



CHAPTER 6 SMART GROWTH LAND USE

INTRODUCTION

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

GOALS

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

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

REGIONAL WATER PLAN AND ENVIRONMENTAL PLANNING CRITERIA

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

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



ANALYSIS

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

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

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

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

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



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

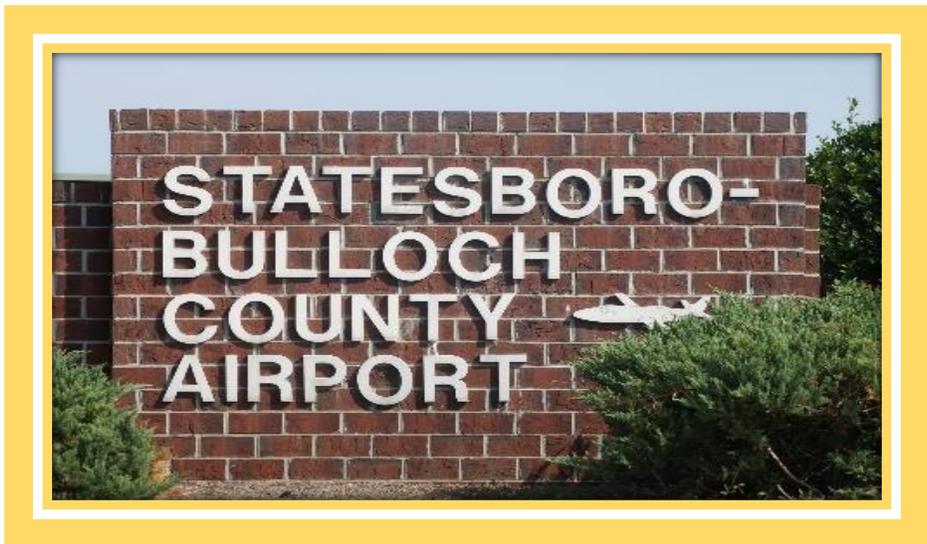
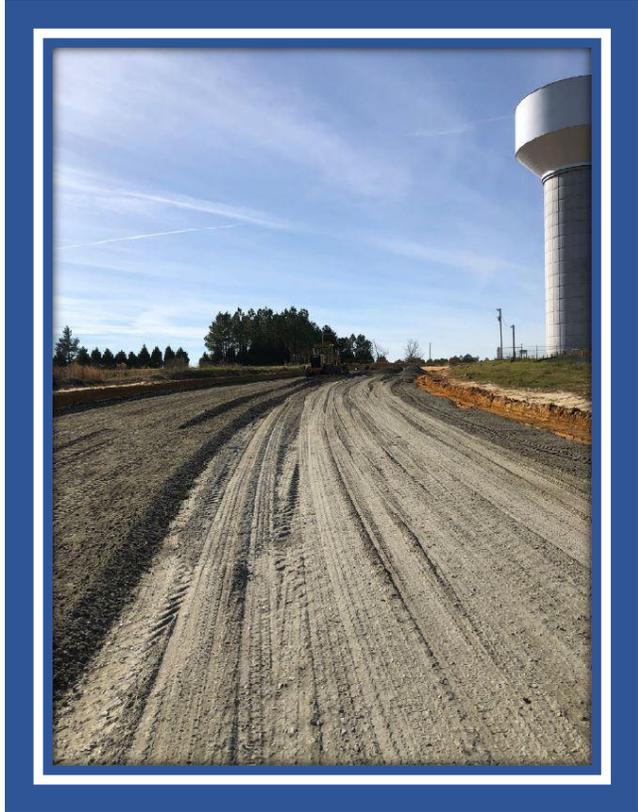
Commercial: Commercial land uses are found throughout Bulloch County, but more intensive commercial areas are concentrated in and around Statesboro. Outside of the City of Statesboro, significant commercial areas are located along U.S. Highways 301 and U.S. 80, and State Routes 24 and 25. The access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

