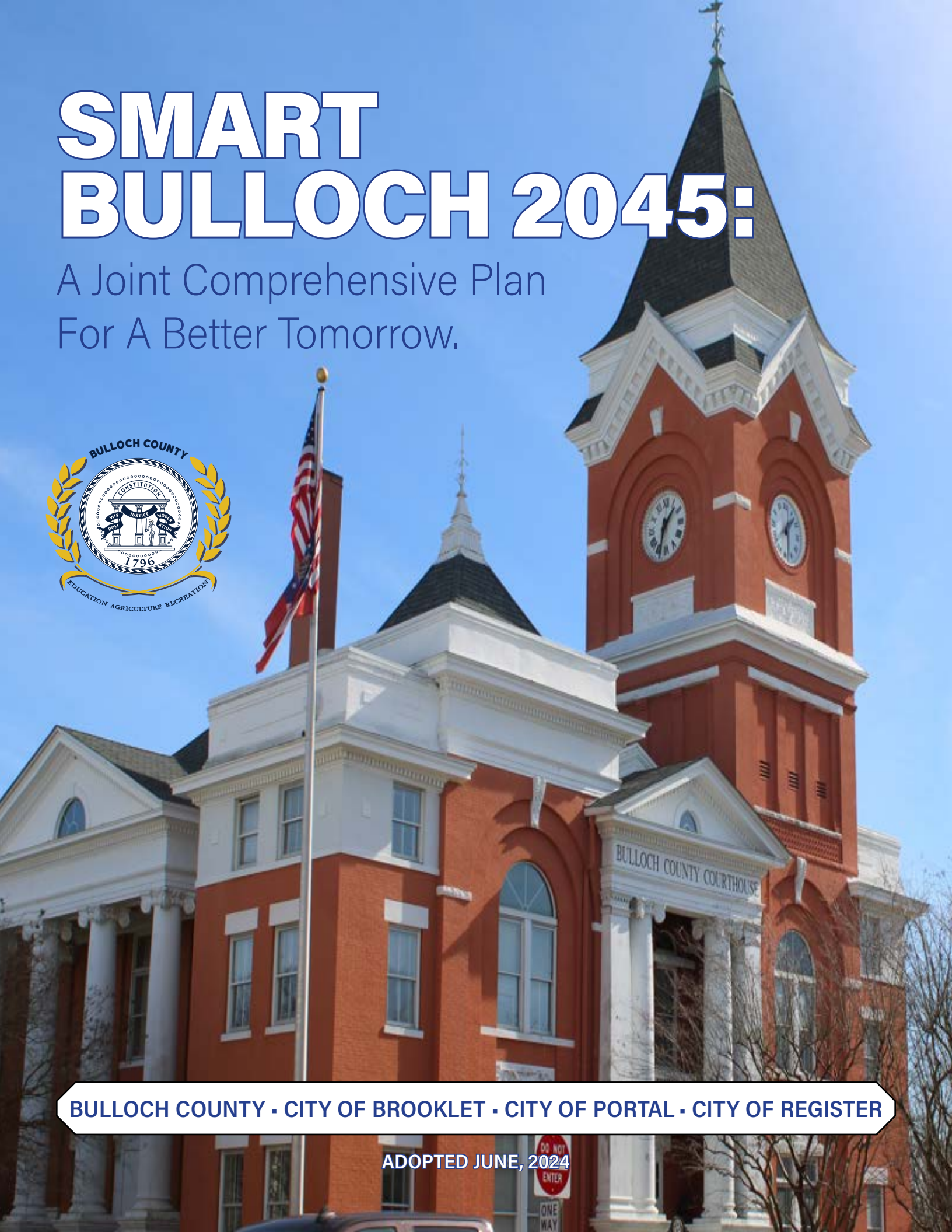
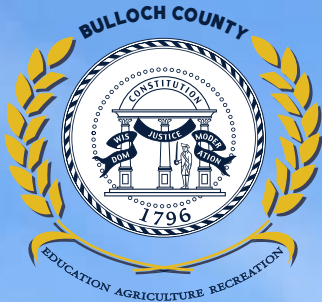


SMART BULLOCH 2045:

A Joint Comprehensive Plan
For A Better Tomorrow.



BULLOCH COUNTY COURTHOUSE

BULLOCH COUNTY • CITY OF BROOKLET • CITY OF PORTAL • CITY OF REGISTER

ADOPTED JUNE, 2024



ACKNOWLEDGEMENTS

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

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EXECUTIVE SUMMARY

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EXECUTIVE SUMMARY

OUR PLAN

Welcome to the SMART BULLOCH 2045 PLAN. This Comprehensive Plan update is both visionary and strategic, articulating our aspirations for the future of Bulloch County and the cities of Brooklet, Portal and Register. It is also a toolbox of ideas that guide policy and decision-making for community investment and land use.

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

PLANNING IMPLEMENTATION TOOLS MANAGEMENT TOOLS

- Promote a strong, healthy community.
- Provide a common vision for the future of the community.
- Set priorities.
- Determine future initiatives for civic investments.
- Guide to amending policies and regulations.
- Assist in forming public budgets and capital improvements programs.
- Protect property rights while supporting and accommodating economic development.
- Promote orderly and rational development that is economically viable.
- Manage growth and development.

PLANNING AND DESIGN TOOLS

- Create certainty about where development will occur.
- Strategically locate future developments in relation to public infrastructure.
- Achieve development patterns that are orderly, rational, physically attractive and economically viable.
- Gauge future impacts of assumed growth due to Hyundai Metaplant locating in neighboring Bryan County.
- Preserve important natural, cultural and historic resources.
- Encourage infill and redevelopment.
- Create a sense of place.
- Provide transportation alternatives.
- Target planning for special districts or areas.
- Establish a baseline for future housing initiatives.



This Comprehensive Plan update serves the purpose of meeting the intent of the Georgia Department of Community Affairs' (DCA) "Minimum Standards and Procedures for Local Comprehensive Planning". Preparation in accordance with these standards adopted October 2018, is an essential requirement in maintaining status as a Qualified Local Government (QLG). QLG status allows communities to remain eligible for state-aid assistance programs. Bulloch County, Brooklet, Portal and Register are required to update their Comprehensive Plan every five years, along with their Community Work Program. Additionally, well prepared and implementing local governments which are able to demonstrate significant and local successes based on their Comprehensive Plan are eligible to receive the Department of Community Affairs' PlanFirst Community designation. While the City of Statesboro updates its comprehensive plan independently, this joint comprehensive plan process considers Statesboro's presence and importance to the community, where appropriate. The SMART BULLOCH 2045 PLAN is designed to address the following required by the minimum planning standards.

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS MINIMUM PLANNING STANDARDS

PLAN ELEMENTS

- Community Goals
- Needs and Opportunities
- Community Work Program
- Broadband Services
- Economic Development
- Land Use
- Transportation
- Housing

OTHER FACTORS

- Community Involvement
- Consideration of the Coastal Regional Water Plan
- Procedures for Plan Review, Adoption and Maintenance

The SMART BULLOCH 2045 PLAN represents a new way of thinking. The plan integrates three (3) primary SMART themes. SMART GOALS are meant to create attainable objectives and strategies that are notably reflected throughout the plan and the Community Work Program. We are a SMART COMMUNITY that educates, recreates and innovates. The participation process used to build this plan by some of Bulloch County's "super-smart" people has identified a vision for each jurisdiction. SMART PLANNING addresses both state mandated or recommended topic specific elements. For each jurisdiction, key needs and opportunities have been assigned a prioritized goal-oriented policy and implementation framework. This framework also addresses the Quality Community Objectives required by the minimum planning standards of the Georgia Department of Community Affairs.

THEME 1 - SMART GOALS

- Specific: Target an area for improvement.
- Measurable: Quantifiable, measurable or key performance indicators, where possible.
- Achievable: Identify responsible parties.
- Relevant: What results can feasibly be achieved?
- Time-Bound: When will the results be achieved (fiscal/calendar year, or on-going)?

THEME 2 - SMART COMMUNITY

- The plan ensures we remain vigilant of emerging technologies and the relationship for community development in our broadband element.
- The plan illustrates Bulloch County is poised to expand our educational opportunities and attract a highly skilled workforce.

- The plan promotes sustainability with scalable implementation resulting in an improved quality of life and “smart” local government services.

THEME 3 - SMART PLANNING

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

OUR COMMUNITY **BULLOCH COUNTY**

Bulloch County originated as a sparsely settled frontier in 1796. By the late 19th century, it began to grow as an agricultural community built on railroads shipping out timber, “Sea Island” cotton, naval stores and other agricultural products. In 1903, the county seat of City of Statesboro was incorporated. By 1906, community leaders solicited the State of Georgia to allow Statesboro to host what grew into a small teacher’s college. Everything changed in 1982 when a man named Erskine (“Erk”) Russell arrived to town to coach football at what was then Georgia Southern College. After his arrival, Statesboro and Bulloch County were never the same. County residents are proud to be the home of Georgia Southern University, the flagship post-secondary institution of South Georgia with an enrollment of 25,500 students. The impact of Georgia Southern University cannot be underestimated for modern Statesboro, Bulloch County and the region. A study has estimated the regional impact of the University for Bulloch and surrounding counties to be nearly \$1 billion and is responsible for creating over 10,000 jobs above its direct employment base of over 1,800 workers. The international influence to the area is also significant with students from 98 countries enrolled in 2022.

Bulloch County, centered around its county seat of Statesboro, has positioned itself to provide an exceptional quality

of life that includes ample cultural amenities, economic and educational opportunities to its citizens, southern charm to its visitors, and progressive, yet fiscally conservative governance. It is also one of the largest counties geographically in the state comprised of 682 square miles, supporting a rich legacy of agriculture, forestry and natural resources. The community seeks to balance the retention of pastoral scenery of the lower coastal plain forthcoming growth from the Hyundai Metaplant and its suppliers.

Located on the fringe of the expanding Savannah metro area, Bulloch County is now home to 83,059 residents, more than doubling its population since 1980. Bulloch County is the Coastal Region’s third fastest growing county behind Bryan and Effingham and is the third most populous behind Chatham and Glynn. Its annual growth rate is twice as fast that of the region as a whole and outpaces the state’s overall growth rate. Bulloch County remains ranked in the top 20% of Georgia’s fastest growing counties. It is estimated that approximately 50,000 persons reside within five miles of the very center of the City of Statesboro. According to current census data, Statesboro’s population is now estimated at 34,353. With growth trends continuing at the current rate or increasing, it may be possible for Statesboro and adjoining areas to reach the status of a small



metropolitan statistical area (MSA) after the next decennial census (2030). Population projections within this plan will illustrate various scenarios of growth; each scenario displays the likeliness of reaching an MSA.

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

While the county has among the most paved roads of any in the state, the county also has the most dirt road mileage of any other county in Georgia. Therefore, the county invests

significant funds in road maintenance and construction. Since county forces can construct roads to pavement ready status, this brings substantial cost savings for local road improvement projects. However, insufficient transportation funding and less demand for dirt road paving now causes the county to consider other types of operational surface transportation improvements. A single county TSPLOST referendum was approved in 2018 and reauthorized by voters in 2023. This funding source has allowed for improved maintenance opportunities countywide.

The Statesboro-Bulloch County Airport, located just north of Statesboro, has emerged as an important transportation and economic development asset. The airport handles over 18,000 aviation operations annually. It is progressively becoming one of Georgia's best Level III general aviation public airports. An aggressive expansion program began in the mid-1990's that includes modern navigation systems, several new hangars (including a corporate hanger), taxi-lanes and runway improvements, and on-going terminal

improvements. During the last two decades, these multi-million-dollar investments have helped to make its operations self-funding through increased fuel sales, landing fees and hanger rentals. As industries and supplemental commerce become rooted from the recent economic developments, the airport is likely to consider additional commercial activities.

As a part of our long-standing master greenways plan, the S & S Greenway boasts 3.1 miles of a completed paved walking trail. The route, originally traveled by the Savannah and Statesboro Railway, has become a regional attraction for pedestrian and cycling enthusiasts. Desirable housing has located along the greenways including a commercial fitness center. Coupled with a 2-mile expansion, partially funded by a federal grant award, the City of Brooklet plans to use a portion of the Right of Way to locate a municipal sewer line to the city. While the phase III expansion terminus will be short of the city limits of Brooklet, an additional phase to downtown Brooklet is likely as funding becomes available.



This project also links to Statesboro's multi-use pedestrian McTell Trail, and eventually a multi-use trail being developed by Georgia Southern University. As a result of an annexation agreement with the City of Statesboro, the city expects

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

Recreation and leisure opportunities are abundant in Bulloch County. The Bulloch County Parks and Recreation Department is one of the oldest and most prestigious recreation organizations in the state. The department maintains and operates eight recreation areas encompassing more than 200 acres, and also oversees a multitude of unique infrastructure and facilities at these parks.

Recreation activities organized through the Bulloch County Parks and Recreation Department have increased year over year in Portal. With the trend likely to continue, additional facilities are desired. Additional amenities identified include an indoor recreation facility, pickleball courts, pas-

sive parks, and active sports fields. Currently the southeast Bulloch area lacks the facilities warranted if growth patterns are realized over the next twenty years.

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

Mill Creek also features what has turned out to be its marquee attraction, the Splash in the 'Boro Family Aquatic Center. The facility originally consisted of an 800-foot long lazy river, a 7,000 square foot low-depth play pool with spray features; a leisure pool six feet deep at the deepest; three water slides, concessions facilities and shade structures. There are also lap pools and a therapy pool that provide winter activities. A major expansion was undertaken in 2008 adding a new tot slide and spray ground in the existing island area of the leisure pool. The river area was expanded on the west side of the park to add a zero-beach entry and sunning area. Also, a new four-lane mat racer slide and a simulation "surf-rider" was installed which provide extreme thrill rides for the teen market. A second expansion was undertaken in 2016 that added a million-gallon wave pool, new concession areas and an expanded admissions and car drop off area to accommodate increased attendance. These expansions were funded by debt service to be paid from generated revenues. Annual attendance exceeds 150,000 during a 12-week period in the summer.

Bulloch County's vast geography guarantees its place as a leader in agribusiness in Georgia, even if Statesboro and south Bulloch County evolve as a small metropolitan area. The County is ranked 3rd highest in the state in total farm acreage with over 206,000 acres and ranked 28th in total farm gate value in 2022 of the commodities in Georgia. Bulloch County ranked 10th for row and forage value. The county's farms provide a venerable mix of row crops, livestock and poultry. New products have also been introduced in the last generation including sweet carrots and onions. Franklin

Citrus Farm has found some recent notable success reviving Satsuma production. With a network of retailers across several states and online sales the Franklin Citrus Farm has merged forgotten traditions with commercial success.

Supporting the ideas of local agriculture success and utilizing our community assets, Bulloch County has completed the long-awaited multi-purpose arena in 2020. The arena has become an overnight success for the agriculture community and has hosted numerous community events such as Public Works Touch-a-Truck, Trick or Treat sponsored by the Bulloch County Parks and Recreation Department, political rallies, and livestock rodeos and shows.

Our community experienced a period of significant industrial and commercial growth during the 1990's. Companies including Wal-Mart, Briggs and Stratton and Viracon chose to locate in our state-of-the-art industrial park. Over the next decade, other industries filled available parcels within the Gateway Industrial Park. Over the years, the Development Authority of Bulloch County was authorized to purchase adequate acre-

age to establish a new industrial park along Interstate 16 to capture the tremendous demand for easily accessible, truck oriented industrial prospects. A partnership was established between Bulloch County and the City of Statesboro to extend water and sewer services to the Bruce Yawn Commerce Park. This foresight has positioned Bulloch County and specifically the US 301 corridor, to become a booming industrial center along I-16. In February 2022, the first of five industries soon to locate in Bulloch County was announced. Aspen Aerogels, an industrial insulation manufacturer, plans to hire 250 advanced manufacturing jobs upon completion. Soon after this announcement, Governor Brian Kemp announced neighboring Bryan County would be the future location of the Hyundai Motor Group Metaplant for the production of electric vehicles. By the end of 2022, Bulloch County was selected as the future location of three Hyundai related part suppliers. These include Joon Georgia, Ecoplastics, and Hanon Systems. In the first quarter of 2023 the growth trend continued with a new industrial facility to be located in Bulloch County; creating an additional seventy jobs for the community. Revalyu plans to invest 50 million US dollars to develop the initial phase and will process over 225,000 pounds per day of used PET plastic waste. In total, the community is poised for tremendous growth and anticipates sustained residential and commercial growth to fulfill the workforce needs of over 1,500 recently announced jobs.





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

Brooklet, known for its avenues of oak trees, took shape at the end of the 19th century. Optimistic citizens built the new town beside the recently completed Savannah & Statesboro Railroad (now a planned multi-use trail route). An early resident asked the U.S. Post Office to accept the name of Brooklet for the new town, since a brook ran through it. Brooklet has become a thriving community growing with a population of 1,704 residents (2020 Decennial Census). Brooklet and its surrounding area have become a magnet for new residents, given its close proximity to

Statesboro.

Teamed with a desirable school district, proximate location in southeast Bulloch County, and the development potential of land near the city limits, the growth trend for Brooklet is expected to remain high. City leadership, with state aid, was able to secure funding for the sewer service extension from the City of Statesboro into the historic downtown of Brooklet. The near \$6 million project will provide a maximum capacity of 300,000 gallons per day or 1,000 equivalent residential units. Future service provisions will be needed overtime depending on the type of growth realized by the city.

The City of Brooklet provides a 24-hour Police Department staffed by five full-time officers, including a chief. Other services include sanitation, water utility, Public Works, Municipal Court and development/permitting. Additional service needs have been identified to include a city administrator and a full-time planning and zoning administrator.

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

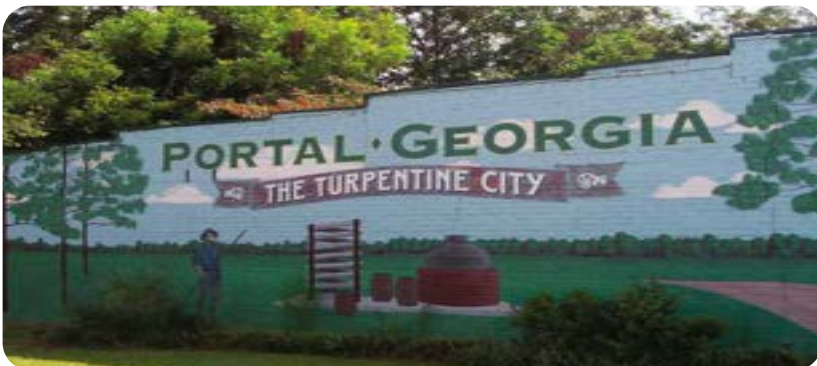
CITY OF PORTAL

Portal was established as a settlement in 1819 but incorporated in 1914. The origin of the City's name is unknown. However, it is thought by residents that the naming references the City as the "portal" into Bulloch County, as it is located in the far northwest section of the county. It is located approximately twelve miles northwest of Statesboro on U.S. Highway 80, and geographically consists of 2.2 square miles within its boundaries. Portal also has a growing population of 622 residents (2020 ACS estimate).

