 7.9% (3)   |
| Workforce Housing                                      | 40.0% (14) | 34.3% (12) | 25.7% (9)  |
| Affordable Housing                                     | 70.3% (26) | 21.6% (8)  | 8.1% (3)   |
| Senior Adult Housing (55+)                             | 81.6% (31) | 2.6% (1)   | 15.8% (6)  |
| Housing for disabled or individuals with special needs | 64.9% (24) | 10.8% (4)  | 24.3% (9)  |

WOULD YOU BE IN FAVOR OF SETTING ASIDE PORTIONS OF LAND AS PERMANENTLY PROTECTED OPEN SPACE/PARKS?

| Response   | Count | Percent |
|------------|-------|---------|
| Yes        | 33    | 84.60%  |
| No         | 2     | 5.10%   |
| Don't Know | 4     | 10.30%  |

PLEASE RATE YOUR AGREEMENTS WITH THE FOLLOWING STATEMENTS:

|  | Agree      | Disagree   | No Opinion |
|--|------------|------------|------------|
| If current development patterns continue, Garden City will lose its uniqueness               | 56.4% (22) | 33.3% (13) | 10.3% (4)  |
| Development patterns of single-family homes should continue                                  | 81.6% (31) | 7.9% (3)   | 10.5% (4)  |
| Commercial development patterns should continue  | 34.2% (13) | 60.5% (23) | 5.3% (2)   |
| The City should develop programs/regulations/incentives that preserve historic buildings     | 69.2% (27) | 7.7% (3)   | 23.1% (9)  |
| The City should develop programs/regulations/incentives for architectural design             | 71.8% (28) | 10.3% (4)  | 17.9% (7)  |
| The City should develop regulations that require green space preservation in new development | 79.5% (31) | 2.6% (1)   | 17.9% (7)  |
| The City should consider the following when new development is proposed:                     | 81.8% (9)  | 0.0% (0)   | 18.2% (2)  |



|   | <b>Agree</b> | <b>Disagree</b> | <b>No Opinion</b> |
|---|--------------|-----------------|-------------------|
| a. public costs for new services                            | 91.9% (34)   | 2.7% (1)        | 5.4% (2)          |
| b. the availability of adequate infrastructure              | 89.2% (33)   | 0.0% (0)        | 10.8% (4)         |
| c. impacts on residential and small business property taxes | 89.5% (34)   | 5.3% (2)        | 5.3% (2)          |

ARE YOU AWARE OF HOW YOUR PROPERTY AND SURROUNDING PROPERTY IS ZONED AND WHAT IS ALLOWED OR NOT ALLOWED TO BE BUILT IN YOUR AREA?

| <b>Response</b> | <b>Count</b> | <b>Percent</b> |
|-----------------|--------------|----------------|
| Yes             | 27           | 69.20%         |
| No              | 8            | 20.50%         |
| Don't Know      | 4            | 10.30%         |

DO YOU THINK THE CITY OF GARDEN CITY HAS DONE ENOUGH TO PROTECT HISTORIC RESOURCES?

| <b>Response</b> | <b>Count</b> | <b>Percent</b> |
|-----------------|--------------|----------------|
| Yes             | 7            | 17.90%         |
| No              | 17           | 43.60%         |
| Don't Know      | 15           | 38.50%         |

WHERE ARE YOU EMPLOYED?

| <b>Response</b>                  | <b>Count</b> | <b>Percent</b> |
|----------------------------------|--------------|----------------|
| In Garden City                   | 14           | 35.90%         |
| In Port Wentworth                | 2            | 5.10%          |
| In Unincorporated Chatham County | 0            | 0.00%          |
| In Savannah                      | 14           | 35.90%         |
| In Effingham County              | 2            | 5.10%          |
| I'm Retired                      | 4            | 10.30%         |
| I'm Unemployed                   | 0            | 0.00%          |
| Other                            | 3            | 7.70%          |

DO YOU FEEL THERE ARE ADEQUATE EMPLOYMENT OPPORTUNITIES IN THE CITY OF GARDEN CITY?

| Response   | Count | Percent |
|------------|-------|---------|
| Yes        | 10    | 25.60%  |
| No         | 19    | 48.70%  |
| Don't Know | 10    | 25.60%  |

DO YOU THINK MORE OF THE FOLLOWING COMMERCIAL BUSINESSES ARE NEEDED IN GARDEN CITY?