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

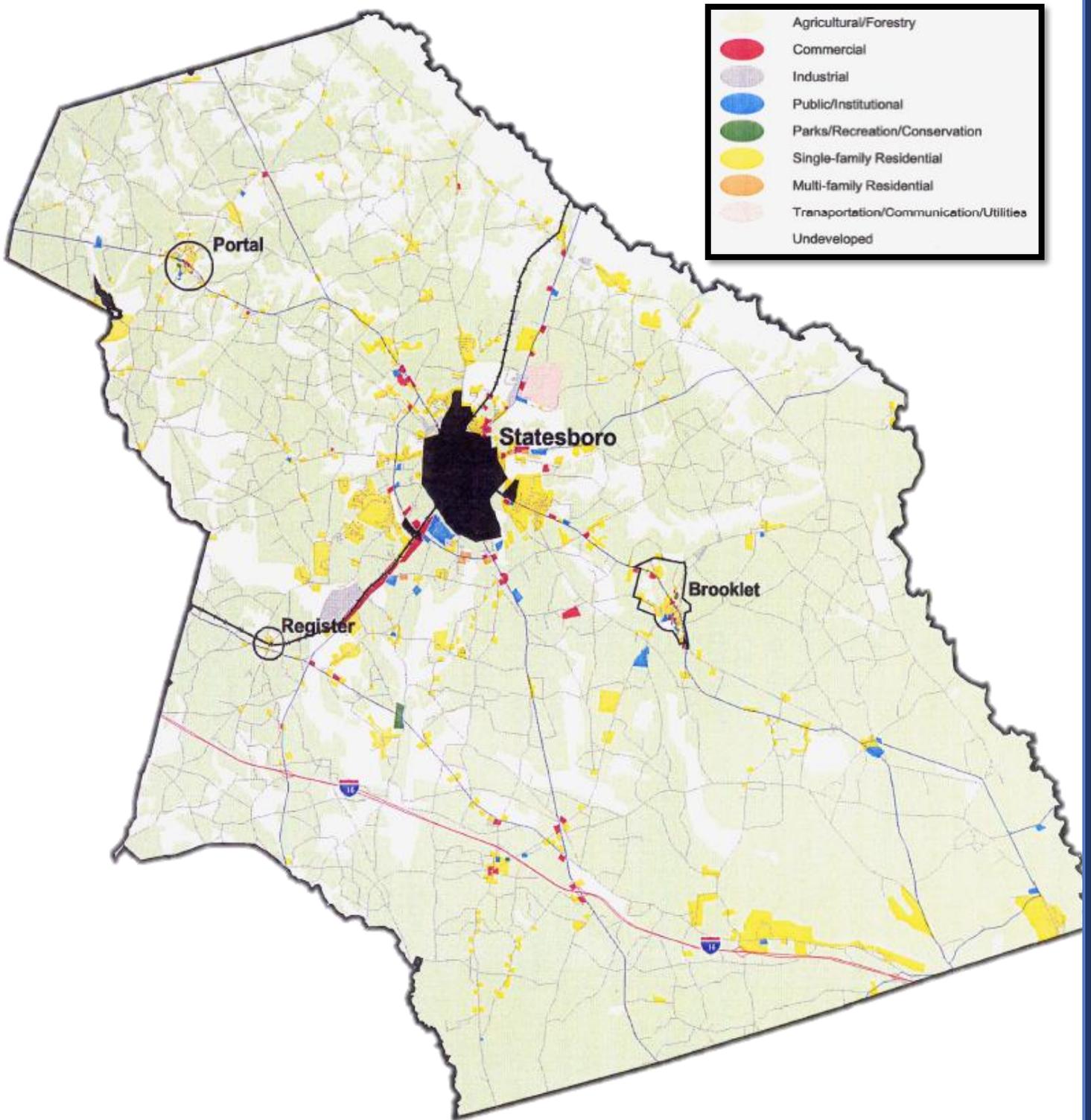
Industrial: The largest amount of industrial land use in Bulloch County is located along U.S. Highway 301, both north and south of Statesboro. Industries in both of these areas also have rail access. Smaller industries are located in various parts of Bulloch County. A new 220 acre industrial park is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