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

The City of Portal offers basic services including a police department, sanitation services, a municipal water utility, a municipal court and zoning. Sewer service is available within most of the City due in part by grant funding from the State of Georgia. This is a unique offering in Bulloch County and will provide unique opportunities for mixed use development. Fire, recreation and recycling services are offered by Bulloch County.

In 1982, Portal established what is now a long running community event known as the Catface Turpentine Festival. The festival celebrates the history of turpentine at the historic E. C. Carter turpentine museum. Although turpentine has many uses including ingredients in cosmetics and chewing gum, the commercial viability of turpentine production is virtually lost in time. Portal aims to be an educational bastion for the turpentine trade. The annual festivities include a parade, arts and crafts, entertainment and tours of a local turpentine museum where some stills and demonstrations are featured



CITY OF REGISTER

Register is located approximately eight miles southwest of Statesboro on Georgia State Route 46, and geographically consists of 0.8 square miles within its boundaries. Its current resident population is estimated at 209.

Originally a turpentine community centrally located amongst row crop fields and nearby transportation allies, Register began to grow at the turn of the century. Register was settled in 1855, but was earlier known as Bengal, then Herschal. The settlement was later named for Franklin P. Register, who became the City's postmaster. The City's population grew to 400 when the intersecting Register & Glenville Railroad branch were completed in 1901, and products bolstered the City's commercial growth in Register. By this time cotton farming growth further. The 1950s railroad spelled the end of most commercial growth in Register. However, local citizens sought and achieved official incorporation as a City in 1982, and in 1992, the City engaged in restoration efforts to preserve vital pieces of its local history. Today, City Hall property originally designated for commercial business. The building highlights the desire for the community to remain rooted in its long history while moving forward to the modern times and likely growth.



Register twentieth century. Register was known as Bengal, then Herschal. for Franklin P. Register, who became the City's postmaster. to 400 when the intersecting and a Central Georgia Railroad jumpstarting the local economy. and products bolstered the City's witnessed the decline of the commercial growth in Register. and achieved official incorporation the City engaged in restoration of its local history. Today, City Hall property originally designated historic appearance of the modern

The City of Register offers basic services including a municipal water utility and public works. Fire, recreation and sanitation and recycling services are offered by Bulloch County. Because of its smaller size and other factors, its character is likened to other unincorporated rural neighborhoods and centers in Bulloch County included and described in the section below. The City seeks to capitalize on recent economic developments within the County, and due to proximity to Interstate 16 and US Highway 301, Register may be positioned for a mix of commercial and residential growth. Long term, a sewer service hook-up to the City of Statesboro's sewer line along US 301 may provide an avenue for balanced growth along the corridor.

RURAL CENTERS

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



OUR PEOPLE

POPULATION AND DEMOGRAPHICS

As previously stated, Bulloch County's population stood has increased to 84,327 in 2023. Brooklet, Portal, Register and Statesboro have all benefitted from this continuing population growth. From statistics provided by the Census Bureau's American Community Survey, county-wide population characteristics are highlighted in the following boxes below.

BULLOCH COUNTY POPULATION CHARACTERISTICS

AGE

Median Age is 29.5

Georgia Southern University is an influence. The median age in Bulloch County is increasing, but still lower than the state (37.6) and nation (39).

CITIZENSHIP

97.9% of Bulloch County residents are US citizens

This was higher than the national average of 93%.

RACE AND ETHNICITY

Hispanic/Latino and Asian residents are growing at a faster rate than other groups

Since 2000, Hispanic/Latino and Asian races combined have increased in proportion from 2.7% of the county-wide population to 5.3% at an equivalent growth rate. 70% of the 3,452 persons in these two groups are Hispanic/Latino.

NON-ENGLISH SPEAKING

3.0% Speak a non-English language

Lower than the national average of 16.7%. The most common non-English language spoken is Spanish, closely followed by Korean and Arabic of the non-English speaking population for which poverty levels could be determined, 38.2% of Spanish speakers were in poverty.

EDUCATION

89.8% of residents 25 years or older have a high school degree or higher

31.2% have a bachelor's degree or higher, and 7.6% have no degree. These rates are consistent with Georgia and the nation however these figures have significantly improved since 2019. Brooklet and Statesboro tend to have slightly higher educational attainment than the balance of the county.

HOME OWNERSHIP

53.1% of housing units are renter occupied

56% of the county's 16,902 renter occupied units are in the City of Statesboro where 79% of Statesboro's housing units are renter occupied. Home ownership rates are highest in Register (65%), followed by the unincorporated areas (62%), Portal (58%) and Brooklet (65%). A significant cause for concern is 23.1% of homeowner occupied housing report a mortgage cost of 35 percent or greater as a percentage of household income. The indicators exhibit some cost burdened housing although some over representation may be caused by the Georgia Southern University student population.

HOUSING VACANCIES

Homeowner vacancy rate is 0.0%; while renter-occupied vacancy rate is 2.5%

Homeowner and rental vacancy rates have decreased dramatically since 2019, signaling a market absorption and undersupply. Traditionally this market scenario leads to increased rental rates and housing cost pressures for lower income citizens.

VETERANS

There are 4,724 veterans residing in Bulloch County

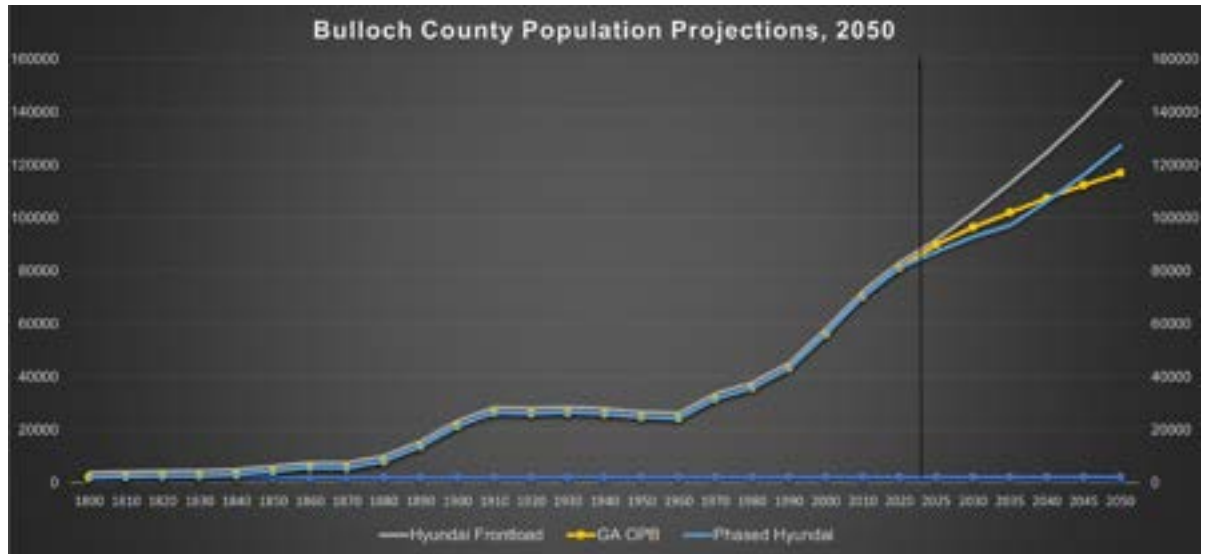
This represents more than 5.6% of the population.

HEALTH OUTCOMES

Ranked #40 of 159 Georgia Counties

According to the Robert Wood Johnson Foundation, Bulloch County ranks 40th out of 159 Georgia counties in measured population health outcomes, 29th in length of life, 51st in quality of life, 77th in clinical care and 65th in health behaviors. Of these factors and rankings, Bulloch County improved significantly in four out of the five variables. Our clinical care ranking, associated with affordable quality healthcare, ranks six steps below the 2019 data.

Since Bulloch County's humble beginnings as a frontier county, the population has continued to have a steady growth trend. The local economy prior to the industrial wave in the 1990's was highly dependent on the fertile field and the coastal climate to produce various row crops and timber. Beginning in the 1960's, Bulloch County experienced higher percentages of growth per decade. As previously mentioned, the reintroduction of football at Georgia Southern College began an acceleration of growth by introducing Georgia Southern as a regional (soon to be) university and caused increased enrollment from the Atlanta Metro area. Georgia Southern was granted University status in 1990 and shortly after, multiple industries located in Statesboro including Briggs & Stratton and Wal-Mart Distribution. Assuming a traditional growth rate similar to historical trends dating to the 1960's, Bulloch County population growth can be assumed as a near 10% increase each decade. The 2040 plan projected that growth likely concentrated in and around Brooklet and Statesboro with some rural development in the suburban neighborhood character area. Due to factors such as COVID-19 and a national trend of increased work from home policies, Bulloch County experienced housing growth and concentration of out-of-state families locating to the area. Some locations for development were unexpected in the 2040 plan and will be evaluated with this update in Chapter 7 to determine additional growth areas. Additionally, the Hyundai Motor Group and Georgia Governor Brian Kemp jointly announced the siting of an electric vehicle car plant in adjacent Bryan County, only four miles from the county boundary. With the addition of 8,500 jobs at the meta plant and similar amount of positions created in the region, the growth trends of our past will be accelerated. For this Comprehensive Plan update, staff considered various datasets and scenarios to formulate a reasonable growth model for the county. Figure 1 represents three scenarios for growth. First, the Governor's



office of Planning and Budget is responsible for producing population projections for the state. This model utilizes multiple socioeconomic and demographic figures such as cohort modeling to develop the projections. The 2023 projections anticipate Bulloch County will grow to 112,300 people by 2045. Of our three projections displayed, this figure is the lowest and may vary by the number of anticipated Hyundai and related supplier impacts. Second, staff examined Bulloch County growth in a traditional trend of growth utilizing numbers beginning in 1970 to 2020. The linear forecast function with Microsoft Excel projects a population of 104,926 in 2045. As a second step, staff input phased Hyundai jobs created for a five year period (based on public information released with supplier announcements), in addition to examination of the Kia Automotive impact to West Georgia and East Alabama. With phased job creation, our growth rate accelerates over our national growth by ten percent and suggests a population of 116,121 by 2045. The third scenario displayed in Figure 1 is assumes a quicker rate of job creation and relocations to the area within three to five years. With this scenario, housing will be increased at a much greater pace to house employees and other commercial businesses locating here in response. Front loading most of the Hyundai and affiliate jobs provides an estimated population of 135,423 by 2045 for Bulloch County. While this scenario is the highest of our assumed rates, it may be realistic depending on service delivery of water and sewer in proximity to the meta plant and land availability/sales in designed growth areas.

OUR VISION

Bulloch County is a growing community with unique issues and opportunities related to its historical development and projected future growth. In order to manage the future growth and enhance the quality of life, the County has identified a vision for future development for unincorporated Bulloch County and the municipalities of

Brooklet, Register and Portal. The community vision statements are built upon this plan's framework of carefully analyzing needs and opportunities. These needs and opportunities were then examined, and with community feedback have been formed into goals, policies and strategies to help define and achieve the vision statements on the next page.

BULLOCH COUNTY

Incorporated and Unincorporated

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

- Guiding future development with informed land use plans.
- Preserving agricultural land and agriculture as a cornerstone of our economy.
- Providing a variety of walkable neighborhoods with scalable amenities and pedestrian infrastructure.
- Creating a variety of opportunities for our children, including recreational facilities, historical and educational-oriented resources.
- Offering public transportation facilities and services which are safe, efficient and improve mobility.
- Embracing our history with preservation of historic resources and neighborhoods.
- Embracing the future of the digital age and digital economy.
- Maintaining ourselves as a community that actively promotes and pursues innovative businesses that provide good-paying job opportunities and a balanced tax base.
- Supporting our regional university, technical college, and local public K-12 schools which all have attractive programs and an enriching educational environment.
- Balancing growth demands with available resources and service delivery.
- Create a water and wastewater utility to steer growth according to our land use plans.
- Increase housing affordability while maintaining desirable character of our community.

CITY OF BROOKLET

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

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

CITY OF PORTAL

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

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

CITY OF REGISTER

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

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





COMMUNITY
PARTICIPATION
PLAN DEVELOPMENT

2

2 COMMUNITY PARTICIPATION PLAN DEVELOPMENT

Creating a functional comprehensive plan begins with defining a common vision for the future development of the community. A community vision is the overall image of what the community aspires to be and how it should look in the future. The visioning process is the starting point for creating a plan to reach identified goals and requires meaningful participation from a wide range of community stakeholders. Bulloch County residents, property owners, business owners and other stakeholders contributed to the production of the SMART BULLOCH 2045 PLAN, generating pride and enthusiasm about the future of Bulloch County, thereby encouraging implementation of the plan.

VISIONING PROCESS

The Visioning Process, or citizen participation process for the SMART BULLOCH 2045 PLAN began with a Kick-Off Public Hearing, followed by a series of Steering Committee meetings aimed at gathering feedback and recommendations that would frame the entire planning process. A Countywide Stakeholders Workshop, and Public Hearings for the Board of Commissioners and municipal mayor and council meetings provided opportunities for input. Throughout the process, the Steering Committee added considerable input into the planning process and informed the content of the plan. Media strategies were employed to encourage participation such as social media postings, website utilization, newspaper advertisements, press releases, and informational flyers.

COMMUNITY PARTICIPATION

To enhance awareness and promote the Comprehensive Plan, a broad approach was taken to engage the public and communicate the project's objectives. Various strategies and tactics were employed to involve the community and raise awareness of the plans and their concepts. These tactics were used to educate and inform residents and stakeholders about the initiatives. The Countywide Kick-Off Meeting introduced the community involvement plan and took place in conjunction with the first public hearing on November 13, 2023. Surveys and flyers were made available in County Buildings and were also posted on the County's social media and website for wider distribution, which ultimately resulted in 330 responses. The combination of feedback guided the planning team to supplement and expand the list of preliminary needs and opportunities presented in our SMART PLANNING elements and Community Work Program.

A steering committee was formed according to the minimum planning standards and suggested stakeholder list from the Georgia Department of Community Affairs. The steering committee included elected and appointed officials from each municipality, Bulloch County and representation from the Development Authority of Bulloch County. The remaining members have various backgrounds and expertise including retirees, bankers, business owners, residents, volunteer boards and committees. The broad spectrum of committee members were essential as they provided valuable input and informed their constituencies about various opportunities to become involved, thereby encouraging greater engagement. The Steering Committee met three (3) times and reviewed various drafts by email to review data essential for the update.

The first steering committee meeting was held December 14th, 2023. This meeting was held after the initial public hearing and workshop session to allow input originated from those sessions to be considered during a SWOT analysis. After introductions and a process overview for the committee members, a Strengths Weaknesses Opportunities and Threats exercise was performed with the group. A detailed analysis of the SWOT exercise is provided in the chapter.

Additional steering committee meetings were held January 18th, and February 15th. Additional topics of the steering committee included economic development, transportation, broadband, housing, and future work items to be included with the plan. Agendas of the meetings are included in Appendix A.

Public workshops were held at two (2) locations in the County to obtain input. The workshops focused on various needs and visions for the municipalities, as well as unincorporated areas. The workshop locations were advertised via press releases, newspaper ads, and social media. Participants were invited to drop in at their convenience and stay as long as they desired. The current comprehensive plan, large-scale maps, and documents provided participants the opportunity to work interactively to provide their input on the future of Bulloch County during the workshops via community preference surveys, facilitated discussions, questionnaires, and one-on-one conversations with the planning team. The second workshop, held November 16th, 2023, was a unified planning effort with Bulloch County staff and the Statesboro-Bulloch County Long Range Transportation plan consultant. Land use and transportation were the main topics of the night, however all challenges of the community were discussed. Each event enjoyed some level of press coverage from a local news website or regional television news outlet.

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

Multiple public hearings were held throughout the process, including the first held November 13th, 2023. The public was briefed by the planning team regarding the minimum planning requirements for local governments in Georgia, and the multiple ways to stay informed throughout the process. A second public hearing was held by the Bulloch County Board of Commissioners during a regularly scheduled Bulloch County meeting November 21st, 2023. Subsequent public hearings were held by the Bulloch County Planning and Zoning Commission and Board of Commissioners on March 14th, and April 2nd, 2024 respectively. Each municipality presented the final draft of the plan to their Mayor and City Councils at regularly scheduled meetings in April 2024, while also opening the floor for input from the public.

In addition to the required public outreach methods, planning staff elected to create a specific plan webpage where the public could visit throughout the process for updates. Plan drafts, steering committee packets, and agendas were posted using the webpage: <https://bullochcounty.net/comprehensive-plan-amendment/> . A link to our survey was located at the top of the page to attract interested stakeholders.

SWOT ANALYSIS

Addressing needs and opportunities is crucial to a community's growth. Housing options for all incomes are needed to accommodate population growth and a sustainable workforce. Economic growth can be nurtured by supporting businesses. Efficient community services are crucial for a balance of tax assessments and quality of life. Diversifying the economy through innovation, infrastructure investment, and unique design elements will bolster development. By focusing on these aspects, comprehensive planning will outline a plan for growth, investment, and continued prosperity.

A needs and opportunities survey was designed for additional community input using multiple media strategies. The survey and flyers were heavily advertised and distributed via the County's social media pages and website, generating three hundred thirty-three (330) responses. This survey provided valuable information relating to the community vision, strengths, and problems related to a variety of topics such as transportation, land use, economic development, housing, community facilities and services, natural and cultural resources, and broadband. Appendix A provides

illustrations of the survey results. Additionally, the steering committee reserved a bulk of the first committee meeting to discuss our community's strengths, weaknesses, opportunities and threats. A summary of each category is provided below. Additionally, each planning element incorporates needs and opportunities within the specific chapters, each either being reviewed or consistent with today's outlook or added during this update process.