|                                | More       | Less       | Same       |
|--------------------------------|------------|------------|------------|
| Restaurant                     | 87.2% (34) | 2.6% (1)   | 10.3% (4)  |
| Retail/Shopping                | 82.1% (32) | 2.6% (1)   | 15.4% (6)  |
| Hotel                          | 36.1% (13) | 22.2% (8)  | 41.7% (15) |
| Family entertainment           | 94.9% (37) | 0.0% (0)   | 5.1% (2)   |
| Teen entertainment             | 88.6% (31) | 0.0% (0)   | 11.4% (4)  |
| After work hours entertainment | 53.8% (21) | 17.9% (7)  | 28.2% (11) |
| Day care (child)               | 50.0% (18) | 8.3% (3)   | 41.7% (15) |
| Tourism businesses             | 56.8% (21) | 18.9% (7)  | 24.3% (9)  |
| Parking                        | 28.6% (10) | 11.4% (4)  | 60.0% (21) |
| Warehousing                    | 11.4% (4)  | 57.1% (20) | 31.4% (11) |
| Other                          | 30.0% (3)  | 20.0% (2)  | 50.0% (5)  |

DO YOU THINK WE NEED THE FOLLOWING RECREATIONAL FACILITIES IN GARDEN CITY?

|                                | Yes        | No         | Don't Know |
|--------------------------------|------------|------------|------------|
| Public Pool                    | 61.5% (24) | 28.2% (11) | 10.3% (4)  |
| Sports Fields                  | 76.9% (30) | 17.9% (7)  | 5.1% (2)   |
| Greenways / Paths / Trails     | 89.7% (35) | 5.1% (2)   | 5.1% (2)   |
| Playground / Picnic Facilities | 94.9% (37) | 5.1% (2)   | 0.0% (0)   |
| Outdoor Amphitheatre           | 61.5% (24) | 25.6% (10) | 12.8% (5)  |
| Visitors Center                | 48.7% (19) | 30.8% (12) | 20.5% (8)  |
| Historical Interpretive Center | 39.5% (15) | 31.6% (12) | 28.9% (11) |
| Indoor Theatre                 | 76.3% (29) | 13.2% (5)  | 10.5% (4)  |

PLEASE RANK THE FOLLOWING NATURAL RESOURCES ISSUES IN ACCORDANCE WITH THEIR IMPORTANCE.

|  | Very Important | Not Important |
|--|----------------|---------------|
|--|----------------|---------------|



|  | <b>Very Important</b> | <b>Not Important</b> |
|--|-----------------------|----------------------|
| Greenspace/openspace preservation          | 89.7% (35)            | 10.3% (4)            |
| Habitat preservation                       | 86.5% (32)            | 13.5% (5)            |
| Water Quality                              | 100.0% (39)           | 0.0% (0)             |
| Stormwater management                      | 97.4% (38)            | 2.6% (1)             |
| Water conservation                         | 94.9% (37)            | 5.1% (2)             |
| Future water supply                        | 97.4% (38)            | 2.6% (1)             |
| Adequate wastewater treatment capacity     | 97.4% (37)            | 2.6% (1)             |
| Threatened & endangered species protection | 76.9% (30)            | 23.1% (9)            |
| Light pollution                            | 76.9% (30)            | 23.1% (9)            |
| Noise pollution                            | 92.3% (36)            | 7.7% (3)             |
| Tree canopy/preservation                   | 89.7% (35)            | 10.3% (4)            |

PLEASE RANK THE FOLLOWING RECREATIONAL PUBLIC FACILITIES IN ACCORDANCE WITH THEIR IMPORTANCE FOR GARDEN CITY.

|                         | <b>Very Important</b> | <b>Not Important</b> |
|-------------------------|-----------------------|----------------------|
| Parks                   | 97.4% (37)            | 2.6% (1)             |
| Trails/multiuse paths   | 89.7% (35)            | 10.3% (4)            |
| Museums/Historic Sites  | 70.3% (26)            | 29.7% (11)           |
| Library                 | 94.7% (36)            | 5.3% (2)             |
| Sports fields           | 78.9% (30)            | 21.1% (8)            |
| Playgrounds             | 92.1% (35)            | 7.9% (3)             |
| Public Gym              | 75.7% (28)            | 24.3% (9)            |
| Senior Community Center | 92.3% (36)            | 7.7% (3)             |

PLEASE RATE YOUR LEVEL OF SATISFACTION WITH EACH OF THE FOLLOWING.