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

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



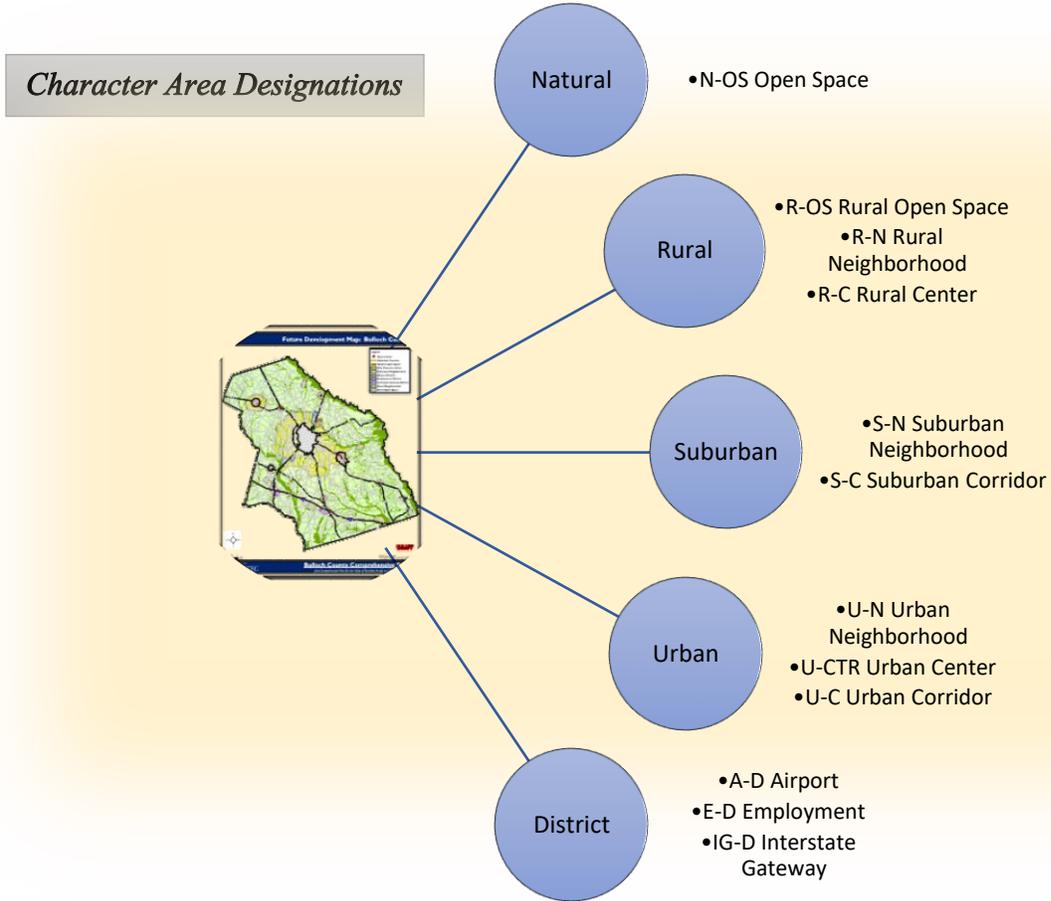
Bulloch County Existing Land Use



CHARACTER AREAS

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

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



Character Area Framework

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

- *Intent* describes the goal and policy aims of each Character Area, specifically to preserve, maintain, enhance or create a desired atmosphere.
- *General Characteristics* provide an overview of desired development pattern in relation to the Design Principles.
- *Application* provides a general description of tools or approaches that can be applied based on characteristics of the land and infrastructure.
- *Primary Land Uses* lists appropriate land uses that support the desired mix and or/type of land uses in a Character Area.
- *Applicable Zoning Districts* identifies appropriate zoning districts to use within the character area. Zoning districts in this policy component represent both currently adopted zoning districts, and where necessary, proposed districts (*in italics*) designed specifically to implement the intent of the Character Area.
- *Design Principles* describes the form and character of physical elements of the Character Area. This includes scale, which is presented in terms of low, medium and high (relative to other Character Areas in the County), site design, density/intensity, green space, transportation and infrastructure/utilities.
- *Visual Character Description* provides illustrations of the desired development character specifically for development patterns, transportation and green space.
- *Implementation Strategies* are used to link the desired physical development patterns identified in each character area with further planning studies, and/or appropriate modifications to existing development regulations, or the addition of new regulations needed to meet policy intent.

DEVELOPMENT CATEGORIES

NATURAL

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

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



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

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

RURAL

Rural character areas include Rural Open Space, Rural Neighborhoods and Rural Centers. These are areas defined by agricultural activities, low density residential uses, and limited low intensity non-residential uses where appropriate. The intent of this category is to preserve and enhance the rural character. The development pattern is defined by sparsely scattered buildings connected by a more limited road network than found in other development categories. Buildings are usually a combination of residential homes and structures for agricultural activities. Spacing between buildings is usually wide and they are separated by large tracts of land. Some rural areas may have clusters of residential buildings that are closer to one another and the street to create rural “hamlets.”

Pasture land and crop fields are appropriate. Limited commercial activity can be found at Rural Center crossroads. Non-residential uses should be limited to those that provide essential services to the rural community. Civic uses such as schools and post offices or commercial uses such as small grocery stores or farm equipment and supply stores are examples of non-residential uses. These buildings should be located on smaller lots, oriented close to the street, and clustered together to minimize the development of the surrounding rural landscape.



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

Roads typically follow contours and other natural features. Typical rural road cross sections consist of the roadway, shoulders, and ditch and swales with no curbs or sidewalks. Generally, distances between intersections is greater. The nature of the road network and low frequency of intersections limits mobility options to motorized vehicles and increases trip distance and time.

Public and utility services are limited in rural areas. Public safety services such as police, fire, and medical response are influenced by greater distances to travel and limited road connections. Civic services such as schools, community centers and post offices should be located at important crossroads. Electricity and

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

SUBURBAN

This category which includes Suburban Neighborhood and Suburban Corridor areas represent a transition between natural and rural settings and urban environments. The intent of this category is to preserve the accommodation of natural features into the built environment, but also to enhance the access to urban amenities such as jobs, commercial goods and services and public services. These character areas are typically adjacent to the municipalities, or on arterial corridors leading to municipalities.

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



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

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

Green space in suburban areas is largely located on private properties and associated with the yard area surrounding buildings, though in more affluent subdivisions there is green space, community buildings or passive recreation available through homeowners' associations. Public green space is typically in the form of parks with recreation facilities such as ball parks or small neighborhood parks, and private common interest elements in some neighborhoods, where available.

While the traditional model of suburban development is prominent, a desire for a more complete and integrated physical form is desired. New suburban development should integrate land uses (mixed-use) or mixed density where appropriate and increase the connections between land uses, reducing the influence of design around automobiles. Examples of this type of development pattern include connecting residential developments to other residential developments or commercial areas. Within commercial areas, buildings should be located closer to the street and separated from the roadway by landscaping rather than parking lots. Parking and additional commercial buildings should be located behind buildings

that front the street. Civic buildings and uses such as schools and parks should be located where commercial and residential uses connect to create suburban centers or corridors with a cluster of services and activities for a community.

URBAN



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

The development pattern of urban areas is defined by higher intensity of street connection, buildings, and land uses. Commercial areas are defined by

buildings that consume most of the lot and have little to no setbacks from the street. The building uses are typically a mixture of retail, office, and residential uses. The scale of buildings varies but is intended to frame the site with two or more stories. Residential neighborhoods are defined by shallower lots and yard setbacks than found in suburban character areas.

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

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

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

DISTRICT

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

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



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

Green space is variable in districts. Most green space is associated with landscape buffers or large open areas such as an airport runway, though there is limited to no public use for pedestrian or recreation purposes.