Strengths

- Young population
- Community participation
- Local news media
- Community events
- Recreation department
- Clean community
- Safe community
- Public safety communications with 99% coverage
- New Jack and Ruth Ann Hill Convocation Center
- Location- near Savannah Port & greater coastal area
- Interstate 16
- Lower cost of living
- Ogeechee Technical College, Georgia Southern Univer-

sity, East Georgia College

- Growth management
- Broadband/fiber to the home availability

Weaknesses

- High poverty rate
- Lack of affordable housing
- Low housing stock
- Literacy Rate
- Senior Citizen housing (aging in place)
- Resistance to change
- Balanced civic engagement
- Vacant shopping centers & other commercial properties
- Lack of design standards
- Lack of pedestrian/bicycle infrastructure
- Reserved greenspace is absent from developments
- Reliance on septic tanks for rural development/sewer availability
- Need for greater transit options outside of Statesboro

Opportunities

- Leverage growth to maintain rural character
- Utilize local diversity
- Corporate engagement with local non-profits
- Airport expansion and marketing
- Local sales tax options approved (SPLOST, TSPLOST)
- New City of Statesboro zoning ordinance and higher density
- City of Brooklet sewer service to downtown
- City of Portal sewer service

Threats

- Georgia Southern University lower enrollment
- Aging infrastructure (Sewer capacity & treatment)
- K-12 School capacity
- Loss of revenue due to shopping outside of Bulloch County
- Lack of funds to address all issues

DECISION MAKING FRAMEWORK

In order to implement the community's vision of the future for unincorporated Bulloch County along with Brooklet, Portal, and Register, the Comprehensive Plan is guided by a decision-making framework related leading to SMART GROWTH and development. Significant analysis of existing conditions were considered to identify needs and opportunities. Through the interactive workshops, steering committee meetings, community surveys, and stakeholder input, the planning staff identified visions and prioritized SMART GOALS resulting in implementation strategies that are SPECIFIC in scope and priority, having MEASURABLE cost and financial impacts that are ATTAINABLE, responsible parties who are RELEVANT, and scheduled benchmarks that will ensure TIMELINESS. These goals were complimented by policies, priorities and quality community objectives to create the community vision. Ultimately, the SMART GOALS theme was incorporated into the new 2025-2029 Community Work Program in Chapter 8.



SPECIFIC

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

MEASURABLE

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

ATTAINABLE

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

RELEVANT

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

TIMELY

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





**SMART BUSINESS
ECONOMIC
DEVELOPMENT**

3

INTRODUCTION

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

GOALS

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

- **Diversification:** Achieve stability by balancing the economic base of the community.
- **Business Support:** Foster entrepreneurship, retain and expand existing businesses, and encourage the utilization of development ready commercial and industrial sites.
- **Quality of Life:** Maintain the character area framework of the Comprehensive Plan to support and foster quality development to make the community an attractive place to live, work and play.
- **Workforce:** Develop quality childcare support network in all areas of the community, improve housing stock and affordable house offerings, and diversity transportation options.

ANALYSIS

ECONOMIC INDICATORS

Bulloch County has continued to recover from the Great Recession of 2008-2009 year over year. The annual unemployment rates have lowered from a 2012 high of 9.8% to unprecedented lows averaging 3.8% in 2023. While slightly higher than the state average of 3.5%, the sustained trend of unemployment indicates a strong economy. These averages are lower than the pre COVID-19 levels in 2020 of 6.3%. The local economy was able to weather the pandemic without closure of any top 10 employers. With the introduction of five major manufacturing facilities in Bulloch County and other facilities in the region, some concern regarding labor shortages is beginning to be expressed in the community and among employers. It is with this concern and eventual reality, that the community will see an influx of residents moving to Bulloch County to fill vacant jobs. Nationally, the economy boasts an unemployment rate of 3.5%. Inflation resulting from the monetary policies of the national response to COVID-19 has been reduced to a rate of 3.15%. After a short national recession in the second quarter of 2020, consumer spending has increased local sales tax collections year over year to a 2023 high of \$18.2 Million. A portion of the increased revenue may be attributed to the over cost increase in goods and services according to the Consumer Price Index increasing trend.

Short-to-intermediate term forecast for the community appears promising, however the unknown future fiscal policy and macroeconomic reactions to political events could impact growth for the area. While currently unlikely, a continued increase in interest rates by the Federal Reserve may slow the building rate of housing and sales of goods and services. If interest rates are reduced, investment into the community will likely increase. The community may be somewhat insulated for a period of a few years considering the number of jobs created by five additional manufacturing employers. Proximity to the Port of Savannah and Interstate 16 will continue to be a calling card for the community and will likely continue to attract residents seeking a nearby commute with a rural lifestyle.

The median household income (MHI) in Bulloch County increased by 20% rising to \$47,297 between 2017 and 2022. Bulloch County's MHI is still 35% below the State of Georgia, and 36% below the national level. Bulloch County MHI, along with the Brooklet and Portal's MHI is growing at a faster annual rate than the state and nation, though Register and Statesboro remain below the rest of the county. Per capita income (PCI) in Bulloch County increased by 22% rising to \$26,336 between 2017 and 2023. The gap between Bulloch County's PCI and state and

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

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

AVERAGE WEEKLY WAGES

Bulloch County's Average Weekly Wages (AWW) have been consistently lower than state and national levels. The 2023 AWW in Bulloch County was \$823. The highest AWW economic sectors in Bulloch County in 2023 were in the construction, information, and wholesale trade, while the lowest average weekly wages were in agriculture, farming and fishing. From 2017 to 2023, Bulloch County's annualized growth in AWW has been more favorable than state and national rates, and labor market area rates. However, Bryan and Effingham Counties benefit from their presence in the Savannah metropolitan area. Area counties reporting the greater amount of outflow commuters to Bulloch each report lower AWW than Bulloch County. The eight-county labor market area includes the surrounding counties of Bryan, Candler, Effingham, Emanuel, Evans, Jenkins and Screven.

POVERTY CHARACTERISTICS AND PUBLIC ASSISTANCE

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

Public assistance refers to programs that provide cash or in-kind benefits to individuals and families from any governmental entity. Two major types of public assistance programs include social welfare programs and social insurance programs. Bulloch County residents receiving certain kinds of public assistance has improved since 2017.

In 2017, 16.7% of county residents received Food Stamps/SNAP. This has improved by 4.8% to 11.9%. This increase is more pronounced in Statesboro and in the unincorporated areas while increasing less than at the statewide level in the smaller towns. A similar trend has occurred with cash assistance for recipients including both General Assistance and Temporary Aid to Needy Families increasing by 46.6% countywide in 2017 (compared to 26.6% statewide), though assisting far fewer individuals or families than either Food Stamps/SNAP. Meanwhile, the number of individuals receiving Supplemental Security Income is decreasing, while those receiving Social Security in 2017 has increased 27.4% since 2010, particularly in Portal and in the unincorporated areas. This trend is expected to continue as the local population ages. Of those employed, 86.2% reported having health insurance coverage, improving year over year and initiatives increased benefits are being offered by area employers. Healthcare on average, attributes to 8% of household expenditures according to the US Bureau of Labor Statistics.

EMPLOYMENT BY INDUSTRY

Employment by industry analyzes what kinds of sectors employed people work in. Data examined is organized into thirteen high-level groups but can be distinguished between goods and services producing sectors. The service producing sector accounted for 62% of all jobs in 2023, down from 82% in 2017. Meanwhile, during the same period the goods producing sector (agriculture, construction and manufacturing) has decreased as a percentage of total jobs from 18% to 13% in 2023. The fastest growing sectors since 2015 are the public administration; finance, insurance and real estate; arts, entertainment, recreation and accommodation food services; and, manufacturing. The sector having the greatest numeric gains during the same period is educational services, and health care and social assistance, which consists of nearly one-third of the workforce (31.2%), while construction showed the greatest losses, and percentage-wise (-5% annually).

Bulloch County has a relatively diversified economy when compared with Georgia and the United States. While the goods producing sector in Bulloch County is very similar to Georgia and the United States, the service producing sector is influenced with the presence of major educational institutions, a regional private hospital with health care support businesses, and state and local government. Recent economic development wins will continue to provide diversity for the economy. Bulloch County will be diverse among manufacture types and lesson the reliance among a few large employers.

EMPLOYMENT BY CLASS OF WORKER

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

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

EMPLOYMENT BY OCCUPATION

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

During the 2017-2022 period, Education, legal, community service, arts and media occupations; and healthcare support occupations were the fastest growing. Meanwhile, farming, fishing and forestry occupations; and, personal care and service occupations showed slight to moderate declines.

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



EMPLOYMENT AND COMMUTING

Examining Bulloch County’s worker commuting patterns provides insight into economic development, housing, land use issues, and traffic patterns. In terms of means to work, 79% of employed Bulloch County residents drive alone in their own vehicle, remaining the same since 2015. While carpooling or walking to work has declined, use of public transportation and working at home has increased.

Data examined from the Census Bureau’s American Community Survey (ACS) 2016-2020 measures work destinations of resident workers reveals that 23% of Bulloch County workers commute to other locations (10% work in Chatham County; the remaining 14% work in nearby communities). 70% of the jobs originating in Bulloch County are filled by Bulloch County residents. Of the remaining 30%, a sizeable majority commute from the eight-county labor market area, primarily from Screven, Candler and Evans Counties with others from outlying counties and outside the state.

The Census Bureau provides an alternative product called “OnTheMap” measuring employment commuting within a labor-shed (a user defined area such as Bulloch County). This tool reveals differences from the ACS data. Data for commuting patterns reflect labor force and employment efficiency shown by resident employee work locations being inside or outside of the County. Net job inflows to Bulloch County continued from a negative 450, to a negative 3374 between 2015-2021. During the same period, the percentage of employed persons living and working in Bulloch declined from 35% to 30%, while the percentage of employed persons living in the county working in other counties increased from 32% to 39%. The percentage of workers coming to work in Bulloch County increased from 28% to 34%. Taken together, the labor market efficiency measures indicate the county is becoming less self-sufficient over time despite the local work force increasing. Increasing numbers of Bulloch County’s resident workers commute to Bryan, Chatham, Effingham and Emanuel Counties, though resident commuters from Candler, Jenkins and Screven Counties offset the imbalance.

It should also be noted that the commuter outflow numbers record employees who work from home but are employed by companies outside of Bulloch County. The increase of outgoing employees is likely attributed to a national trend post COVID-19 pandemic of working from home and population increases over the time period.

MAJOR EMPLOYERS

- Briggs & Stratton, LLC
- East Georgia Regional Medical Center
- Georgia Living At Home, LLC
- Georgia Living Management, LLC
- Georgia Southern University
- Great Dane Limited Partnership
- H A Sack Co., Inc.
- Lowe’s Home Centers, Inc.
- Publix Super Market, Inc.

Source: Georgia Department of Labor 2023

MAJOR INDUSTRIAL PARKS

Table 7 profiles Bulloch County’s major industrial parks strategically located on the US 301 corridor. Bruce Yawn Commerce Park, located at Interstate 16 and US 301, has been filled with two advanced manufacturers and a travel center. Joon Georgia a tier 1 Hyundai supplier, Aspen Aerogels and Travel Centers of America will complete the park upon there completion. In response to the completion of Bruce Yawn Park, the Development Authority of Bulloch County purchased approximately 180 acres north of Interstate 16 along US 301 South. The additional acreage will be home of an additional tier 1 Hyundai supplier, Ecoplastic. The remaining 100 acres is available for industrial sites. Water and sewer is readily available and roadway upgrades are planned.

Land availability in the Gateway Industrial Park has been absorbed with exception to one parcel. Hanon Systems, a Hyundai supplier, and Revalyu, A German owned manufacturing facility, have recently located to the park. The Airport-Holland Industrial Area is nearly absorbed. Both Gateway Industrial Park and Airport-Holland Industrial Area have rail access.

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



IMPORTANT RECENT DEVELOPMENTS

Bulloch County has much to be proud of since the last Comprehensive Plan update. Economic development has been steady since 2019 along all sectors of the economy, new industries announcing future facilities in Bulloch County include Joon Georgia, Ecoplastics, Hanon Systems, Aspen Aerogels, and Revalyu. Commercial developments include Publix and associated businesses within the shopping center. Additional restaurants along major state highways. Travel Centers of America completed its first store along Interstate 16 in the Bruce Yawn Commerce Park. Georgia Southern University will soon complete the new Jack and Ruth Ann Hill Convocation Center and Ogeechee Technical College is continuing to move forward the construction of a robotics training facility. Bulloch County has made improvements toward creating a water and sewer system in Southeast Bulloch County in preparation of the Hyundai meta plant. Additional projects include a multi-million-dollar sewer line from the City of Brooklet to the City of Statesboro. Significant funding for the Blue Mile and City of Statesboro secured in 2023 by the state legislature. The grants will contribute to the overall project by rebuilding a bridge and trail construction along the creek.

ADVANTAGES/DISADVANTAGES OF GEOGRAPHIC LOCATION FOR FUTURE ECONOMIC GROWTH

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

Disadvantages: The County also has location challenges. The City of Statesboro is the only sewer utility provider for existing industrial parks and major business centers in the County. While improvements are planned, there is no county-wide provision of utility services. The City of Brooklet will soon become a sewer provider with the help of Statesboro. The City of Register is in the beginning stages of planning for sewer service, likely through the City of Statesboro. During the last decade, Portal has invested in a sewer system which may be capable of supplying smaller industries.

Though there are industries that exist that benefit from local assets such as infrastructure and educational institutions, the county is still behind in attracting higher-wage technology-based jobs. The retail and commercial sectors are also limited because lower income and wage rates deter higher-end shopping and commercial services.

SUMMARY

- Bulloch County has attracted 5 major industrial manufacturers since 2022.
- Georgia Southern University is a key economic driver and recruitment tool for industries.
- The local economy was previously shifting away from good producing jobs. Recent economic developments will slow or reverse this shift.
- An economic “fault line” may exist along US 301 corridor within the county, as reflected in income and workforce disparities.
- Income and wage rates are influenced by the presence of resident students and a very high poverty rate centered in Statesboro, and to a lesser degree in Portal.
- There has been a shift from private wage workers to government jobs and self-employment with more occupations working from home.
- The county is exporting resident workers to other bordering communities, however a portion of the increase is attributed to a population influx from multiple states and working from home.
- Major economic activity centers have shown growth in physical and workforce presence.
- The county has been able to maintain its largest private employers and recruit five goods producing industries.
- Key educational institutions continue to make investments and develop programs to facilitate economic stability and future growth.



OUTLOOK

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

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

ALIGNMENT MATRIX

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



SMART BUSINESS: ECONOMIC DEVELOPMENT ELEMENT ALIGNMENT MATRIX

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

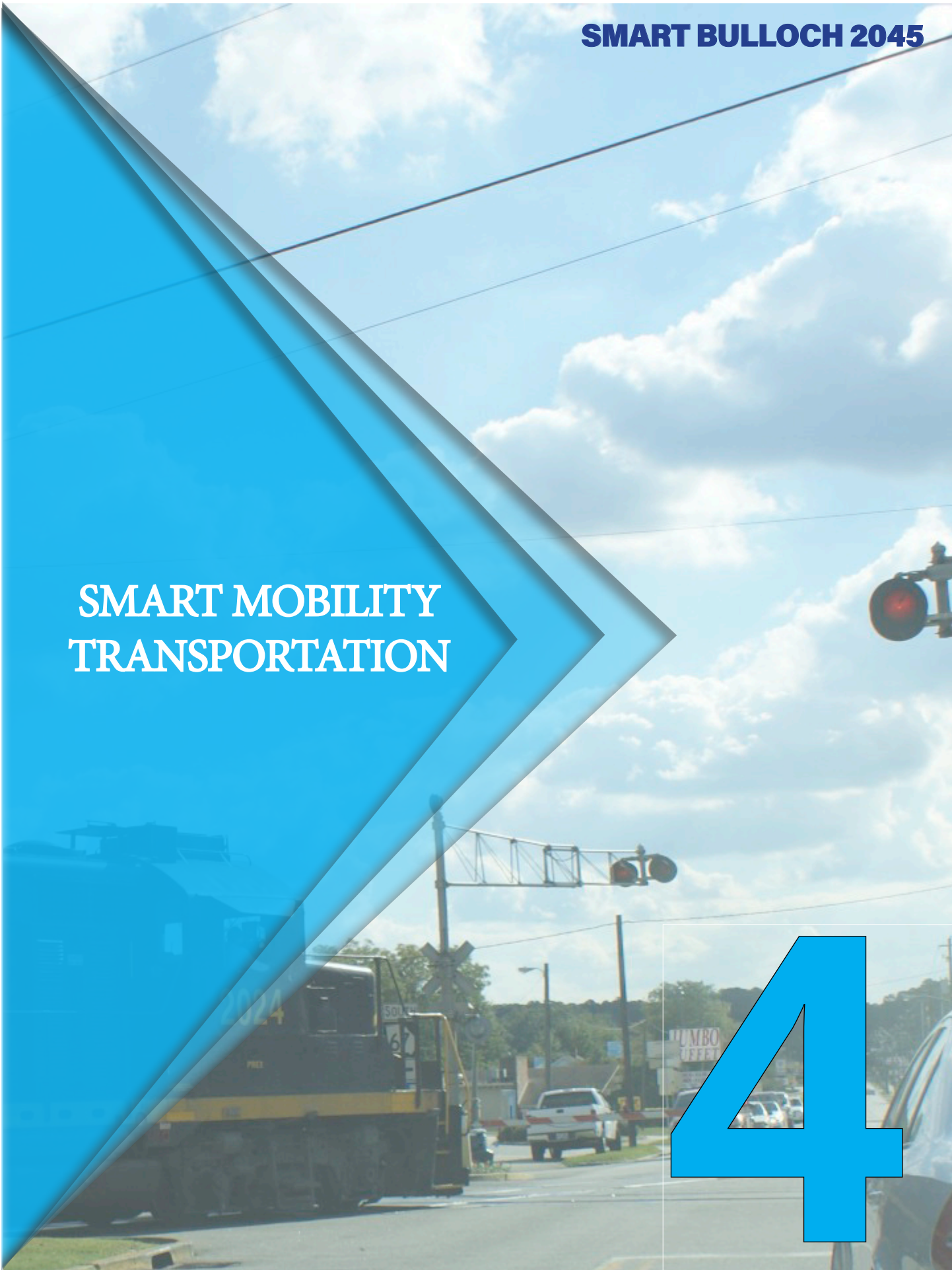
SMART BUSINESS: ECONOMIC DEVELOPMENT ELEMENT ALIGNMENT MATRIX

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



**SMART MOBILITY
TRANSPORTATION**

4



INTRODUCTION

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

Statesboro and Bulloch County do not yet have territory within in a Metropolitan Planning Organization (MPO). However, because the greater Statesboro area has been forming an urbanized cluster that could create a metropolitan statistical area by the 2030 Census enumeration, the formation of an MPO is within reach. Given Bulloch County's rate of population growth, transportation planning has been a staple of the overall community planning framework for the past two decades. Our countywide long-range transportation plan is currently undergoing a complete update and is expected to be completed in late 2024 or early 2025. The transportation plan update is being developed in a similar format with the anticipation of a future Metropolitan Planning Organization designation for Statesboro-Bulloch County.