|                               | <b>Satisfied</b> | <b>No Opinion</b> | <b>Dissatisfied</b> |
|-------------------------------|------------------|-------------------|---------------------|
| Solid waste collection        | 81.6% (31)       | 13.2% (5)         | 5.3% (2)            |
| Parks                         | 44.7% (17)       | 13.2% (5)         | 42.1% (16)          |
| Sidewalks                     | 42.1% (16)       | 7.9% (3)          | 50.0% (19)          |
| Drainage Systems              | 50.0% (19)       | 7.9% (3)          | 42.1% (16)          |
| Cleanliness of Public Spaces  | 42.1% (16)       | 23.7% (9)         | 34.2% (13)          |
| Traffic congestion            | 28.9% (11)       | 15.8% (6)         | 55.3% (21)          |
| Law enforcement response time | 73.7% (28)       | 21.1% (8)         | 5.3% (2)            |
| Fire-fighting response time   | 71.1% (27)       | 28.9% (11)        | 0.0% (0)            |

|                                    | <b>Satisfied</b> | <b>No Opinion</b> | <b>Dissatisfied</b> |
|------------------------------------|------------------|-------------------|---------------------|
| First Responder response time      | 64.9% (24)       | 32.4% (12)        | 2.7% (1)            |
| Traffic laws enforcement           | 68.4% (26)       | 18.4% (7)         | 13.2% (5)           |
| Street and road signage            | 65.8% (25)       | 21.1% (8)         | 13.2% (5)           |
| Storm warning mechanism            | 67.6% (25)       | 24.3% (9)         | 8.1% (3)            |
| Disaster/emergency planning        | 50.0% (19)       | 47.4% (18)        | 2.6% (1)            |
| Housing numbering system           | 68.4% (26)       | 13.2% (5)         | 18.4% (7)           |
| Code enforcement                   | 55.3% (21)       | 28.9% (11)        | 15.8% (6)           |
| Condition of City Streets          | 55.6% (20)       | 8.3% (3)          | 36.1% (13)          |
| Adequacy of curb cuts              | 52.6% (20)       | 13.2% (5)         | 34.2% (13)          |
| Overall appearance and cleanliness | 55.3% (21)       | 5.3% (2)          | 39.5% (15)          |

HOW MUCH OF A PRIORITY DO YOU FEEL THE FOLLOWING ISSUES ARE FOR THE CITY OF GARDEN CITY?

|  | <b>High Priority</b> | <b>Low Priority</b> | <b>Not a Priority</b> |
|--|----------------------|---------------------|-----------------------|
| Community Character                                    | 86.5% (32)           | 5.4% (2)            | 8.1% (3)              |
| Main Street<br>Beautification/Redevelopment            | 76.5% (26)           | 14.7% (5)           | 8.8% (3)              |
| Historic preservation of homes                         | 51.4% (18)           | 37.1% (13)          | 11.4% (4)             |
| Availability of cultural activities<br>within the City | 54.1% (20)           | 35.1% (13)          | 10.8% (4)             |
| Alternate transportation                               | 40.0% (14)           | 45.7% (16)          | 14.3% (5)             |
| Creating a guideline for future<br>development         | 88.6% (31)           | 11.4% (4)           | 0.0% (0)              |
| Restaurant/retail development                          | 77.1% (27)           | 22.9% (8)           | 0.0% (0)              |
| Walkable Communities                                   | 86.5% (32)           | 5.4% (2)            | 8.1% (3)              |
| Greenspace/openspace<br>preservation                   | 91.4% (32)           | 5.7% (2)            | 2.9% (1)              |
| Water conservation                                     | 91.4% (32)           | 5.7% (2)            | 2.9% (1)              |
| Recreation opportunities                               | 75.7% (28)           | 21.6% (8)           | 2.7% (1)              |
| Community Policing                                     | 78.4% (29)           | 10.8% (4)           | 10.8% (4)             |
| Education Opportunities                                | 80.0% (28)           | 14.3% (5)           | 5.7% (2)              |
| Traffic congestion                                     | 67.6% (23)           | 26.5% (9)           | 5.9% (2)              |
| Parking  | 38.2% (13)           | 50.0% (17)          | 11.8% (4)             |
| Small business retention &<br>recruitment              | 71.4% (25)           | 22.9% (8)           | 5.7% (2)              |
| A safe and family oriented<br>environment.             | 97.2% (35)           | 2.8% (1)            | 0.0% (0)              |

|                            |            |           |          |
|----------------------------|------------|-----------|----------|
| Neighborhood watch program | 82.9% (29) | 14.3% (5) | 2.9% (1) |
|----------------------------|------------|-----------|----------|