Utility services are an important component of district areas. Where heavy uses are located, such as industrial uses or airports, it is important that water, sewer, telecommunications and electrical services are provided. Noxious water uses, smoke, glare and noise need to be mitigated to limit negative impacts on the environment.

ALIGNMENT MATRIX ---

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

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

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

NATURAL OPEN SPACE (N-OS)

POLICIES

Intent

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

General Characteristics

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

Application

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

Primary Land Uses

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

Zoning Classifications

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

DESIGN PRINCIPLES

Site Design

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

Density/Intensity

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

Green Space

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

Transportation

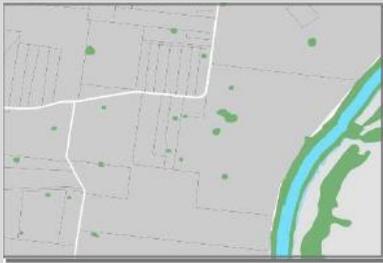
- Low pedestrian connectivity.
- Limited access with informal roadways such as unpaved roads.

Infrastructure

- Not applicable.

Visual Character Description

Development Pattern



Transportation



Green Space



IMPLEMENTATION STRATEGIES

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

RURAL OPEN SPACE (R-OS)

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

Visual Character Description

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

IMPLEMENTATION STRATEGIES

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

POLICIES

Intent

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

General Characteristics

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

Application

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

Primary Land Uses

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

Zoning Classifications

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

DESIGN PRINCIPLES

Site Design

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

Density/Intensity

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

Green Space

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

Transportation

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

Infrastructure

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

Visual Character Description

Development Pattern



Transportation



Green Space



IMPLEMENTATION STRATEGIES

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

RURAL CENTER (R-C)

POLICIES

Intent

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

General Characteristics

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

Application

- Compact small-scale development with compatible rural architecture.

Primary Land Uses

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

Zoning Classifications

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

DESIGN PRINCIPLES

Site Design

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

Density/Intensity

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

Green Space

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

Transportation

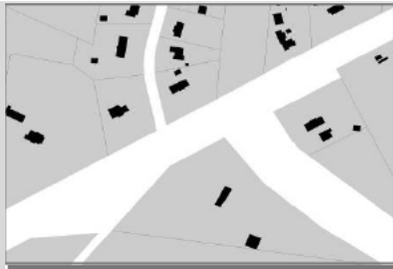
- Low pedestrian connectivity with greenways, trails, and sidewalks.
- Low-to-moderate vehicular connectivity with managed access, adequate distance between intersections and efficient and safe circulation patterns.
- Paved roadways and parking, curb and gutter and formal landscaping at the edge of public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

Infrastructure

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

Visual Character Description

Development Pattern



Transportation



Green Space



IMPLEMENTATION STRATEGIES

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

SUBURBAN NEIGHBORHOOD (S-N)

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

Visual Character Description

Development Pattern	Transportation	Green Space
		

IMPLEMENTATION STRATEGIES

<ul style="list-style-type: none"> Incorporate and incent design principles into development ordinances, or by zoning conditions. Encourage the use of planned unit developments (PUD's). Develop and promote incentives for amenities, aesthetics, and infill. Implement the Countywide Greenways Master Plan and define priorities for development.

SUBURBAN CORRIDOR (S-C)

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

Visual Character Description

Development Pattern



Transportation



Green Space



IMPLEMENTATION STRATEGIES

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

URBAN NEIGHBORHOOD (U-N)

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

Visual Character Description



IMPLEMENTATION STRATEGIES

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

URBAN CENTER (U-CTR)

POLICIES

DESIGN PRINCIPLES

Intent

- Encourage mixed uses that can create vitality, reinforce the area’s role as a central business district and local activity center, and respect and promote the established development pattern of the City center.
- Enhance existing urban centers to create a sense of place, culture, history and community.

General Characteristics

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

Application

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

Primary Land Uses

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

Zoning Classifications

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

Site Design

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

Density/Intensity

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

Green Space

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

Transportation

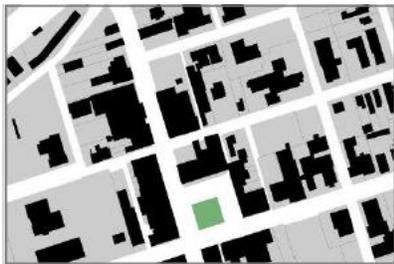
- Well-defined pedestrian environment and facilities (sidewalks/multi-use trails) with access to nearby corridors.
- High vehicular connectivity, linear street patterns, managed access, short distance between intersections and alleys, and efficient and safe circulation patterns.
- Paved roadways and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

Infrastructure

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

Visual Character Description

Development Pattern



Transportation



Green Space



IMPLEMENTATION STRATEGIES

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

URBAN CORRIDOR (U-C)

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

Visual Character Description

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

IMPLEMENTATION STRATEGIES

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

AIRPORT DISTRICT (A-D)

POLICIES

DESIGN PRINCIPLES

Intent

- Enhance and maintain the existing airport facility to accommodate air travel activity and related business facilities, while discouraging land uses and development patterns that could present conflicts.

General Characteristics

- Single or mixed use commercial and industrial uses.
- Variable building development to promote the specific needs of industrial activities or businesses.
- Managed land use, height, sound and buffering.