Traffic congestion is emerging as a community concern for certain intersections and roadways, however implementation for multi-modal transportation improvements is pro-active. Furthermore, adverse traffic issues that do occur at peak periods has been observed to be a result of a lag in local regulatory standards for design and access that has fallen behind the growth curve. Increases in traffic volume and level of service capacity are a concern as our population continues to grow.

GOALS

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

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

ANALYSIS

SURFACE TRANSPORTATION

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

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

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

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

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

Table 8 profiles the Bulloch County Road System with regard to size, demand and pavement characteristics. Table 9 indicates that 45% of local roadways in Bulloch County are unpaved. Most of these unpaved roads are concentrated in rural areas and classified as local roads. It may be appropriate to upgrade and pave some of these roadways to provide better connectivity throughout the county, and which would elevate them to collector status. Most of the vehicle miles traveled is concentrated along I-16, and the major and minor arterials leading to and from Statesboro. However, the vehicle miles traveled on the local road system is has slightly shifted to the urban sections and have increased since 2017 for all classifications.



Figure 9: Bulloch County Functional Classification of Roads



Source: 2035 Long Range Transportation Plan

Table 8: Profile of the Bulloch County Road System

Local Road Network Size					Local Road Network Demand				
Jurisdiction	CM	% Dist.	LM	% Dist.	VMT	% Dist.	VMT/PLM	% Dist.	
Statesboro	124	8.8%	248	8.8%	170,000	23.3%	685	54.6%	
Brooklet	20	1.3%	41	1.3%	6,600	0.9%	160	11.5%	
Register	2	0.1%	3	0.2%	550	0.02%	183	11.5%	
Portal	10	0.8%	21	0.8%	3,850	0.5%	183	11.3%	
Unincorporated	1,233	89.0%	2,470	89.0%	546,000	75.1%	221	11.1%	
Total	1,386	100.0%	2,774	100.0%	727,000	100.0%	NA	100.0%	

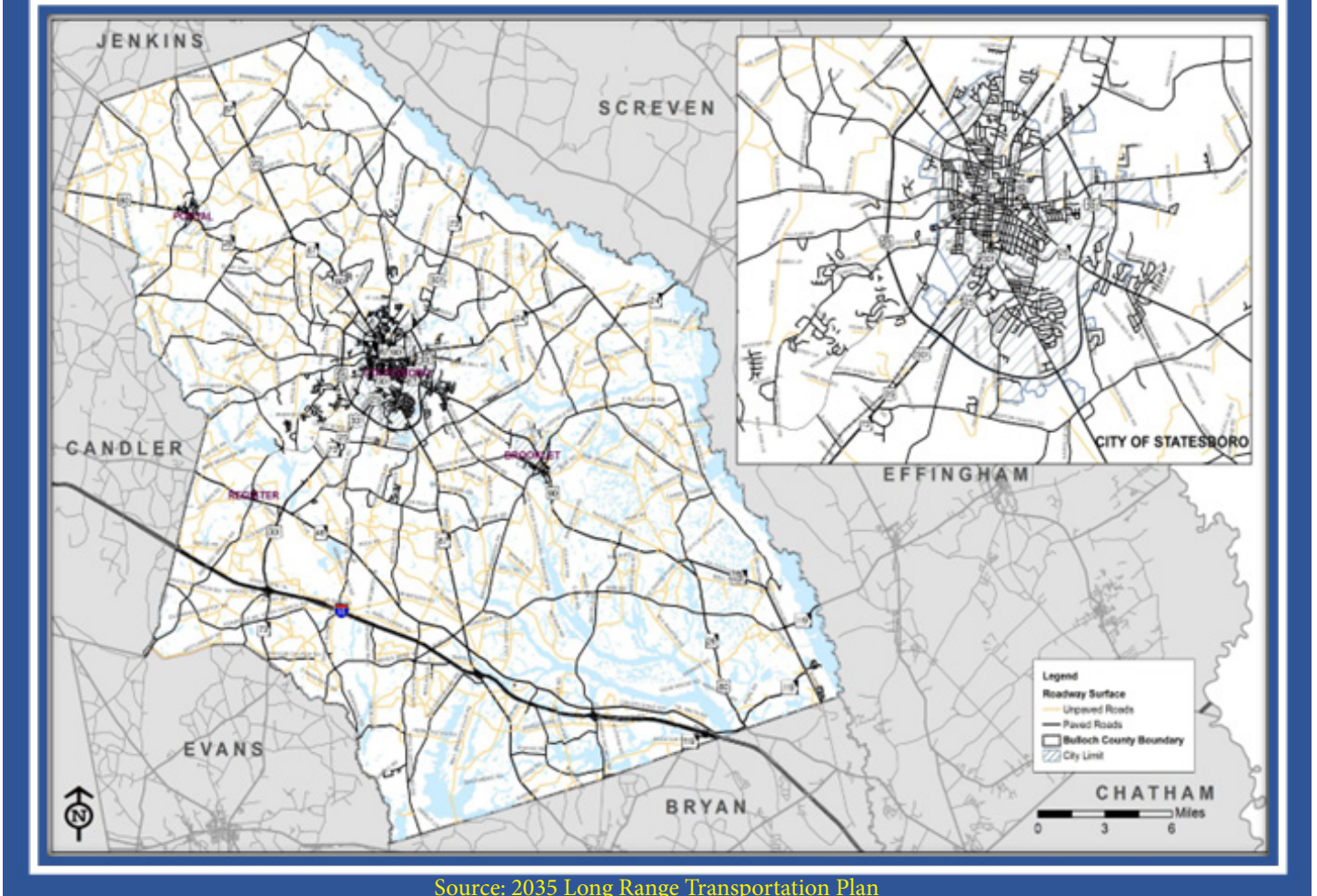
Source: Georgia Department of Transportation 400 Series Reports, 2022 centerline mileage (CM), lane mileage (LM), vehicle miles traveled, and vehicle miles traveled per lane mile (VMT/PLM)

Table 9: Roadway Surface Types

Route Type	Total Mileage	Unpaved	Paved	% Paved by Route	% Dist.
Interstate	26	0.00	25.87	100.0%	1.6%
State Routes	179	0.00	179	100.0%	11.3%
County Roads	1,235	702	533	43.1%	78.6%
City Streets	157	6	150	95.5%	9.9%
TOTAL	1,571	708	835	53.7%	100.0%

Source: Georgia Department of Transportation 400 Series Reports, 2022.

Figure 10: Bulloch County Roadway Surface Types

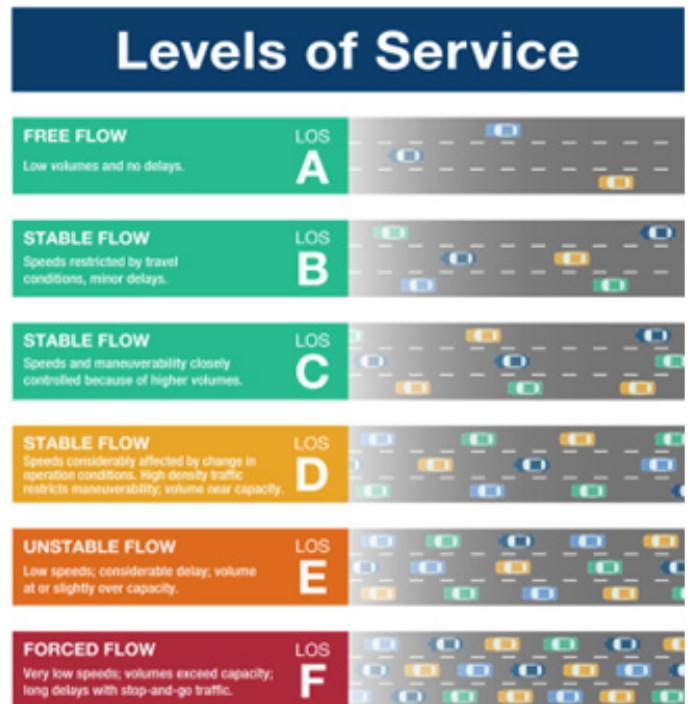


Source: 2035 Long Range Transportation Plan

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

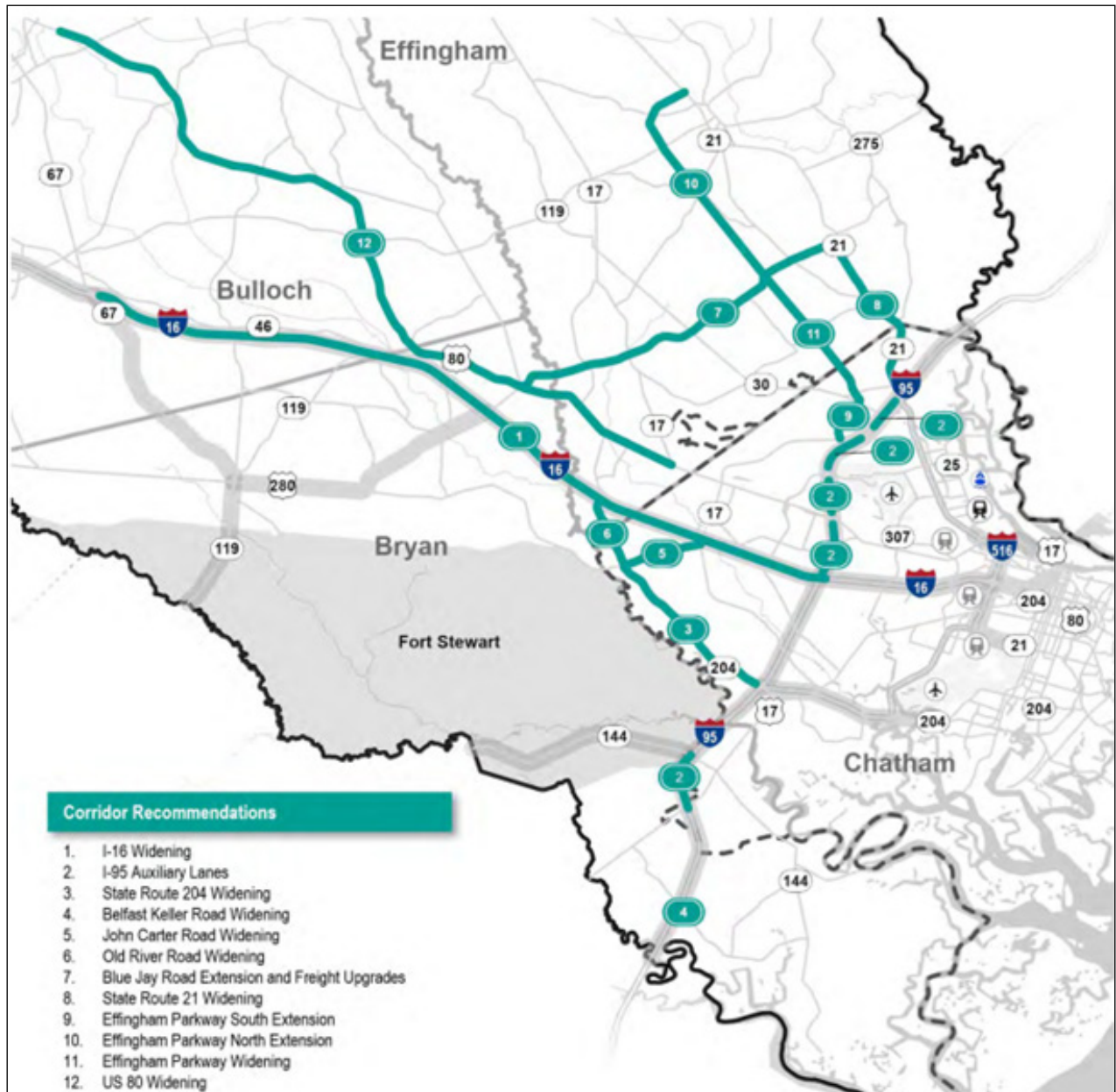
Bulloch County has completed a new travel demand model for the existing roadway as part of the 2045 Statesboro-Bulloch County Long Range Transportation Plan. For daily operating conditions, any segment identified as LOS D or worse is considered deficient. The vast majority of roadways in Bulloch County currently operate at an acceptable LOS C. Ten road segments are currently at an operational LOS D, and two road segments operate at a LOS F. This analysis is based on 2020 GDOT data.

By 2035, with expected population and employment growth, there is projected to be an additional five segments that will operate at or below LOS D without improvements. However, two projects have been completed since 2019 including passing lane extensions on U.S. 80 East between Statesboro and Brooklet, and the two-to-four-lane expansion of State Route 67



South to I-16, both of which have slightly improved the level of service.

In 2023, the Georgia Department of Transportation released the Coastal Empire Transportation Study for the purpose of assessing the roadway network in Bryan, Bulloch, Chatham, and Effingham Counties (Coastal Empire region). The study was in direct response to the growth trends in the region driven by the Port of Savannah and to a lesser extent, Hyundai in Bryan County. Keeping the area's planned industrial development within a 40-minute drive to the port is a key economic driver for the area, enhances port customer recruitment and competition compared to other United States ports. The plan utilized two scenarios of no-build and corridor improvements built by 2050. Upon completion of the recommended build scenario, a majority of Bulloch County will be within 60 to 120 minutes travel time to the Port of Savannah. Of the 12 corridor improvements recommended by the study, two Bulloch County projects are planned for a total investment of \$657 M (2022 US Dollars).

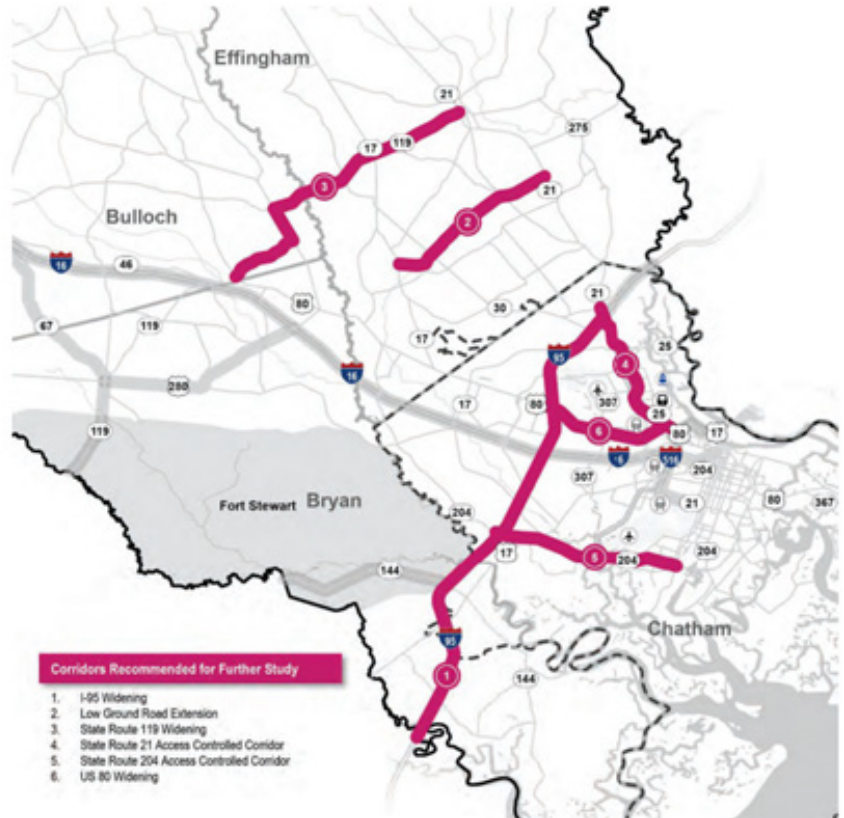


The highest ranked corridor project of the Coastal Empire Transportation study is the I-16 widening project. The project scope includes the widening of I-16 from four to six lanes between I-95 in Chatham County and State Route 67 in Bulloch County (approximately 30 miles) and is recommended to be a GDOT-led project (see Figure 13). Widening the interstate by one lane in each direction will help mitigate the effect of increased traffic volumes on I-16 and improve the reliability of the network for freight. Industrial development along US 301 in Bulloch County supports widening I-16 between State

Route 67 and US 301 in Bulloch County. In total, this project is anticipated to cost \$481M, and an additional cost of \$152M if extended to US 301.

While not the lowest ranked project to be studied in the Coastal Empire Transportation Study, the US 80 Widening project incorporates a road design from two to four lanes beginning at Amanda Road in Bulloch County to State Route 17 in Effingham County (approximately 34 miles). The purpose of this project is to prepare the region's network for increased traffic volumes by creating redundancy and improving routes parallel to I-16. The widening of US 80 will support planned industrial development, especially in northern Bryan County. Expanding the corridor will create increased capacity and improve connectivity in the region. The cost estimate for the project is \$176M, and is categorized as a long term improvement and ranked as the 12th highest on the cost-benefit scale used in the planning analysis.

A third project impacting Bulloch County did not meet the cost-benefit threshold for the plan, however it is suggested the widening of State Route 119 from I16 to Springfield (Effingham County) remain in consideration (see Figure 13). At a cost of \$98M, this project may be needed if traffic and density continue to increase.



Bridges

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

Based on current sufficiency ratings, Bulloch County does not currently have a bridge rated in poor condition. Of 139 bridges countywide, 111 are rated good, 28 are rated fair.