WOULD YOU BE MORE LIKELY TO USE PUBLIC TRANSPORTATION (BUSES), IF THERE WERE MORE STOPS AT VARIOUS LOCATIONS AROUND GARDEN CITY?

| Response | Count | Percent |
|----------|-------|---------|
| Yes      | 9     | 24.30%  |
| No       | 20    | 54.10%  |
| Not Sure | 8     | 21.60%  |

ARE YOU IN FAVOR OF THE FOLLOWING TRANSPORTATION RELATED PROJECTS (PLEASE SEE THE MAP BELOW):

|  | Yes        | No        | Not Sure   |
|--|------------|-----------|------------|
| Improvements to 307 (Dean Forest) from R.B. Miller Rd to Highway 21                                    | 68.4% (26) | 10.5% (4) | 21.1% (8)  |
| Widening of Dean Forest from two lanes to four lanes between 17 and I-16                               | 65.8% (25) | 10.5% (4) | 23.7% (9)  |
| Widening of Highway 21 from 4 to 6 lanes between Dean Forest and Smith Rd                              | 57.9% (22) | 15.8% (6) | 26.3% (10) |
| Widening of Dean Forest from 4 to 5 lanes from I-16 for 1-half mile north                              | 54.1% (20) | 16.2% (6) | 29.7% (11) |
| Interchange improvements at I-16 and Dean Forest   | 68.4% (26) | 13.2% (5) | 18.4% (7)  |
| Bridge over Norfolk Southern rail line on Bourne Ave between Highway 21 and 25                         | 55.3% (21) | 18.4% (7) | 26.3% (10) |
| Brampton Rd Connector. This is a new road project designed to alleviate truck traffic related to Ports | 73.7% (28) | 5.3% (2)  | 21.1% (8)  |
| Improvements at intersection of Highway 26 and 80  | 52.6% (20) | 13.2% (5) | 34.2% (13) |

DO YOU EXPECT TO MOVE DURING THE NEXT 5 YEARS?

| Response              | Count | Percent |
|-----------------------|-------|---------|
| Yes                   | 18    | 47.40%  |
| No, if no move to end | 20    | 52.60%  |

## WHERE DO YOU PLAN TO MOVE?

| Response   | Count | Percent |
|--|-------|---------|
| Different neighborhood or another area within Garden City      | 2     | 10.00%  |
| Same neighborhood, just a different house or apartment.        | 3     | 15.00%  |
| Nearby area (Savannah, Chatham County, Effingham County, etc.) | 8     | 40.00%  |
| Out of the area  | 1     | 5.00%   |
| Not Sure   | 6     | 30.00%  |

## WHAT ARE YOUR PRIMARY REASONS FOR MOVING? (CHECK ALL THAT APPLY)

| Response                               | Count | Percent |
|--|-------|---------|
| Change in employment                   | 2     | 5.00%   |
| Family considerations                  | 5     | 12.50%  |
| Housing prices too high                | 0     | 0.00%   |
| Feel crowded                           | 5     | 12.50%  |
| Too much traffic                       | 8     | 20.00%  |
| Schools                                | 1     | 2.50%   |
| Crime                                  | 7     | 17.50%  |
| Want a bigger home                     | 7     | 17.50%  |
| Want a smaller home                    | 2     | 5.00%   |
| Want a less expensive home             | 1     | 2.50%   |
| Want a more expensive home             | 1     | 2.50%   |
| Too much tourist activity              | 0     | 0.00%   |
| Not enough tourist activity            | 1     | 2.50%   |
| Not enough activities for my age group | 5     | 12.50%  |
| No Reason                              | 1     | 2.50%   |



## SUMMARY

*Attendees:*

Nathan Mai- Lombardo  
Greg Reid  
David Lyons  
Carol Lindsey  
Wayne Summer  
Bessie Kicklighter  
Courtney Power  
Brian Johnson

Charlie Draeger  
Cliff Ducey  
Tom Wilson  
Kimberly Wexel-Lice  
Teresa Concannon  
Misty Bethune  
Ed DiTommaso

### **I. Introduction**

The group discussed the Comprehensive Planning requirements, and Garden City's current status. The group also discussed the format for the stakeholder group as well as the proposed meeting schedule.