Application

- Locate on principal arterial where full services, public facilities and routes of potential public transportation are available.

Primary Land Uses

- Air travel facilities and related businesses.
- Industrial uses such as low-to-high intensity manufacturing and assembly, distribution, processing, wholesale trades.
- Planned business or industrial parks.

Zoning Classifications

- LI, HI, GC, HC, PUD

Site Design

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

Density/Intensity

- Limited civic buildings.
- 1-2 story buildings.
- Moderate to high floor area and impervious surface ratios.

Green Space

- Formal landscaping and appropriate buffers between the airport and built areas to limit negative noise and visual impacts to surrounding areas.
- Moderately dense street trees, bushes and planting strips.
- Passive open space or recreational uses.

Transportation

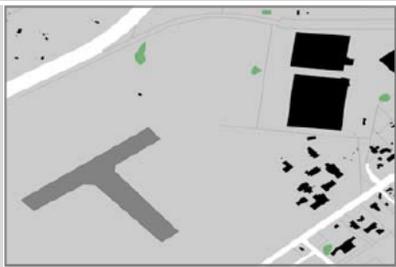
- Moderate to high vehicular connectivity with managed access, accommodation for heavy vehicles, limited connections to surrounding development and efficient and safe circulation patterns.
- Limited pedestrian environment and facilities due to nature of vehicular traffic.
- Paved roadways and parking (on-site), curb and gutter, streetscapes and streetlights.

Infrastructure

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

Visual Character Description

Development Pattern



Transportation



Green Space



IMPLEMENTATION STRATEGIES

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

EMPLOYMENT DISTRICT (E-D)

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

Visual Character Description



IMPLEMENTATION STRATEGIES

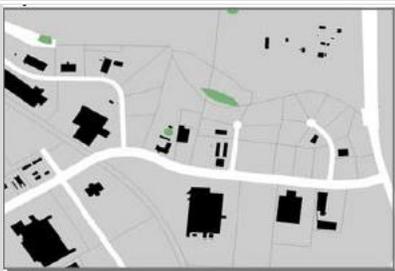
- Incorporate and incent design principles into development ordinances, or by zoning conditions.
- Prepare a revitalization or redevelopment study in advance of physical decline in existing employment districts.

INTERSTATE GATEWAY DISTRICT (IG-D)

POLICIES	DESIGN PRINCIPLES
<p align="center"><u>Intent</u></p> <ul style="list-style-type: none"> Enhance and maintain existing highway commercial businesses associated with interstate interchanges to define a visual gateway to Bulloch County, and create industrial or large business facilities to take advantage of the I-16 access and proximity to Savannah’s port and shipping facilities. 	<p align="center"><u>Site Design</u></p> <ul style="list-style-type: none"> Deep to moderate building setbacks using building structures to frame the site. Moderate to high lot coverage and building footprints related to lot size. Master planned projects that consider quality architectural building design with attractive facades, controlled aesthetics, and context sensitive infrastructure.
<p align="center"><u>General Characteristics</u></p> <ul style="list-style-type: none"> Potential to accommodate large auto oriented commercial and industrial uses catering to I-16 traffic and nearby workforce. 	<p align="center"><u>Density/Intensity</u></p> <ul style="list-style-type: none"> Limited civic buildings. 1-8 dwelling units per acre. 1-4 story buildings.
<p align="center"><u>Application</u></p> <ul style="list-style-type: none"> Planned development for industrial, commercial and residential uses for workers and travelers. Locate on principal arterial where full services, public facilities and routes of potential public transportation are available. 	<p align="center"><u>Green Space</u></p> <ul style="list-style-type: none"> Formal landscaping and appropriate buffers between built areas to limit negative noise and visual impacts to surrounding areas. Moderately dense street trees, bushes and planting strips.
<p align="center"><u>Primary Land Uses</u></p> <ul style="list-style-type: none"> Single or multi-family residential (PUD only). Interstate oriented commercial uses. Industrial uses such as low or high intensity manufacturing, assembly, distribution, processing, wholesale trade, etc. Planned business or industrial parks. 	<p align="center"><u>Transportation</u></p> <ul style="list-style-type: none"> High vehicular connectivity with managed access with frontage roads, accommodation for heavy vehicles, landscaped parking, limited connections to surrounding development and efficient and safe circulation patterns. Moderate pedestrian environment and facilities (sidewalks/bicycles/multi-use trails). Paved roadways and parking (on-site), curb and gutter, sidewalks, streetscapes and street lighting.
<p align="center"><u>Zoning Classifications</u></p> <ul style="list-style-type: none"> HC, LI, HI, PUD, Interstate Overlay 	<p align="center"><u>Infrastructure</u></p> <ul style="list-style-type: none"> Municipal water (and/or sewer). Abundant public utilities. Low impact development.