ALTERNATIVE MODES

Public Transit

Two public transit systems now operate within Bulloch County. Coastal Regional Coaches is a demand response service, part of a regional system serving 10 counties and 35 municipalities within the coastal region. Counties serviced by the regional program include Bryan, Bulloch, Camden, Chatham, Effingham, Glynn, Liberty, Long, McIntosh, and Screven counties and their respective municipalities. The system operates a system of over 60 buses and covers a service area of over 5,100 square miles. Passengers can travel regionally to accommodate their trip purpose. The system requires advance reservations for members of the public and coordination from human service providers. The fare for public transit ridership on Coastal Regional Coaches is \$5 one-way (\$10 round-trip) within the passenger's county of residence or point of origin. For travel outside the county of residence, the fare will vary based on the number of counties traveled.



The City of Statesboro created a flex route public transit system in 2023. Statesboro Area Transit (SAT) operates between the hours of 6AM and 6PM on weekdays. Two routes, red and blue, have been established to run on a fixed schedule with approximately 30 bus stops strategically located along the routes. Pre-arranged service is available to customers within a quarter of a mile from either of the routes and is notified 24 hours in advance. The cost to ride the transit service is \$1 for a one-way trip and \$2 for a roundtrip. Coastal Regional Coaches partners with the City of Statesboro to operate the SAT service.

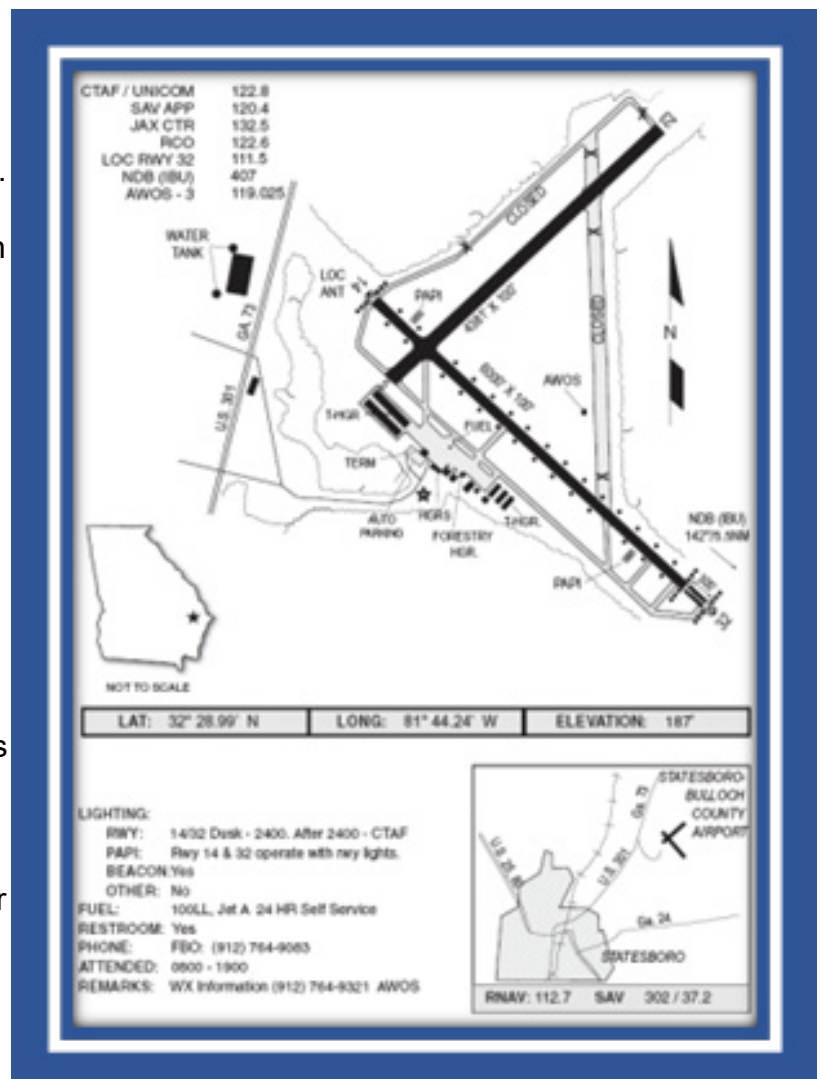
Georgia Southern University’s Statesboro campus has a bus system for its students called Southern Express. According to their Parking and Transportation Office, buses serve the campus and immediate areas weekdays from 7:00 AM to 9:00 PM, with reduced service after 4:00 PM, Monday through Thursday and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

Opportunities exist to allow the City, County and GSU to work together as a consortium in providing a fixed route system in greater Statesboro. Finally, funding options may increase should the area become an MPO after the 2030 census, which would enhance federal support.

Aviation

The Statesboro-Bulloch County Airport is a County operated Level III general aviation public airport located three miles northeast of the central business district of Statesboro. It is jointly owned by the City of Statesboro and Bulloch County, but operated by Bulloch County. Currently, there is no commercial service to the airport.

The airport annually updates its five-year capital improvements program, while updating its airport layout plan every ten years, both of which are filed with the Georgia Department of Transportation and Federal Aviation Administration. The airport is financially self-supporting thanks to high-volume fuel sales and hangar rentals and is also an active community asset providing an annual “Airport Day” open to the public, a local Civil Air Patrol unit, and offering educational tours to K-12 students and the general public. Fifty miles to the east, the Savannah-Hilton Head International Airport provides the region with access to commercial passenger and cargo air service. The airport is located strategically near the junction of Interstates 95 and 16, and the Savannah Port.



Expenditures	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total	Funding Source
FAA / GDOT Projects:							
Runway 6/24 Rehabilitation	1,618,789					1,618,789	75% State / 25%TSPLOST
Apron Rehab/T-Hangar Sitework – Design Phase	90,000					90,000	90% Federal / 5% State / 5% TSPLOST
Apron Rehab/T-Hangar Sitework – Construction		3,000,416				3,000,416	90% Federal / 5% State / 5% TSPLOST
Corporate Hangar/Apron – Design	74,541					74,541	100% Local – TSPLOST / Airport Fund
T-Hangar Building		1,000,000				1,000,000	90% Federal – 10% TSPLOST
Runway Approach Area Drainage Imp – Design					90,000	90,000	90% Federal / 5% State / 5% TSPLOST
Future Development Site Prep			861,685			861,685	90% Federal / 5% State / 5% TSPLOST
Airfield Perimeter Fencing (Phase I – North)			1,473,740			1,476,740	90% Federal / 5% State / 5% TSPLOST
Airfield Perimeter Fencing (Phase II – South)				1,170,263		1,170,263	90% Federal / 5% State / 5% TSPLOST
Access Road				2,572,050		2,572,050	90% Federal / 5% State / 5% TSPLOST
Corporate Hangar/Apron – Construction					1,500,000	1,500,000	75% State / 25%TSPLOST
Other Local Projects:							
HVAC Replacement (Terminal Building)	40,000					40,000	TSPLOST
Shelter Hangar			150,000			150,000	TSPLOST
Hangar Door Replacements	40,000	30,000				70,000	TSPLOST
Total Expenditures	1,863,330	4,030,416	2,485,425	3,742,313	1,590,000	13,711,484	

Source: FY2023-2024 Budget Book

Railroads, Trucking, and Port Facilities

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

Non-rail freight facilities: Statesboro is home to many industries that benefit from the transportation infrastructure available for goods movement. Especially, the 972-acre Gateway Regional Industrial Park just three miles south of Statesboro on US 301, where several industries access the rail line. Holland Industrial Park is located adjacent to the municipal airport, on 214 acres on US 301. Key manufacturing and distribution centers in Statesboro or Bulloch County include:

- Wal-Mart distribution center (retail)
- Ecoplastic (automotive mfg.)
- Briggs and Stratton manufacturing facility (engines)
- Cardinal Glass fabrication facility (high-performance glass products)
- WL Plastics (pipe)
- Brodie Meter Co. (flow meters, valves)
- Braswell Foods (toppings, syrups, sauces, etc.)
- Hanon Systems (automotive mfg.)
- Joon Georgia (automotive mfg.)
- Aspen Aerogels (industrial insulation)
- Revalyu (recycling PET plastics)
- GAF Materials (construction products)
- Claude Howard Lumber Co. (softwood lumber)

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

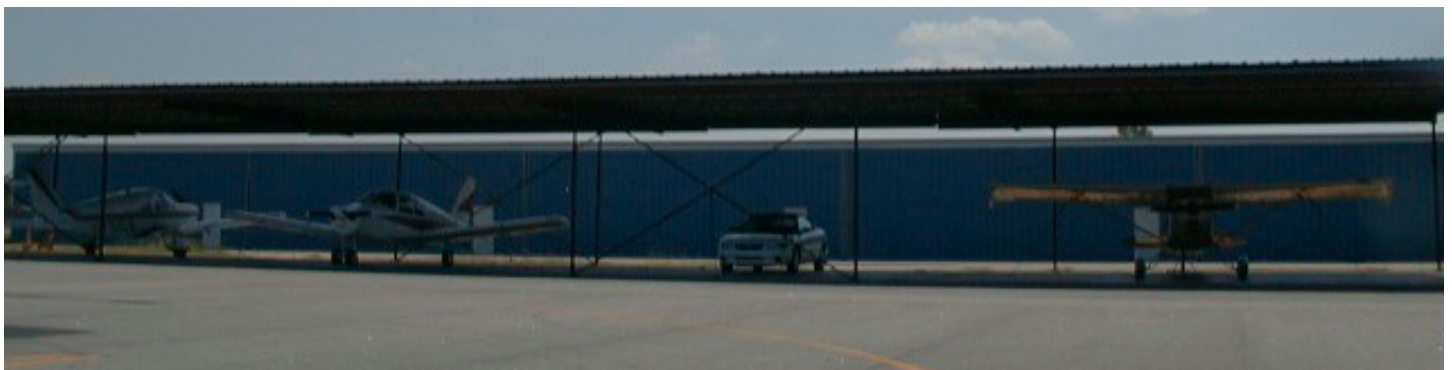
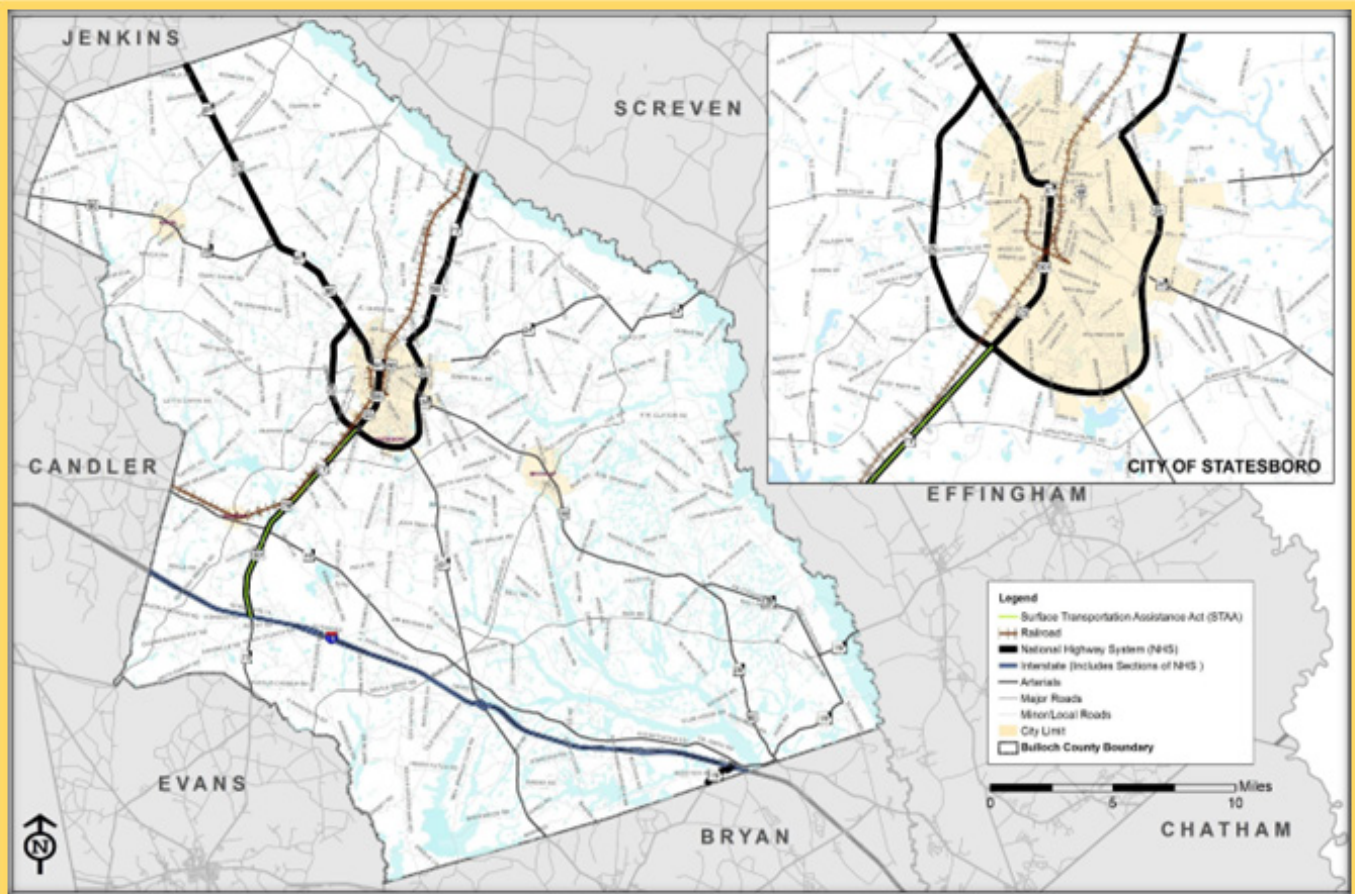


Figure 13: Major Countywide Surface Transportation Freight Routes



Source: 2035 Long Range Transportation Plan

BICYCLE - PEDESTRIAN

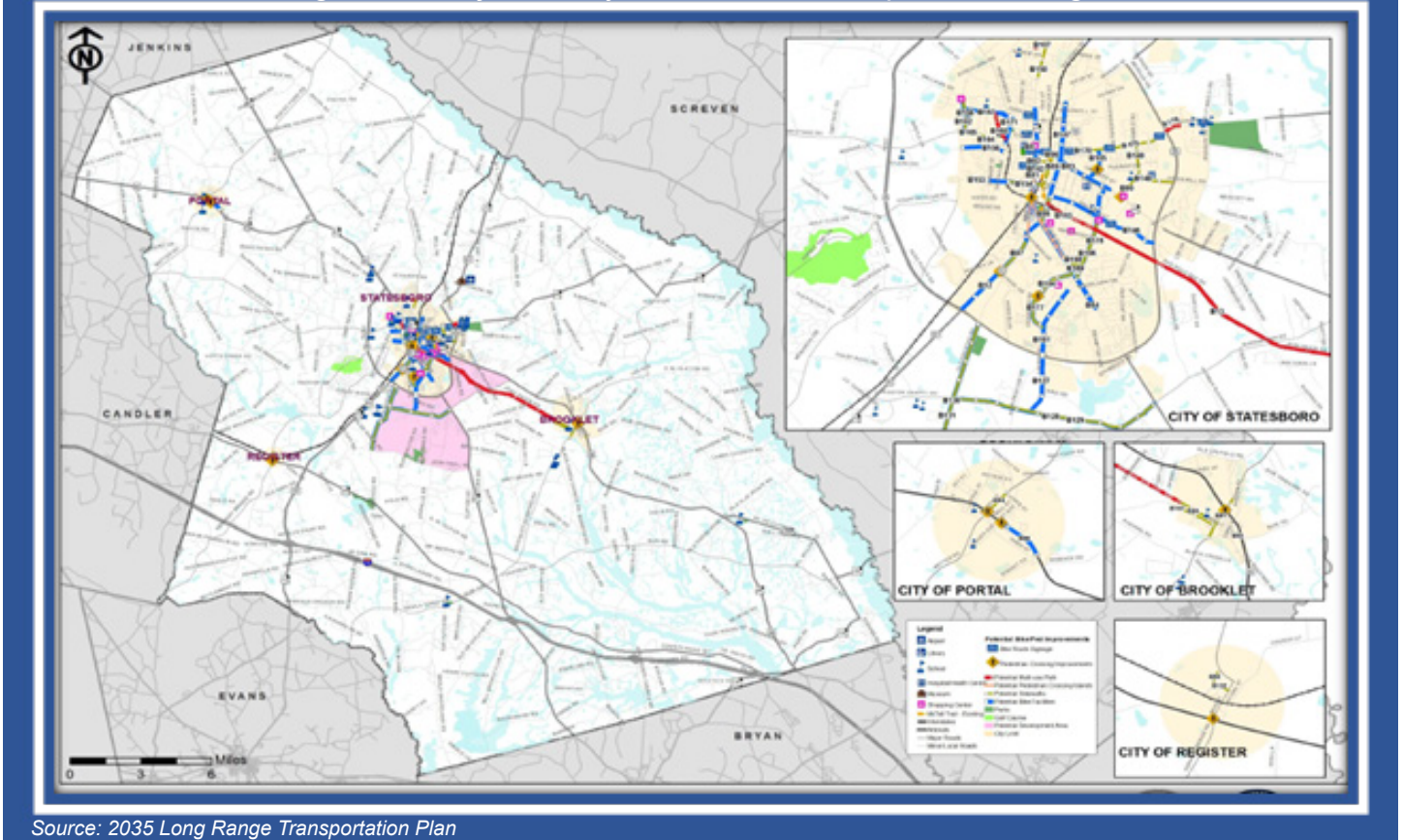
Bicycle and pedestrian facilities are an important part of a multimodal transportation system to efficiently move people. It is important to consider that everyone is a pedestrian at one point in almost every trip, even if the primary mode of travel for a trip involves a personal vehicle or transit.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

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

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



Figure 14: Major Countywide Surface Transportation Freight



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

Phases I and II of the 3.1 mile S&S Greenway Trail have been constructed, starting in the City of Statesboro at Gentilly Road running southeast to Burkhalter Road. The County has received a FHWA Transportation Alternatives Program grant to extend the Greenway an additional two miles to Grimshaw Road near Brooklet. Phase 3 is anticipated to be completed in 2027.

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

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



TRAFFIC SAFETY

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

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

PARKING

Bulloch County and its municipalities do not currently have parking issues, except at infrequent times of the year when various special events occur. Public parking is usually on-street or in modest amount offered for government buildings or facilities. Conceptual plans for park renovations on Fair Road include a parking deck to increase availability near the Blue Mile creek project along South Main Street. As the County's population continues to grow, it is likely that demand for additional public parking facilities may arise.