### **II. Character Area Map**

The group discussed the definitions, desired development patterns, and locations of the various character areas and made the following comments:

#### **a. Suburban Neighborhood**

The definition for this area should now read, "These areas are where typical types of suburban residential subdivision development have occurred or will occur in the future. Development within these areas is encouraged to include both neo-traditional (or cluster) and suburban design patterns."

The following Desired Development Patterns were added or revised:

- Allow for roadway connectivity and use of lanes in new developments.
- Allow for smaller local roads and associated right-of-ways with emergency management approval.
- Work with the school board and local developers to identify property for and encourage the location of a charter school to serve existing families and attract new families to these areas.

It was the view of the group that while neo-traditional development patterns were desirable, it was essential to ensure a mix of residential development styles and not to make any one style prohibitive to develop.

- b. Local Commercial Corridor  
The group felt that Chatham Parkway should be reclassified as a regional commercial corridor.
  
- c. Regional Commercial Corridor  
The following Desired Development Standards have been added or amended:
  - Develop design and architectural standards to improve the aesthetics of these corridors, maintain the regional character, and minimize “franchise” architecture.
  - Create an overlay district with more restrictive design standards in areas adjacent to residential development.
  - The City should sponsor and seek funding for streetscape improvements to encourage redevelopment consistent with the desired character, infill, and investment in the corridor.
  
- d. Greenspace  
The greenspace behind the high school will be changed to public and commercial character. The following Desired Development Standard will be added:
  - Identify opportunities to deliver reuse in greenspace areas.

### **III. Adjourn**

- a. Homework Assignments  
The group was asked to review the issues and opportunities in preparation of the next meeting.
  
- b. Next Meeting  
The next meeting will be held on March 27, 2008 from 11:30 AM to 1:00 PM. Nathan will cater.





**CITY OF GARDEN CITY  
COMPREHENSIVE PLAN**

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*Stakeholder Meeting  
March 27, 2008*

## Summary

### **I. Introduction**

- a. Attendees had no comments or additions to the minutes from the meeting on 3/6/08.
- b. The new date for the service delivery strategy was discussed. All local government in Chatham County must agree to an updated service delivery strategy by October 2008.
- c. It was discussed that the City is participating in the West Chatham Solid Waste Management Planning Effort.

### **II. Issues & Opportunities**

The issues & opportunities presented in the Community Assessment were discussed and the following comments were made:

- a. Population
  - The city's charter needs to be amended to reflect recent annexations.
  - Business licenses should be used to help estimate daytime populations.
  - The City should consider working with the Census Bureau to perform a "Special Census" that will focus on the undocumented Hispanic community.
  - The issue of daytime population versus nighttime population needs to be added.
  - The difficulty in gathering an accurate census count needs to be documented in the plan.
  - The City should call upon local resources including the Armstrong Atlantic State University Outreach program *Hola*, local schools, churches, the Health Department, etc. to help estimate the population.
  - The City should sponsor multi-cultural events and public education, including participation in "Our Lady of Guadeloupe Day" festival held in Port Wentworth in December.
  - The City should work with the County to get a true population count for LOST allocation purposes.

- b. Economic Development
  - The Farmer's market should be utilized to stage art festivals, flea markets, First Saturday events, BBQ contests, etc.
  - Property adjacent to the Farmers Market should be redeveloped as high-end commercial retail and restaurants to promote this area as a destination for city residents and visitors.
  - Codes for vacant structures should be evaluated to determine if the process can be streamlined.
  - The property and code enforcement programs should be publicized to gather community support for the City's efforts.
  - Evaluate form based codes and if they are appropriate for the commercial redevelopment corridors of 21 and 25.
  - Evaluate a demolition program similar to Brunswick where the property owner gets to keep the property and the City demolishes the structure.
  - Consider developing a program similar to Savannah's Clean Sweep program.
  - Focus on Port and Railroad history to encourage tourism.
  - Begin an annual BBQ festival to showcase Garden City's cultural heritage and attract visitors.
  - Consider staging other history-related festivals.
- c. Housing
  - Add a major trend
  - Allow for upstairs residential and downstairs commercial development in mixed use and commercial areas.
  - There will be a greater demand for housing in the future in Garden City because as traffic congestion increases, workers will want to live closer to employment centers.
- d. Land Use
  - Consider adjusting the language when talking about a balance of land uses or too much industrial development. The reality of the situation should be recognized.
  - Talk about a land use plan for the Farmers Market area in this section too.
- e. Natural & Cultural Resources
  - The Dotson House should seek LEED certification
  - The 100 year floodplain opportunity may not be necessary or appropriate.
- f. Transportation
  - Accidents are increasing due to the conflict between GPA truck traffic, trains, and passenger vehicles.
  - Train traffic through the City creates traffic congestion, long delays, and fires.
  - Work with local transportation planning agencies to incorporate gateway improvements into the Bay Street Improvement project.