Visual Character Description

Development Pattern



Transportation



Green Space



IMPLEMENTATION STRATEGIES

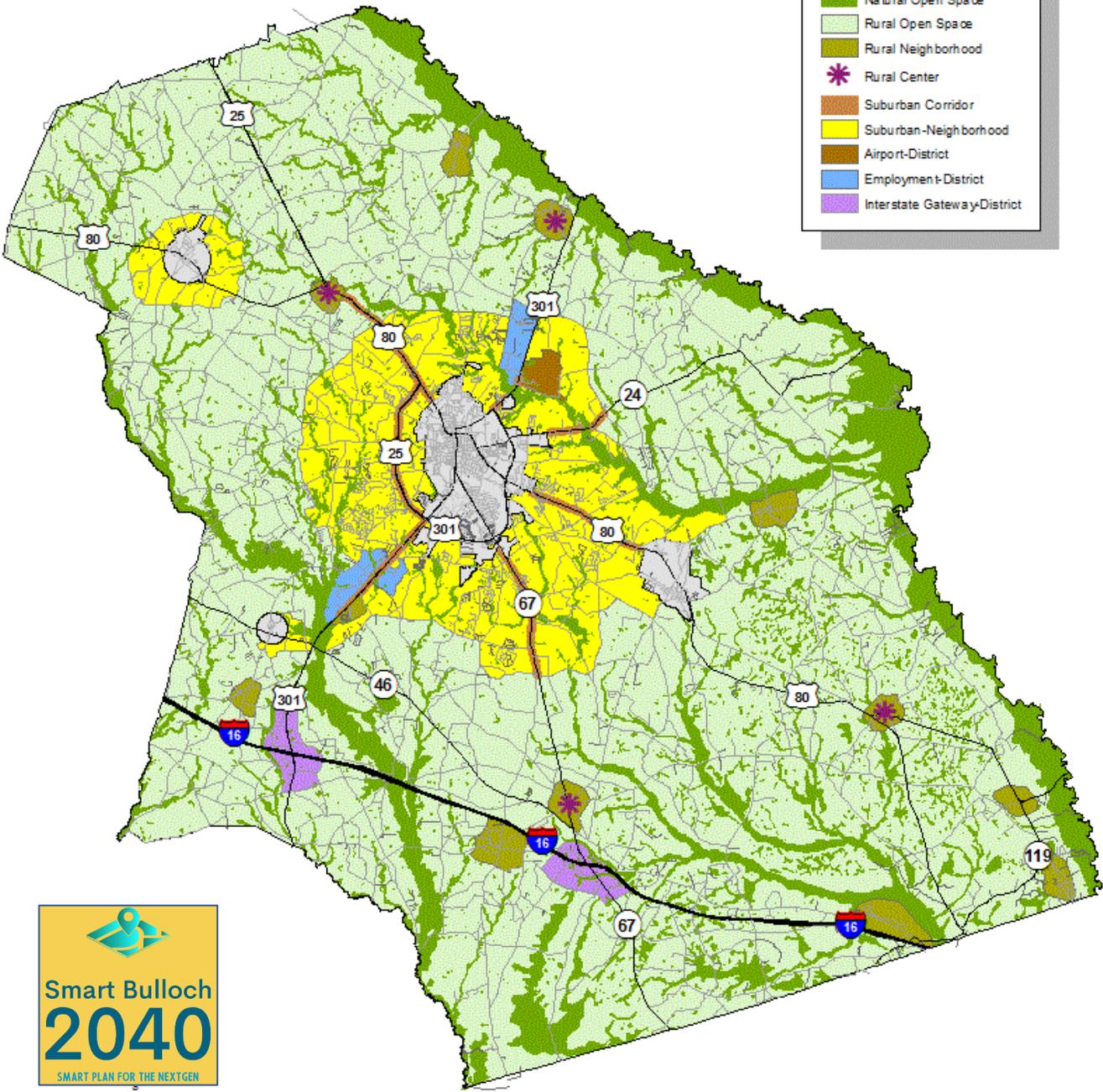
- Continue to implement the redevelopment plan for the I-16/U.S. 301 Interstate Gateway District.
- Prepare a redevelopment plan to establish a similar district at I-16 and State Route 67.