TRANSPORTATION PLANNING

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

2000 Bulloch County Transportation Plan
2002 Bulloch County Greenways Master Plan
2005 Coastal Georgia Regional Bicycle and Pedestrian Plan
2006 Bulloch County Land Use Plan
2008 Bulloch County Transit Development Plan
2008 Statesboro-Bulloch County Airport Improvement Plan
2009-2029 Bulloch County Comprehensive Plan
2009-2029 City of Statesboro Comprehensive Plan
2009-2035 Statesboro Bulloch County Long Range Transportation Plan
2019 Smart Bulloch 2040 Comprehensive Plan
2024-2027 Georgia Department of Transportation; State Transportation Improvement Program
2023 Coastal Empire Transportation Study
2024-2028 Bulloch County Capital Improvements Program

The 2035 Statesboro-Bulloch County Long-Range Transportation Plan document has recommended various road, bridge and bike-pedestrian projects subject to programming and available funding. Although the plan is currently being updated, it is structured to accommodate federal designation for Statesboro and parts of Bulloch County as small metropolitan statistical area status, likely after the 2030 Decennial Census. Such a designation would trigger the need to form a Metropolitan Planning Organization responsible for transportation planning and allocating federal funds for eligible projects within the urbanized area.



TRANSPORTATION PLANNING

Investments in transportation affect land use patterns, density, and housing prices especially in more urban environments. Built environment characteristics such as the size and diversity of neighborhoods and the siting of jobs and housing significantly influence travel demand. Policies expanding travel choices can be important to expanding housing and job choices. Land use decisions directly impact the transportation system and facilities generating vehicle trips leading to traffic congestion and costly, expansive roadway capacity improvements.

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

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

SUMMARY

- Traffic congestion on the surface transportation system have increased during peak periods at certain locations and during special community events.
- Traffic safety is an increasing concern.
- The size of the overall surface transportation system coupled with population growth and the diversity of road profiles create significant challenges and burdens for maintenance and construction.
- Flex route public transit has a proven demand in Statesboro.
- General aviation is well served by the Statesboro-Bulloch County Airport with access to commercial airline service accessible in Savannah.
- The arterial road and railroad system are adequate to serving freight to and from other destinations. Future GDOT led projects will decrease drive times to the Port of Savannah.
- The bicycle and pedestrian system are deficient in terms of quality, quantity and connections, although there is demand and emerging support to expand multi-use trail systems and facilities.
- Public parking facilities are limited, especially on the Georgia Southern University campus in Statesboro, and future options should be studied in the future.
- Transportation planning and connections with land use are important to the community, but greater implementation efforts are desirable.

OUTLOOK

- Bulloch County and the municipalities of Brooklet, Portal, Register and Statesboro will continue to share a vested interest in long-term transportation planning.
- The 2035 Statesboro-Bulloch County Long Term Transportation Plan is being updated and is tentatively scheduled for completion in early 2025. The plan format anticipates the establishment of an MPO after 2030.
- Past and current transportation planning efforts focus on mobility, connectivity and safety for primary and alternative modes of transportation.
- In 2022, Bulloch County voters reauthorized a 1% single-county Transportation Special Local Option Sales Tax (TSPLOST). The 2023 TSPLOST is projected to collect \$72M and serve as a meaningful funding source into the year 2029.

ALIGNMENT MATRIX

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

SMART MOBILITY: TRANSPORTATION ELEMENT

<p>Needs</p>	<p>Increase the level of service for dirt road maintenance and drainage.</p>	<p>Dirt road construction that enhances paved network connections.</p>	<p>Improve asphalt pavement quality.</p>	<p>Improve paved collector roads to a higher standard (wider shoulders; bike-pedestrian facilities).</p>	<p>Reduce vehicle and pedestrian crashes with injuries and fatalities.</p>	<p>Absence of traffic signals/control devices and poor signal timing at needed intersections.</p>
<p>Opportunities</p>	<p>New equipment technology and increasing the frequency of service.</p>	<p>The 2045 Long Range Transportation Plan identifies potential projects.</p>	<p>Pavement preservation and improvement programs with condition indices reviewed every 5 years.</p>	<p>The 2045 Long Range Transportation Plan identifies potential projects.</p>	<p>Identify high risk locations for safety counter measures and establish educational programs.</p>	<p>Identification of specific locations to pursue traffic studies and determine warrants.</p>
<p>Goals</p>	<p>Safety and quality.</p>	<p>Safety and quality.</p>	<p>Safety and quality.</p>	<p>Safety and quality. Alternative modes.</p>	<p>Safety and quality.</p>	<p>Safety and quality. Mobility and connectivity.</p>
<p>Policies</p>	<p>Develop a standard and amend the appropriate local government policy manual.</p>	<p>Schedule candidate projects into the Capital Improvements Program.</p>	<p>Schedule candidate projects into the Capital Improvements Program.</p>	<p>Schedule candidate projects into the Capital Improvements Program.</p>	<p>Schedule candidate projects into the Capital Improvements Program.</p>	<p>Schedule candidate projects into the Capital Improvements Program.</p>
<p>Quality Community Objectives</p>	<p>Resource management, sense of place, transportation options, educational opportunities, community health.</p>	<p>Resource management, sense of place, transportation options, educational opportunities, community health.</p>	<p>Resource management, local preparedness, sense of place, transportation options, educational opportunities, community health.</p>	<p>Resource management, sense of place, transportation options, educational opportunities, community health.</p>	<p>Local preparedness, transportation options, community health.</p>	<p>Local preparedness, transportation options, community health.</p>

SMART MOBILITY: TRANSPORTATION ELEMENT

Needs	Intersection safety (geometric improvement, signalization, alignment).	Cut through traffic is and speeding in residential neighborhoods.	Additional carpool/vanpool programs.	Event traffic and parking for the community and visitors.	Truck freight traffic use on non-arterial roads.	Congestion at school locations at peak times of pick-up, drop off and special events.
Opportunities	The 2045 Long Range Transportation Plan identifies potential projects; upgrade bike-ped where warranted.	Adopt policies with Complete Streets criteria for new development or traffic calming measures for existing development.	Identify new sites for GDOT Ride Share lots.	Work with partners to examine feasibility of remote parking and shuttle services for event parking issues.	Certain routes can prohibit truck traffic by ordinance. Direct truck freight traffic to arterials.	Stagger drop-off/pick up times; work with public education on better site planning and design for future school facilities.
Goals	Safety and quality, mobility and connectivity. Alternative modes.	Safety and quality.	Alternative modes.	Alternative modes.	Safety and quality; land use compatibility. Economic benefit.	Safety and quality, mobility and connectivity, land use compatibility.
Policies	Schedule candidate projects into the Capital Improvements Program.	Consider establishing special assessment districts to fund improvements.	Schedule candidate projects into the Capital Improvements Program.	Schedule candidate projects into the Capital Improvements Program/annual budgets.	Create/amend ordinances when necessary; work with law enforcement to identify candidate roads.	Schedule candidate projects into the Capital Improvements Program.
Quality Community Objectives	Local preparedness, transportation options, community health.	Local preparedness, transportation options, community health.	Local preparedness, transportation options, community health.	Economic prosperity, efficient land use, local preparedness, sense of place, transportation options, community health.	Local preparedness, transportation options, community health.	Local preparedness, transportation options, community health.

SMART MOBILITY: TRANSPORTATION ELEMENT

Needs	Bridge maintenance.	Lack of new sidewalks.	Connecting greenspace areas (schools, parks, etc.) to a defined network.	Limited bike/pedestrian amenities (bike racks, benches, trash receptacles, restrooms, multi-use trail buffers).	Additional boat launches on the Ogeechee River.	Future airport improvements.
Opportunities	The 2045 Long Range Transportation Plan identifies potential projects.	Add sidewalks where necessary in the U-N, U-CTR and U-C character areas and at school sites.	The 2045 Long Range Transportation Plan; 2002 Bulloch County Greenways Plan identifies potential projects.	Reduce need for vehicle parking.	Utilize previous 2006 internal study by County staff.	Continue to leverage assets and state and federal funding with SPLOST/TSPLOST.
Goals	Safety and quality, mobility and connectivity, economic benefit.	Safety and quality, mobility and connectivity, alternative modes.	Alternative modes.	Alternative modes, economic benefit.	Alternative modes.	Alternative modes, economic benefit.
Policies	Use the GDOT bridge inventory to prioritize projects.	Develop level of service standards. Schedule candidate projects into Capital Improvements Program.	Schedule candidate projects into the Capital Improvements Program.	Identify locations and select sites that are best suited.	Schedule candidate projects into the Capital Improvements Program.	Schedule candidate projects into the Capital Improvements Program.
Quality Community Objectives	Local preparedness, transportation options, community health.	Economic prosperity, efficient land use, local preparedness, sense of place, transportation options, community health.	Resource management, efficient land use, local preparedness, sense of place, transportation options, educational opportunities, community health.	Resource management, efficient land use, local preparedness, sense of place, transportation options, educational opportunities, community health.	Economic prosperity, resource management, local preparedness, transportation options, community health.	Economic prosperity, resource management, local preparedness, transportation options, community health.

SMART MOBILITY: TRANSPORTATION ELEMENT

<p>Needs</p>	<p>Additional funding to complete task list developed by the 2045 Long-Range Transportation Plan</p>	<p>Public Transit Expansion</p>	<p>Accommodating future autonomous vehicles.</p>	<p>Funding</p>	<p>New development creates traffic adverse impacts.</p>
<p>Opportunities</p>	<p>Maintain consistency with other plans.</p>	<p>County-wide demand response system in place. Increased availability for the Statesboro fixed-route system.</p>	<p>Development of ROW for small cell use.</p>	<p>Local (TSPLOST); State (LMIG, GTIB, REBC, GOHS); Federal (TAP, HR3, Build America, FAA, SRS).</p>	<p>Shift costs to developers for site related improvement; or consider impact fees.</p>
<p>Goals</p>	<p>Safety and quality. Mobility and connectivity, alternative modes, economic benefit.</p>	<p>Alternative modes, economic benefit.</p>	<p>Alternative modes, economic benefit.</p>	<p>Safety and quality, mobility and connectivity, alternative modes. Economic benefit.</p>	<p>Safety and quality, mobility and connectivity, alternative modes, economic benefit.</p>
<p>Policies</p>	<p>Follow plan recommendations with available funding.</p>	<p>Funding support must be feasible and cost-effective.</p>	<p>Consider as a study element in a Long-range Transportation Update.</p>	<p>Leverage additional state and federal funding when available.</p>	<p>Require developers to perform traffic impact studies.</p>
<p>Quality Community Objectives</p>	<p>Economic prosperity, efficient land use, local preparedness, sense of place, regional cooperation, transportation options, educational opportunities, community health.</p>	<p>Economic prosperity, efficient land use, local preparedness, regional cooperation, transportation options, educational opportunities, community health.</p>	<p>Economic prosperity, efficient land use, local preparedness, regional cooperation, transportation options, educational opportunities, community health.</p>	<p>Economic prosperity, efficient land use, local preparedness, regional cooperation, transportation options, educational opportunities, community health.</p>	<p>Efficient land use, local preparedness, transportation options.</p>

**SMART CONNECTIONS
BROADBAND**

5

INTRODUCTION

Technology remains a crucial element for developing a **SMART COMMUNITY** and attracting **SMART PEOPLE**. Smart communities have broadband connectivity that is readily available and affordable for its residents, usually with some type of government involvement. Bulloch County is one of the few counties in Georgia reporting over 95 percent of households served with broadband technology. This is largely attributed to a progressive local telephone cooperative and years of sustained effort to make tomorrow's technology available today. In 2018, the State of Georgia recognized the importance of broadband access to every Georgian by requiring a broadband planning element in each local jurisdiction's comprehensive plan. During the 2019 Smart Bulloch 2040 comprehensive plan process, a broadband element was incorporated into the plan for the first time. Within the element, various baseline data points were presented in addition to a broad set of goals, policies and community action steps for reaching 100 percent served and maintaining the technological advantage we currently have among area counties. This broadband element serves as an update to the information presented in 2019. While most of the goals, policies and community actions are constant, it has been beneficial for all to review where we are, where we want to be, and how will we achieve our goals.

GOALS

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

- **Availability:** Every address in the county should have at least two provider choices for landline and cellular service.
- **Abundance:** Every address in the county should have broadband service that offers the FCC minimum definition.
- **Affordability:** Monthly prices and value should be equitable with national averages with consideration for low-income households.
- **Partnership:** Develop working relationships with area broadband providers to determine where public assistance may be warranted.
- **Reliability:** All service providers in the region should have redundant connections.
- **Sustainability:** Leverage funding sources without putting significant local public assets or funds at risk.

IMPORTANCE OF BROADBAND SERVICES

Broadband planning relies on data collected by the Federal Communications Commission (FCC) and mapping layers made available by the State of Georgia. Our approach was to first review data available for Bulloch County and municipal level mapping. Further examination of community anchor institutions and their service was also considered. Overall, community interests may broadly include economic development, appropriate use of public right of ways, neighborhood revitalization, or providing access to low-income or underserved households. Broadband initiatives will require communities to reconsider business models and infrastructure planning. Funding availability for closing

the gaps of service are currently available through state and federal funding, however deployment depends on local service providers and willingness to invest.



ASSESSMENT OF UNDER-SERVED AREAS OF BULLOCH COUNTY

The Federal Communications Commission (FCC) defines broadband as data transmission technologies that are always on and capable of simultaneously transporting multiple signals and traffic types between the Internet and end users. In March 2024, the FCC upgraded the definition of broadband speeds for downloading content from 25 Mbps (Mega-bytes per second) to 100 Mbps and for uploading content from the previous rate of 3 Mbps to a new standard of 20 Mbps, a 4-time multiplier from the previous benchmark. The FCC notes that with the revised standard, 7% of households nationwide do not have access to broadband. There are no known formal public studies performed specifically for Bulloch County or its municipalities on broadband services, however it should be noted the FCC has set a long-term goal of 1 Gbps/500 Mbps for broadband speeds and will require considerable planning effort statewide to accomplish this. The Broadband Data Collection deployment data was examined for the first time rather than FCC Form 477 data due to common trends among federal and state program reliance on the data set. The data shows that, as of June 30th, 2023, Bulloch County and municipalities are nearly 100 percent served by terrestrial broadband service with most of the service being provided by fiber to the premises. It is estimated that approximately 463 locations do not have access to 25 Mbps wired broadband. The maps and data below display broadband coverage for the State of Georgia, and specifically Bulloch County.

Of the internet providers in Bulloch County, Bulloch Solutions (previously referred to as Bulloch Rural Telephone Cooperative), Vyve Broadband and Frontier Communications are the top 3 terrestrial providers according to residential service reports. Bulloch Solutions serves the greatest number of units within the county at 98.9%; Vyve Broadband serves nearly 65 % of units; and Frontier serves slightly less than 40% of units. Almost 91.5% of consumers in Georgia have access to a wired connection with true broadband speeds faster than 100 Mbps, while 50.75% of Georgians have access to 1000 Mbps or faster broadband. Bulloch Solutions began advertising 8 Gbps service and has adopted a service model similar to Google Fiber with similar cost comparisons. For those locations in and around the City of Statesboro, units likely have the option of fixed broadband service from at least two providers. Satellite service is available throughout the county with HughesNet, Space Exploration Technologies Corporation (Starlink), and Viasat. These providers cover 100 % of Bulloch County, however, online technology publisher and review website CNET, reported a median download speed of less than 100 Mbps for each of the three providers. In addition, future competition in the satellite broadband service sector may be realized as Amazon's Project Kuiper also aims to enter the field according to CNET. While in the early stages

of development, a Project Kuiper prototype has delivered speeds up to 400Mbps in some iterations.

ORDINANCES

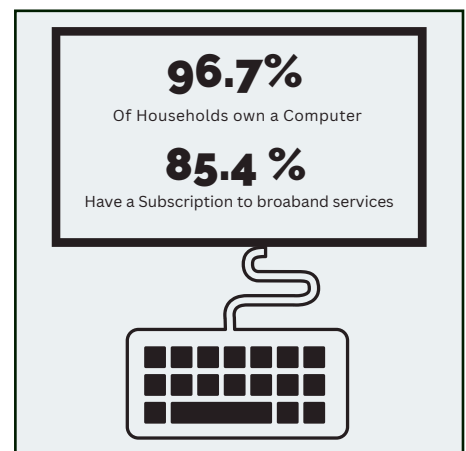
Bulloch County, and the municipalities of Brooklet, Portal and Register all have some form of ordinances, policies or agreements with telecommunications providers for either compensation, use or encroachment permitting for local rights-of-way. However, there is nothing specific addressing wireless small-cell broadband technologies that are emerging. 5G technology is deployed in Bulloch County and services approximately 59% of the county.

PUBLIC SAFETY

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

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

Finally, most problematic for many public safety broadband users in sparsely populated areas is coverage. Cellular carriers build where the business case is clearly demonstrated. The business case for saving lives is a different calculation than typically made by stockholders. However, as technology advances in the wireless spectrum, the next decade is expected to see a boost in assisting public safety agencies in communications and data access.



SUMMARY

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

OUTLOOK

- Telehealth has become an established method of providing and receiving healthcare.
- Long-term deployment goals established by the FCC are 1Gbps and 500 Mbps; at least one service provider in Bulloch County currently meets this definition.
- Teleworking has increased in popularity, and can be an economic benefit for well connected counties
- Increased levels of online learning are likely here to stay beyond the COVID-19 pandemic.
- Broadband availability is favorable county-wide for buried fiber optic networks, satellite and mobile broadband are improving, however fiber optic networks remain the gold standard.
- There is a need to ensure that any existing gaps are filled, especially for disadvantaged populations.

ALIGNMENT MATRIX

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



SMART CONNECTIONS: BROADBAND ELEMENT

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



**SMART
CONNECTIONS
HOUSING**

INTRODUCTION

Housing is an essential element of the community and plays a critical role in opportunities for individuals, families, employees, and employers. The mix of housing types, age, condition, tenure, and cost of housing can impact the health and economic outlook of the community. Bulloch County has continued a steady growth trend since the late 1960s with few periods of retraction. Data suggests each industrial development period has produced new housing inventory during the same period. It is expected the County and municipalities will again experience increased housing construction with the Hyundai Metaplant and area suppliers locating in Bulloch County and adjacent counties. It is critical to ensure the community is equipped to prepare for an influx of diverse homeowners who are likely to desire various forms of housing types and price points than a traditional single-family home. The planning element and data as presented within will guide the progression towards achieving the goals as stated and agreed upon by stakeholders.