g. Facilities & Services

- The undocumented population issues affect public safety services ability to do their job.
- The first bullet should be changed to future development is restricted by the lack of infrastructure south of I-16.
- There is wastewater capacity available for future development but the infrastructure is not there.
- Reuse water is not really feasible in the City at this time.
- The City has just signed an agreement with City of Savannah for addition water capacity, but again the infrastructure is not there to areas south of I-16.
- Plan for expansion of the water & sewer service areas.
- Implement a water conservation program that includes education on water saving techniques such as rain barrels and complies with applicable environmental permits.
- The public works dept must be expanded to provide additional stormwater system services.

**III. Adjourn**

a. Homework Assignments

The next meeting will include discussion on the draft Vision Statement, and the Short Term Work Program.

b. Next Meeting

The next meeting will be held at Garden City Hall on Tuesday, April 8<sup>th</sup> from 11:30 AM to 1:00 PM.

March 27, 2008

PLEASE PRINT

| NAME               | EMAIL                                       |
|--------------------|---|
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3  
James Reid

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**CITY OF GARDEN CITY  
COMPREHENSIVE PLAN**  
*Stakeholder Meeting  
April 8, 2008*

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## SUMMARY

### **I. Vision Statement**

The City's Vision Statement was reviewed and amended based on public feedback received at the Open House held on February 26, 2008. The following is the official vision statement for the City's Comprehensive Plan:

*The Vision of Garden City is to create:*

*a safe, clean, family-oriented community with parks and trees that is poised for future growth and dedicated to the advancement of community quality of life;*

*a city governed by the principals of responsibility, fiscal soundness, accessibility, and success for a culturally diverse and multi-generational community.*

### **II. Short Term Work Program**

The Stakeholder Group reviewed the existing 2002-2007 Short Term Work Program and developed the report of accomplishments. The Report is attached here. Some general comments included:

- Some of the "tasks" on the STWP seem vague.
- Only tasks that have an actual dollar amount or deliverable should be included in the STWP
- Policies should be in a separate section, not in the STWP.
- Each Opportunity will have an associated item in the STWP or Policies section.

### **III. Adjourn**

#### **a. Homework Assignments**

The next meeting will address future land use, and land use policies.

#### **b. Next Meeting**

The next meeting will be held at City Hall on April 22, 2008 at 11:30 am.



**CITY OF GARDEN CITY  
COMPREHENSIVE PLAN**  
*Stakeholder Meeting  
April 22, 2008*

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## Summary

***Attendees:***

See attached sign in sheet.

**I. Character Areas & Future Land Use**

Recommended changes to the map include the following:

- Identify light and heavy industrial land uses in the future land use map.
- Identify wetland areas in the Character Area map.
- Extend the Mixed Use Urban Anchor to extend across Dean Forest and down Dean Forest to Hwy 17.
- Identify the County Park on Salt Creek as greenspace
- Include newly annexed areas.
- Extend greenway up Horseshoe Canal to Savannah Christian and Civil War Monument.

**II. Short Term Work Program & Policies**

The revised Short Term Work Program & Policies have been attached.

**III. Adjourn**

a. Future Steps

Stakeholders should review these and all meeting minutes and provide comments to Garden City if there is anything that has not been covered or is in error. The City and ISE will work to complete a draft of the Agenda and Future Land Use Appendix.

b. Schedule for Adoption

The tentative schedule for completion is July.

## **POPULATION**

### *Policies*

- Work with the Census Bureau to ensure that future Census counts are as accurate as possible.

### *STWP Items*

- Participate in Local Update of Census Addresses (LUCA.)
- Perform a population study specific to Garden City. Coordinate with the County on population study and associated LOST allocation.
- Work with the Census bureau to perform a “special census” that will focus on the Hispanic community.
- Coordinate with Port Wentworth to support “Our Lady of Guadeloupe Day” festival.