FUTURE DEVELOPMENT MAPS

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

Future Development Map: Bulloch County

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



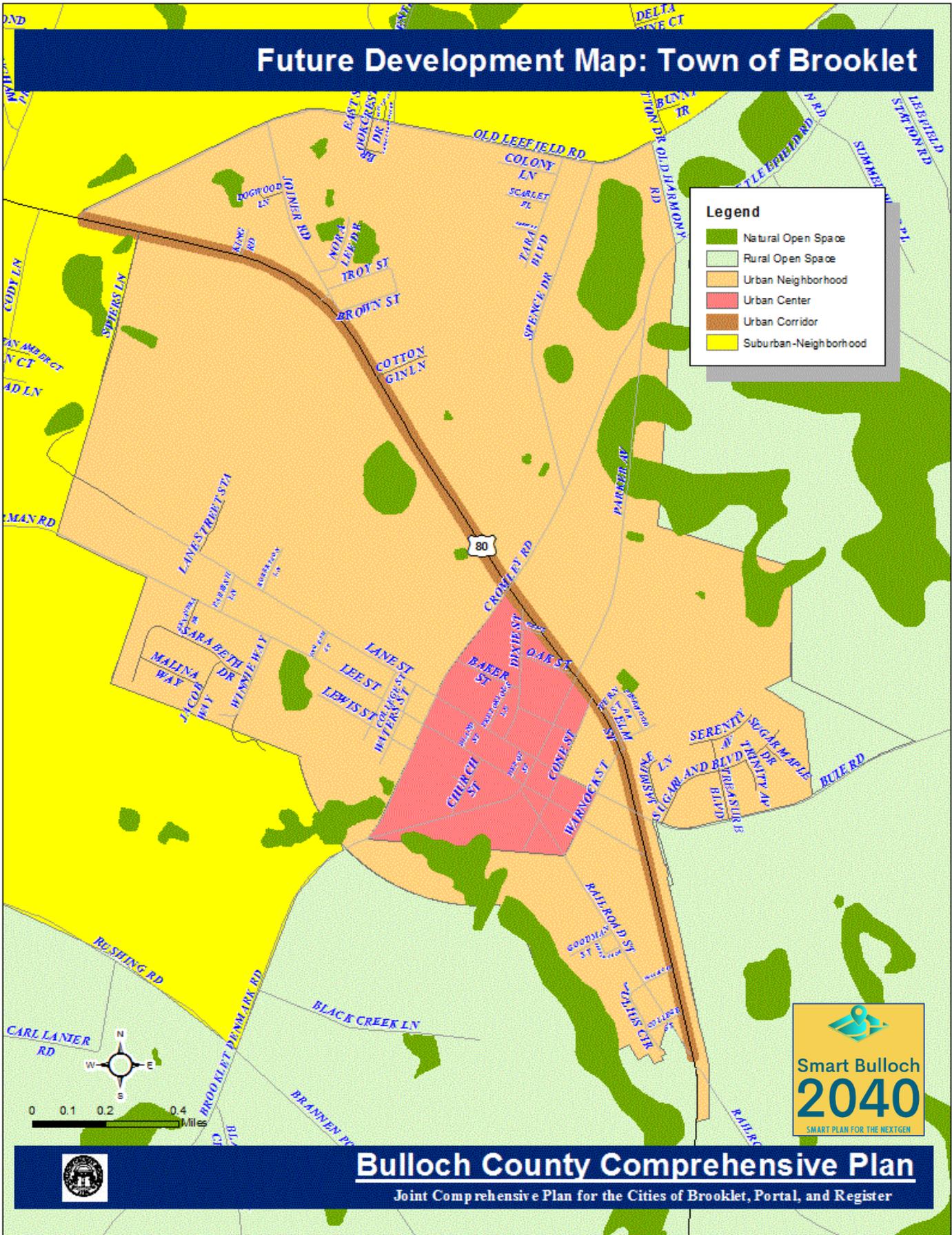
0 1.25 2.5 5 Miles



Bulloch County Comprehensive Plan

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

Future Development Map: Town of Brooklet



Bulloch County Comprehensive Plan

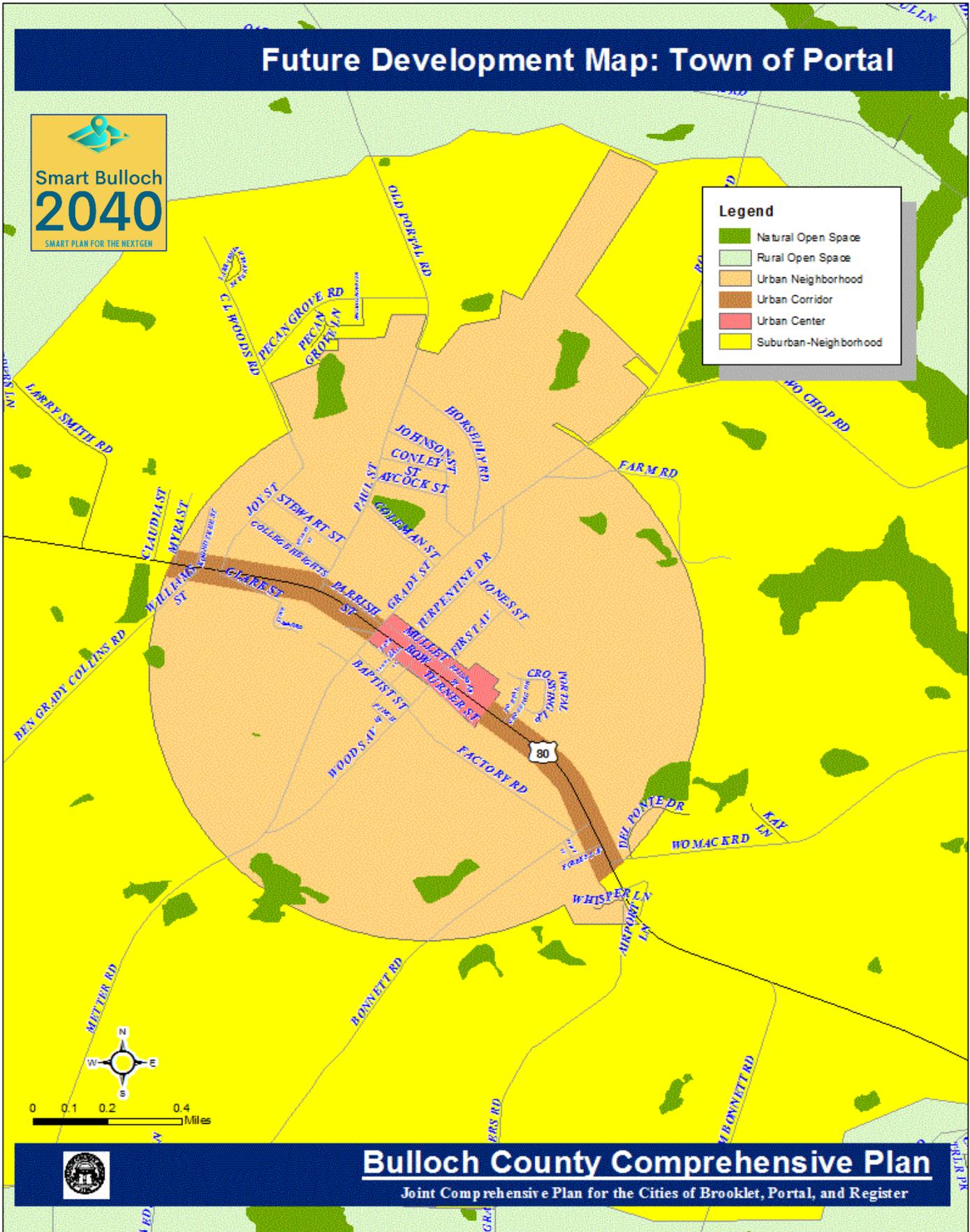
Joint Comprehensive Plan for the Cities of Brooklet, Portal, and Register