The citizens of Bulloch County should have multiple forms of housing options available to them at an affordable cost. Dwelling mixes should vary in sizes from single bed rooms to any size suitable to their needs. Future developments should consider proximity to area attractions including commercial and retail access, parks, jobs, healthy food choices, and transportation cost. To become livable neighborhoods, low maintenance, walkability, amenities, mixed housing types and sizes should be the new normal rather than the exception. Safe access and overall quality of living should be afforded to those most vulnerable. This includes services and provisions for low- and moderate-income persons, youth, seniors and the physically disabled. Finally, housing programs, partnerships, and monetary or social assistance through community development initiatives should be considered.

Below are planning highlights of Bulloch County and municipalities for consideration of future investment and initiatives. While it is recognized some housing issues are present in the community, the data is based largely on the American Community Survey by the US Census Bureau and may only represent high level housing issues. Further community study is warranted as the community continues to increase by population and density.

Housing Needs

- Workforce Housing
- Variety of Housing Types
- Expanded healthy food options and access
- Attainable housing related to the median household income

HOUSING GOAL

Ensure the provision of adequate, attainable, and safe housing for all existing and future residents of Bulloch County

POLICIES

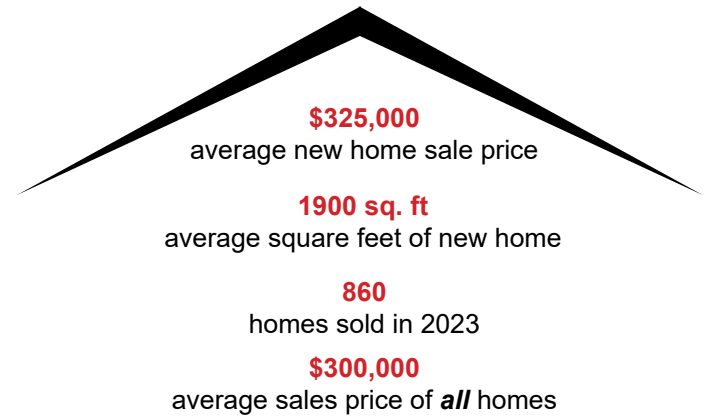
- Promote equal-housing opportunities for all persons
- Focus housing near locations accessible to services and employment
- Encourage quality, attainable housing options for all people
- Promote development of higher density housing, including attainable housing, in areas where municipal water and sewer services are available.
- Coordinate and collaborate with the Georgia Department of Community Affairs to increase the supply of affordable housing
- Encourage an adequate supply of housing for a growing senior population



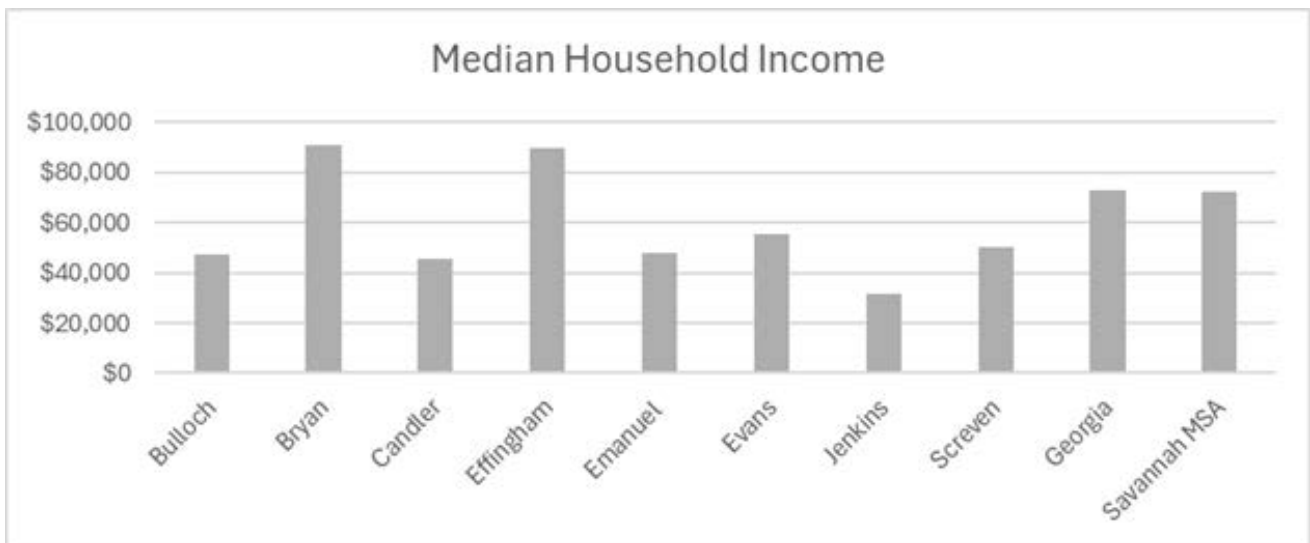
PLANNING HIGHLIGHTS

• Median household income is lower than the region and the State of Georgia.

Average household size is smaller than the state and national average.



- Approximately 23% of all households have children living at home
- Households earning \$35,000-\$49,999 represent the largest share in the county.



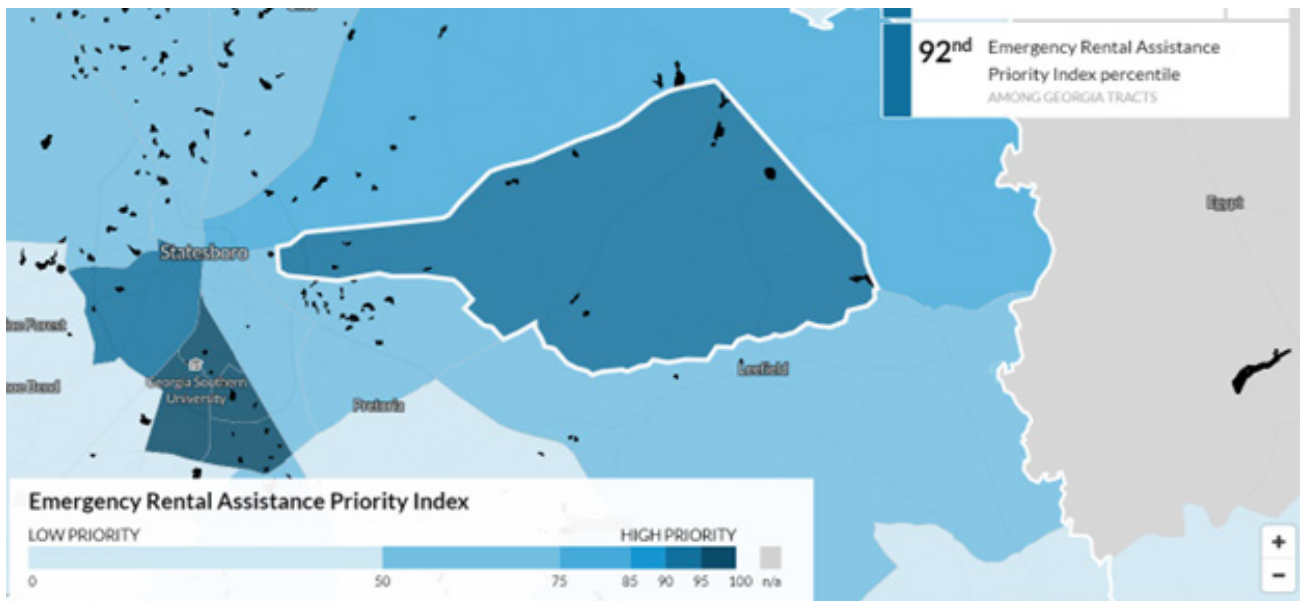
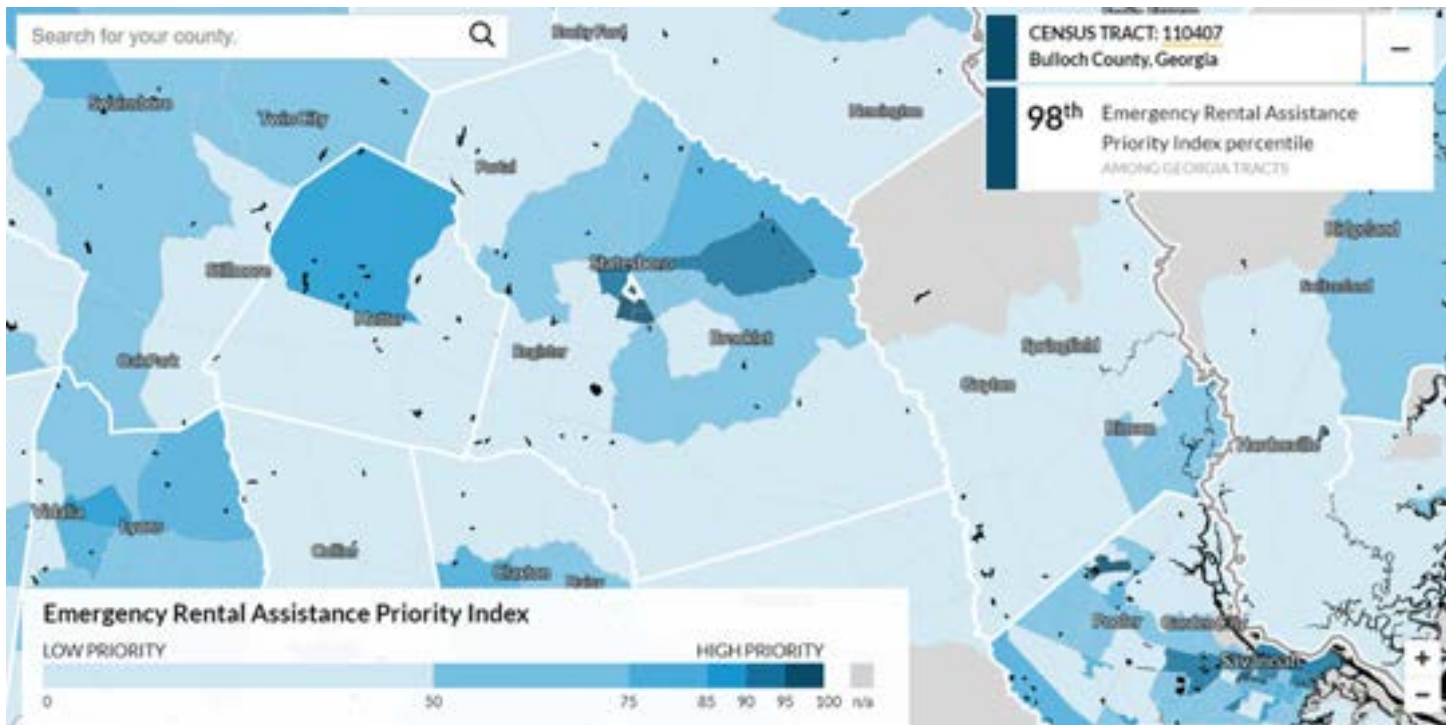
HOUSING INVENTORY

Bulloch County's housing inventory includes a higher share of renters (**53%**) than homeowners (**46.9%**). The majority (73.5%) of Bulloch County housing stock is valued at or below \$299,000 for an average median home value of \$206,200.

- 40.1% of homes were built in 1990 or later
- The Statesboro Housing Authority owns and manages 148 units for public housing
- 209 units lack complete plumbing or kitchen facilities

A majority (**42.9%**) of **Bulloch County** residents spend 35% or more as a percentage of household income; however, this is slightly less than the State **GA**, **43.1%** and Savannah metro area, **46.5%**.

Data from the Urban Institute's Emergency Rental Assistance Priority (ERAP) index helps identify neighborhoods with the greatest need for rental assistance and resources allocation. Using US Census tract level data, the index considers demographic, income and housing data to suggest priority of census tracts within Bulloch County. Census Tracts 110405, 110406, 110407, and 110408 each reach an index score between 96 and 98 of 100, suggesting the highest priority are for the county. These census tracts are entirely within the city limits of Statesboro and are also the location of higher levels of student housing. Census Tract 110604 reaches an index score of 92 and is located east of Statesboro in the unincorporated area of Bulloch County (see figure). Other areas reaching a mid-range index score are east of US 301 North, and rural areas north of Statesboro and south of Brooklet.



FOOD SECURITY

Limited access to healthy foods makes it difficult for residents in many low-income communities to maintain a well-balanced, nutritious diet. These communities are frequently referred to as “food deserts.” The United States Department of Agriculture (USDA) defines food deserts as urban or rural locations lacking in ready access to fresh fruits, vegetables, and other healthful foods due to an absence of retailers of healthy food. Additionally, residents of food deserts may have limited resources, such as income, a vehicle (at the individual level), or availability of public transportation.

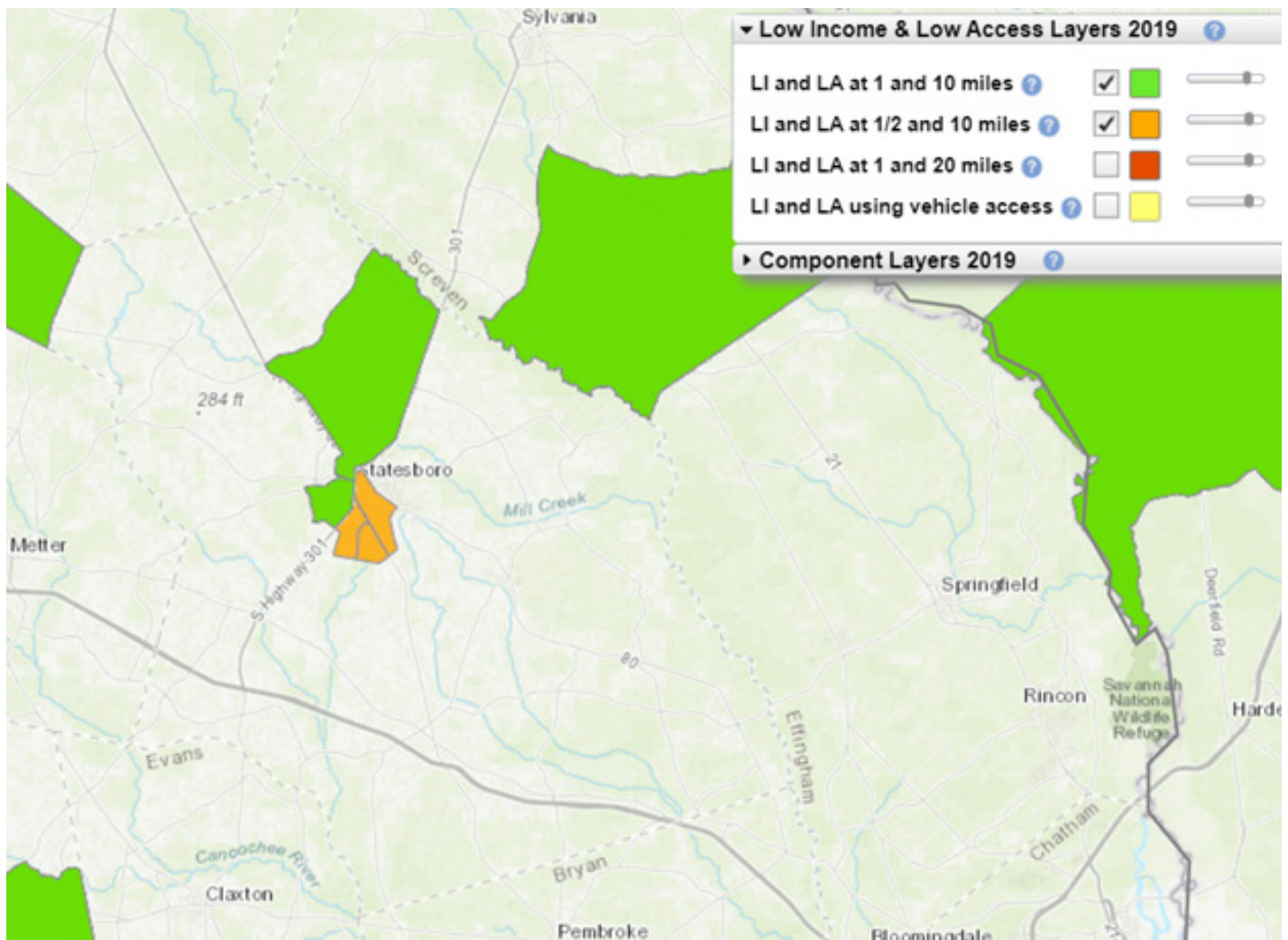
In 2014, one study revealed, 2 million residents the State of Georgia, including 500,000 children, live in food deserts. Whereas choices for healthy food promote healthy living and lifestyles, for people living in food deserts, often food is simply purchased at a nearby store. Food products purchased from nearby locations are often processed, pre-packaged, and high in calories, fat, sugar, sodium, and preservatives. Within food deserts, availability of healthy food items, including fresh produce, meats, and dairy products is limited.

To address healthy food option concerns and overall food

deserts, the United States Department of Agriculture utilizes two distinct distance measures for urban and rural areas. Since transportation and vehicle access is vital to obtaining fresh foods, a food desert is located in low income and low access areas.

For those living within an urban area (City of Statesboro), the distance from a supermarket is one mile. Residents in a rural area are generally considered to be in a food desert when living 10 miles or greater from a supermarket.

While public transit options are now available within the City of Statesboro, walking or using public transportation increases the time it takes to move food from the store to the home and limits the quantity of food that can be purchased and carried. To address the issue, each community may consider establishing and/or supporting additional farmers market locations in the future to lessen the distance from the food deserts located within Bulloch County. Additionally, support of the Statesboro Food Bank should remain a priority of the community. The figure below exhibits areas identified by the United States Department of Agriculture Food Access Research Atlas as low income and low access areas in proximity to supermarkets (food deserts).