## **COMMUNITY FACILITIES**

### *Policies*

- Continue to request LARP funds to resurface streets that meet priority requirements
- Continue work to maintain and improve ISO rating.
- Proactively maintain public property; including MS4, medians, and roadways.
- Proactively plan for infrastructure improvements

### *STWP Items:*

- Design and Build New Public Works Facility, ensure site is designed to comply with NPDES No Exposure Exclusion
- Work to have contaminated State Patrol Site certified as a brownfield.
- Construct new City Hall / Municipal Complex
- Set up a stormwater utility.
- Develop a drainage masterplan for the City
- Develop and implement a prioritized capital improvement program for the MS4.
- Upgrade/purchase new fire protection equipment
- Develop and implement a system to track citizen requests and monitor city/staff response.
- Develop a Parks and Recreation Masterplan
- Evaluate the feasibility of establishing a multi-use greenway along Raspberry Canal and Horse Shoe Canal that connects the area south of I-16, the new City Hall, Savannah Christian, and the Historic Savannah – Ogeechee Canal.
- Evaluate current water and wastewater infrastructure.
- Continue to expand water & wastewater service south of I-16
- Expand service capacity of the Public Works/stormwater department to include proactive maintenance of the MS4 as required by the Phase I NPDES MS4 permit.
- Gain Water First certification through the DCA.

- Complete a hydrology study and increase the number of fire hydrants to lower ISO rating.

## **ECONOMIC DEVELOPMENT**

### *Policies*

- Support the functions of the Tourism Council
- Enforce property maintenance and vacant property ordinances.
- Better utilize the Farmers Market as a draw for visitors and a resource for citizens.
- Focus marketing and tourism campaigns on Port and Railroad history.

### *STWP Activities*

- Enter into a agreement with GPA for public safety services and buffer zone improvements
- Work with the GPA on the de-annexation of the Triangle Tract.
- Hold annual BBQ festival, First Saturday craft markets, art festivals, flea markets, etc. at Farmers Market.
- Restore the Dotson House at the new City Hall location as the Visitors Center for the City.
- Create an inventory of potential infill and redevelopment commercial properties along the redevelopment corridors.
- Work with Tourism Council to develop and Economic Development Plan for Garden City. This plan should include branding, marketing, and appropriate commercial business recruitment and support.

## **HOUSING**

### *Policy*

- Continue to provide a sense of neighborhood pride through the elimination of nuisances, incompatible land use development, and negative neighborhood images
- Continue to eliminate incompatible land uses that negatively impact neighborhood quality of life through code enforcement and the application of appropriate regulations
- Continue to support neighborhood crime fighting programs for all neighborhoods
- Continue to encourage the inclusion of handicapped units in new multi-family and special type residential facilities
- Work towards providing adequate housing of all types and price points to accommodate future projected population growth.

### *STWP Activities*

- Review and revise existing development regulations to identify and eliminate barriers to the provision of safe, decent, and affordable housing
- Identify a mechanism to acquire vacant property to provide purchase/reuse opportunities.
- Review codes related to vacant structures to evaluate if the process for enforcement or acquisition can be streamlined.



- Evaluate vacant structure demolition program, where the owner retains the property and the City demolishes the structure.
- Expand the Wipe Out program to include targeted neighborhood clean ups.
- Create a Mixed-Use Zoning District that allows for a variety of housing types and densities.

## **LAND USE**

### *Policy*

- Work to achieve “Excellence Standards” with regards to compliance with the Coastal Comprehensive Plan.

### *STWP Activities*

- Achieve “Minimum Standards” of compliance with the Coastal Comprehensive Plan.
- Review and revise zoning code to ensure conformance with the Comprehensive Plan and Future Land Use Appendix.
- Update STWP
- Develop design guidelines or form based codes for the commercial redevelopment corridors of Hwy 17, 21, & 80.
- Develop a Masterplan for the Farmers Market area that includes high-end restaurants and retail as well as connectivity to surrounding neighborhoods and commercial areas.
- Update charter to reflect recent annexations, four-year terms, and any other recent changes.
- Adopt mixed-use zoning category.
- Allow for upstairs residential/downstairs commercial in mixed use and commercial areas.