Future Development Map: Town of Portal



Legend

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



Bulloch County Comprehensive Plan

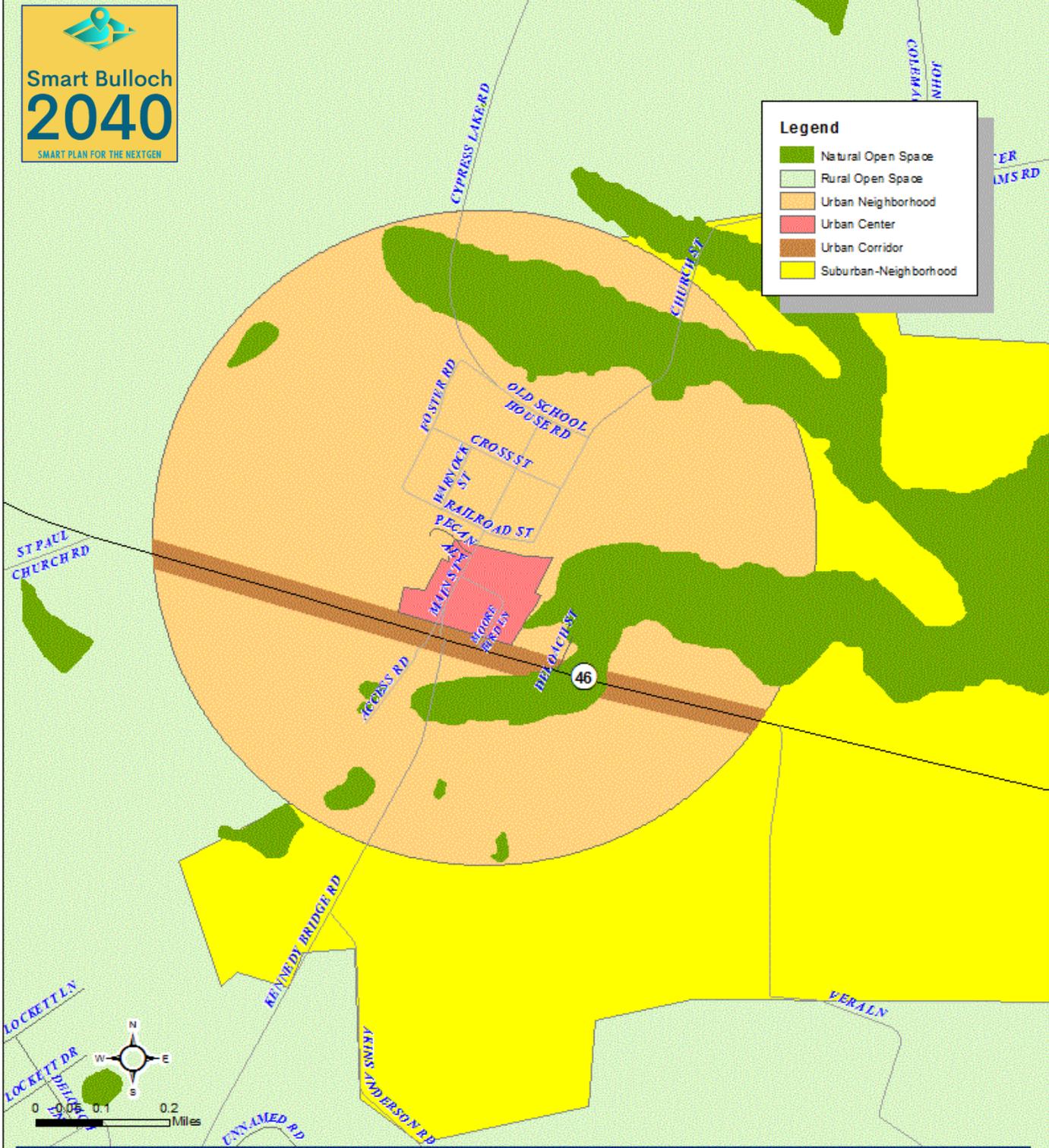
Joint Comprehensive Plan for the Cities of Brooklet, Portal, and Register

Future Development Map: Town of Register



Legend

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



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