## **NATURAL & CULTURAL RESOURCES**

### *Policy*

- Continue to review and fully implement erosion and sedimentation control regulations based upon State criteria
- Continue to participate fully in the National Flood Insurance Program
- Prioritize environmental protection, education, and preservation of local natural resources.
- Continue to encourage the use of Low Impact Development and the Green Growth Guidelines, through the site plan review process.
- Continue to encourage the establishment or reintroduction of permanent natural buffers through the site plan review process
- Continue to implement public awareness programs to encourage protection natural resources
- Continue to implement water conservation programs through public awareness campaigns

- Support Countywide implementation and enforcement of NPDES; Implement necessary street, ditch & canal cleaning programs.

#### *STWP Activities*

- Perform a tree inventory of trees in the public ROW.
- Work with FEMA to expand the City's NFIP to participate in the Community Rating System
- Implement the new Water Withdrawal permit conditions as outlined in the Coastal Water and Wastewater Permitting Plan
- Update stormwater regulations in conjunction with the completion of the Georgia Stormwater Management Manual Coastal Supplement and Model Ordinance.
- Participate in the 2010 update of the Comprehensive Water Supply Management Plan
- Participate in the West Chatham Solid Waste Plan.
- Seek LEED certification for the Dotson House restoration project.
- Create an inventory and perform an assessment of the City's cultural, archeological, and historic resources.
- Identify greenspace property for acquisition.
- Consider the development of a City-operated Wetland Mitigation Bank as a method to fund the protection of wetlands.
- Consider participate in the MPC's Historic Preservation program or adopt a City Historic Preservation Ordinance and appoint a Historic Preservation Committee.
- Participate in the Natural Resources Protection Commission and program through the MPC.
- Require that all new planned unit developments preserve a certain percentage of greenspace.
- Have an archeological survey performed at the Civil War site adjacent to Savannah Christian school facility.
- Preserve this Civil War site as a permanently protected park.

## **TRANSPORTATION**

### *Policy*

- Work with local transportation planning agencies to incorporate gateway improvements into Bay Street Improvement project.
- Work with GPA to address train traffic and train/automobile safety concerns.
- Support Regional Transportation projects that improve the level of service on Hwy 21 and 80.
- Work to improve connectivity throughout the City.
- Work to improve the pedestrian environment where feasible.
- Work with Georgia DOT to review roadway safety standards to address the maintenance and/or establishment of tree canopies.
- Work with other governments in a cooperative effort to establish bicycle, pedestrian, and water heritage trails by participating in any countywide bikeway/greenway plan.

- Work with Chatham Area Transit (CAT) to provide better connectivity (i.e. more stops, additional routes, and more buses) to Garden City.

*STWP Activities*

- Build elevated walkways over Hwy 21
- Repave and establish curb & gutter on Old Louisville Road and Kessler Avenue.
- Apply for TE grant for Hwy 21 and Hwy 80 streetscape projects.
- Work with GPA and local residents to facilitate the Big Hill Road Train Crossing Closure.

GARDEN CITY STAKEHOLDER COM.

Sign-In

4/22/08

|                  |               |
|------------------|---------------|
| Courtney Power   | ISE           |
| Ed DiTomasso     | ISE           |
| Nothan MJ        | G.C.          |
| Kim Ace          | DC            |
| Bessie K... ..   | DC            |
| Tom Wilson       | ISE           |
| CAROL LINDSEY    | GCCVB         |
| Garland Spencers | GCCVB         |
| Angie E          | GC            |
| Cliff Ducey      | GC Rec.       |
| Paul ... ..      | G.C. W.P.C.P. |

Adoption Resolution: Comprehensive Plan  
City of Garden City

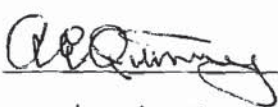
**RESOLUTION TO ADOPT**

**WHEREAS**, the City of Garden City Council has completed the Community Agenda document as part of the 20-year Comprehensive Plan Update.

**WHEREAS**, The Vision of the City's Comprehensive Plan is to create a safe, clean, family-oriented community with parks and trees that is poised for future growth and dedicated to the advancement of community quality of life; and city governed by the principals of responsibility, fiscal soundness, accessibility, and success for a culturally diverse and multi-generational community.

**WHEREAS**, the Georgia Department of Community Affairs has found that this document adequately addresses the Standards and Procedures for Local Comprehensive Planning effective May 1, 2005 and established by the Georgia Planning Act of 1989.

**BE IT THEREFORE RESOLVED**, that the City of Garden City does hereby adopt the 20-year Comprehensive Plan Update and pledges to faithfully implement the vision of the Plan.

BY: 

DATE: 10/20/08

ATTEST: 

DATE: 10/20/08