SMART HOUSING: HOUSING ELEMENT

<p>Needs</p>	<p>Lack of affordable, attainable housing.</p>	<p>Greater variety of housing types.</p>	<p>Greater access by vulnerable populations to healthy food options.</p>	<p>Increased housing options for senior living.</p>	<p>Partnerships to further increase housing options for a growing workforce.</p>	<p>Increased availability of water and sewer services to promote higher density housing.</p>
<p>Opportunities</p>	<p>Great interest by local, and regional housing developers to invest in Bulloch County.</p>	<p>Use of mixed-use zoning classifications to allow varying housing types in proximity to other densities.</p>	<p>Use of Statesboro Area Transit to obtain healthy foods.</p>	<p>Recent expansion of local senior living communities.</p>	<p>The Rural Workforce Housing Initiative with DCA and sustained funding by the State of Georgia.</p>	<p>Utilize the Southeast Bulloch-Bryan County Water system and sewer capacities to increase housing options.</p>
<p>Goals</p>	<p>Promote proper housing development with density bonuses and smart regulation.</p>	<p>Focus housing near locations accessible to services and employment.</p>	<p>Increase healthy food options in proximity to housing developments.</p>	<p>Prioritize age restricted developments to accommodate senior living.</p>	<p>Promote developer financing and programs from DCA to spur affordable developments.</p>	<p>Provide safe, and reliable drinking water and sanitary sewer to greater areas of Bulloch County.</p>
<p>Policies</p>	<p>Promote equal housing opportunities for all persons.</p>	<p>Support infrastructure projects to expand broadband access to underserved areas and key institutions.</p>	<p>Identify vulnerable populations without access or healthy food options.</p>	<p>Encourage an adequate supply of housing for a growing senior population.</p>	<p>Coordinate and collaborate with the Georgia Department of Community Affairs to increase the supply of affordable housing.</p>	<p>Promote development of higher density housing, including attainable housing, in areas where municipal water and sewer services are available.</p>
<p>Quality Community Objectives</p>	<p>Housing Options,</p>	<p>Economic prosperity, community health, housing options, transportation options.</p>	<p>Economic prosperity, community health, housing options, transportation options.</p>	<p>Housing options, community health</p>	<p>Economic prosperity, local preparedness, regional cooperation, housing options, community health.</p>	<p>Economic prosperity, local preparedness, regional cooperation, housing options, community health.</p>



**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 (2023), 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 2023 update, the region is expected to grow by 13% (32 MGD) in water demand, and by 19% (34 MGD) in wastewater flows from 2020 through 2060.

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. Seven land use classifications were used to represent the data recorded using Bulloch County's Geographic Information System.

Agriculture-Forestry: Because Bulloch County is largely rural, the amount of land occupied by agricultural uses accounts for nearly 86% of the total land in Bulloch County. Timber land makes up much of this land use category, though cultivated acreage is also prominent. Wetland areas are also considered in this land use category due to the inherent preservation and natural presence on the forestry/agriculture land. As physical development continues with projected population growth, the agriculture-forestry class of land will gradually decline. Many properties are classified as prime agricultural land, representing a great natural resource that should be preserved.

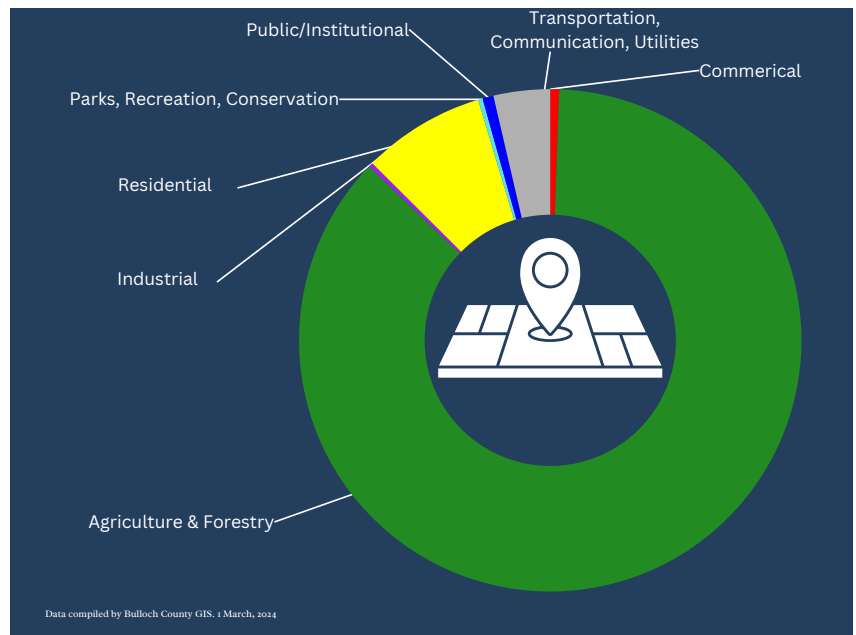
Parks/Recreation/Conservation: Bulloch County's Parks and Recreation Department is recognized as having high quality recreation facilities and programs. Georgia Southern University also provides significant recreational facilities and programs to students and the public. Despite having high quality facilities, there is a deficiency of public parkland in the county of nearly 5,000 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 multi-family 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 over the previous 25 years.

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 220-acre industrial park was 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. The park and other property within the Tax Allocation District have recently become the future location major Hyundai suppliers Ecoplastics, and Joon Georgia. The

BULLOCH COUNTY EXISTING LAND USE BY PERCENTAGE



Cities of 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		
CLASSIFICATION	DIST. %	ACRES
Agriculture & Forestry	86.6141%	382,196
Parks, Recreation, Conservation	0.2901%	1,280
Residential	7.9062%	34,887
Commerical	0.5686%	2,509
Industrial	0.2774%	1,224
Public- Institutional	0.7082%	3,125
Transportation , Communications, Utilities	3.6355%	16,042
TOTAL	100.0000%	441,263

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. Two new character areas have been introduced into the Comprehensive Plan to adequately address growth concerns in the southeast Bulloch area. The areas are generally centered around future utility locations along GA Highway 67 and Interstate 16. Higher density nodal development has been considered in these areas where utilities will be present.

Five major development categories in the illustration below describe general development patterns ranging from natural areas to urban and district areas. The fifteen-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:

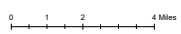
- Intent describes the goal and policy aims of each Character Area, specifically to preserve, maintain, enhance or create a desired atmosphere.
- General Characteristics provide an overview of desired development pattern in relation to the Design Principles.
- Application provides a general description 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.





	Railroad
	County and Municipality Boundaries
	Roads
	Natural Open Spaces
Land Uses	
	Commercial
	Cultivated
	Industrial
	Public/Institutional
	Parks/ Recreation/Conservation
	Residential
	Timbered
	Transportation/Communication/Utilities



Bulloch County Existing Land Use



April 2024

DEVELOPMENT CHARACTER AREAS

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 cross-roads. 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.

SUBURBAN

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 one interstate interchange 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.

GA HIGHWAY 67 & INTERSTATE COMMERCE NODE

GA Highway 67 Character Area

This character area encompasses an area centered along Georgia Highway 67. This route runs north to south from Statesboro to Interstate 16 and beyond. The boundaries for the area are Emit Grove Road (north), NeSmith Proctor Road (south), Old Happy Road and Lower Black Creek (east), and Clifton Road or 2,000 feet west of GA Hwy. 67 (west). The intent of this area is to address specific design criteria for the corridor and suggest land uses along GA 67. The proposed density relies on nodal development focused along Interstate 16 and smaller crossroads to a lesser degree. Implementation of zoning overlays and additional requirements will be realized overtime as additional studies are performed. Within the GA 67-character area, residential developments are required to have increased buffers fronting GA 67 to lessen the appearance of developed land and to preserve open space as the corridor develops. A buffer measuring 50 feet in width for parcels fronting GA 67 should be required whether by an overlay adoption or zoning conditions. Design consideration will be placed on the use of frontage roads and limited access to GA 67. Transportation is primarily automobile centered with connectivity among developments including greenspace and linear trails. Developments near road crossings should be encouraged to provide pedestrian crossing refuges for access across GA 67. Outside of nodal developments, commercial uses along GA 67 should be limited to major intersections, surrounding parcels or adjacent to other commercial uses and where infrastructure is in place to accommodate higher density commercial uses. Additional standards or requirements may be applied through overlays. Industrial development shall only be considered within the interstate commerce node with careful consideration of noise and air quality pollutants. Visual photo simulations should be rendered prior to industrial approval to adequately consider impacts for the surrounding area. Residential developments should utilize the conservation style subdivisions with density bonuses suggested up to 50%, whereby the remaining land is preserved by an HOA or land trust in perpetuity.

Interstate Commerce Node

Nodal development is suggested by Bulloch County to allow for the concentration of mixed uses in a defined area which will allow for the utilization of future infrastructure and create a balanced approach to growth and land use. Higher density residential developments will be located within the commerce node with preference to village style mixed uses. Road frontage and arterial road access should be limited to commercial or office use with high density residential or logistics-oriented industry to the rear of parcels. Strict landscaping, signage and architectural standards should be applied by adopting overlay districts. Commercial and retail strip developments must provide inter-parcel access and variable façade appearances of natural stone, masonry, cement siding materials to lessen monotonous appearances. Open space preservation is given priority in residential developments. Open areas should be readily accessible, useable and well-designed. Large community open spaces or public square parks should be the focus point of a development with multiple smaller parks throughout residential phases. Townhomes facing parks and open space with small restaurants or convenience stores should be considered in Planned Unit Developments. Transit stops should be incentivized within the node. Regional scaled commercial uses should be limited to GA 67 frontage with logistics related industrial uses available to parcels, limiting road frontage as commercial or higher density residential.

BLACK CREEK CHARACTER AREA & INTERSTATE 16 NODE

Black Creek Character Area

This character area is defined as the area south of Mud Road to Seedtick Road. East and west boundaries are Old Happy Road and US 80 respectively. A small portion of the area is south of Georgia Hwy. 119 and bounded by US 80 east to the Ogeechee River. Within the area, future higher density nodes are located along Interstate 16 at Arcola Road (exit 132) and GA 119 (exit 137). The current character of the area is rural, low-density development consistent with the R-80 and AG-5 zoning parameters. Much of the land's present development challenges are due to the presence of wetlands and low-lying terrain. Commonly referred to as the "Flatwoods", this area of Bulloch County is located in the lower coastal plain, displaying typical flora and fauna associated with coastal counties. Transportation within the area is dependent on county roads, of which most are presently dirt. Collector routes include Ash Branch Church Road/Arcola Road, Mud Road, and Old GA 46. Interstate 16 records the highest traffic volumes for the area.

The development of the Black Creek Character Area should be carefully considered where parcels are likely to receive water and sewer service in the future. Density levels may be similar to the suburban neighborhood character area with single family neighborhoods of near half-acre lot minimums utilizing individual septic tanks. Medium to high density residential may be located within nodal areas. Residential developments should allow for environmental protection of sensitive areas through the use of conservation subdivisions. Open space requirements are strongly suggested in the designs of development.

Interstate 16 nodal developments should create a defined sense of place with signage overlay districts and enhanced landscaping requirements. Commercial development should be limited outside of the nodes, keeping high density developments within nodal areas served by water and sewer utilities. Temporary use of state permitted community septic systems may be allowed in planned infrastructure areas.

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

DESIGN PRINCIPLES

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

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

Intent

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

General Characteristics

- Scattered low density residential development and agricultural activities.
- Buildings have variable setbacks and an informal orientation to the roadway.

Application

- Provide opportunities for residents to connect with nature.
- Seek opportunities to secure and protect land for open space.
- Protect prime agricultural lands.

Primary Land Uses

- 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.

Zoning Classifications

- AG-5, R-80, Conservation-Preservation

DESIGN PRINCIPLES

Site Design

- Moderate-to-deep building setbacks with green space.
- Small building footprints in relation to lot size.

Density/Intensity

- Limited civic buildings.
- 1 dwelling units per 2-5 acres, or more.
- 1-2 story buildings.

Green Space

- Natural and informal landscape.
- Maintain connections between natural features.
- Require landscape buffers to reduce land use conflicts.
- Encourage conservation subdivisions.

Transportation

- 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.

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

- 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.

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

Intent

- Enhance existing suburban neighborhoods and create new suburban neighborhoods with a sense of place and community.

General Characteristics

- Clustered buildings located close to the street with parking beside or behind the building.

Application

- 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.

Primary Land Uses

- 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.

Zoning Classifications

- R-2, R-3, R-8, R-15, R-25, GC, NC, PUD

Site Design

- 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.

Density/Intensity

- Scaled civic uses.
- 2-4 dwelling units per acre.

Green Space

- Informal landscaping for passive use areas.
- Formal landscaping and appropriate buffers within built areas.
- Maintain connections between natural features.
- Neighborhood and community park facilities.

Transportation

- 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.

Infrastructure

- Municipal water (or sewer) proximity.
- On-site water (private wells or small systems) and sewer (septic or package systems).
- Abundant private utilities.
- Low impact development.

Visual Character Description

Development Pattern



Transportation



Green Space



IMPLEMENTATION STRATEGIES

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

SUBURBAN CORRIDOR (S-C)

POLICIES

Intent

- Enhance existing suburban corridors with an increased sense of place and community.

General Characteristics

- 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.

Application

- 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.

Primary Land Uses

- 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.

Zoning Classifications

- R-2, R-3, R-8, R-15, R-25, HC, GC, PUD, Corridor Overlay District

DESIGN PRINCIPLES

Site Design

- 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.

Density/Intensity

- 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.

Green Space

- Formal landscaping and appropriate buffers within built areas.
- Community and regional park facilities.

Transportation

- 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.

Infrastructure

- 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

Intent

- 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.

General Characteristics

- 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.

Application

- 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.

Primary Land Uses

- 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.

Zoning Classifications

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

DESIGN PRINCIPLES

Site Design

- 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.

Density/Intensity

- Scaled civic buildings.
- 2-8 dwelling units per acre.
- 1-3 story buildings.
- Infill vacant lots.

Green Space

- 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.

Transportation

- 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.

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.
- 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

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

DESIGN PRINCIPLES

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
<u>Intent</u>	<u>Site Design</u>
<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. 	<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.
<u>General Characteristics</u>	<u>Density/Intensity</u>
<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. 	<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.
<u>Application</u>	<u>Green Space</u>
<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. 	<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.
<u>Primary Land Uses</u>	<u>Transportation</u>
<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. 	<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.
<u>Zoning Classifications</u>	<u>Infrastructure</u>
<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> 	<ul style="list-style-type: none"> Municipal water (and/or sewer). Abundant private utilities. Low impact development.

Visual Character Description

Development Pattern	Transportation	Green Space
		

IMPLEMENTATION STRATEGIES

<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) 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

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

DESIGN PRINCIPLES

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

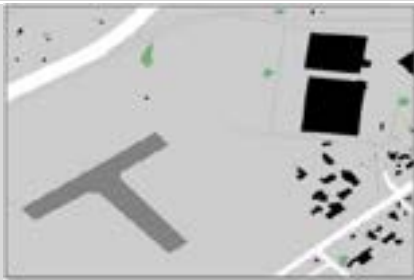
- Moderate to high vehicular connectivity with managed access, accommodation for heavy vehicles, limited connections to surrounding development and efficient and safe circulation patterns.
- Limited pedestrian environment and facilities due to nature of vehicular traffic.
- Paved roadways and parking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

Intent

- 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.

General Characteristics

- 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.

Application

- 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.

Primary Land Uses

- 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.

Zoning Classifications

- LI, HI, GC, HC, PUD

Site Design

- 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.

Density/Intensity

- Limited civic buildings.
- 1-3 story buildings.

Green Space

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

Transportation

- 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.

Infrastructure

- Municipal water (and/or sewer).
- Adequate telecommunications.
- 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.
- Prepare a revitalization or redevelopment study in advance of physical decline in existing employment districts.

INTERSTATE GATEWAY DISTRICT (IG-D)

POLICIES

DESIGN PRINCIPLES

Intent

- Enhance and maintain existing highway commercial businesses associated with interstate interchanges to define a visual gateway to Bulloch County, and create industrial or large business facilities to take advantage of the I-16 access and proximity to Savannah’s port and shipping facilities.

General Characteristics

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

Application

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

Primary Land Uses

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

Zoning Classifications

- HC, LI, HI, PUD, Interstate Overlay

Site Design

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

Density/Intensity

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

Green Space

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

Transportation

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

Infrastructure

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

Visual Character Description

Development Pattern



Transportation



Green Space



IMPLEMENTATION STRATEGIES

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

GA HIGHWAY 67 CHARACTER AREA & INTERSTATE COMMERCE NODE

POLICIES

DESIGN PRINCIPLES

Intent

- Create new moderate to high density neighborhoods with a sense of place and community.
- Preservation of scenic character and gateway corridor for City of Statesboro using enhanced landscaping and building materials.

General Characteristics

- Mixed use or single use commercial, office and residential development along major linear transportation corridors.
- Clustered buildings located near intersections, moderate distance to the street with shared parking to the front, side and rear.

Application

- Locate at key intersections on principal arterials where full services, public facilities, and potential public transit.
- Housing diversity and connectivity with nodal concentrations near key crossroads.
- Connect to public water and sewer if available.

Primary Land Uses

- 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.
- Commercial and office uses.
- Moderate to high scale mixed use development clustered at key intersections.
- Limited transportation oriented light industrial within node

Zoning Classifications

- GA Highway 67 CA: R-2, R-3, R-8, R-15, R-25, GC, NC, PUD, *Corridor Overlay District*
- Interstate Commerce Node: R-2, R-3, R-8, R-15, R-25, HC, GC, NC, PUD, LI, *Corridor Overlay District*

Site Design

- Moderate building setbacks with enhanced 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.

Density/Intensity

- Limited civic buildings.
- 2-8 dwelling unit/acre for single family.
- 10-14 dwelling unit/acre for multi-family
- 10-20 dwelling unit/are for multi-family within node.
- Moderate floor area and impervious surface ratios.

Green Space

- Formal landscaping and appropriate buffers within built areas.
- Buffer minimum of 50 feet along GA 67 frontage.
- Moderately dense street trees, and planting strips.
- Neighborhood and community park facilities.
- Civic common areas

Transportation

- 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.

Infrastructure

- Municipal water and sewer proximity.
- Temporary use of On-site water (private wells or small systems) and sewer (septic or package systems).
- 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 an GA Highway 67 Corridor Overlay District zoning category to encourage future development to enhance the character area.

BLACK CREEK CHARACTER AREA & INTERSTATE 16 NODE

POLICIES	DESIGN PRINCIPLES
<p align="center"><u>Intent</u></p> <ul style="list-style-type: none"> • Create suburban neighborhoods and high-density nodal development with a sense of place and community. 	<p align="center"><u>Site Design</u></p> <ul style="list-style-type: none"> • Shallow-to-moderate building setbacks with green space. • 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 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 align="center"><u>Density/Intensity</u></p> <ul style="list-style-type: none"> • Scaled civic uses. • 2-4 dwelling units/ acre for single family. • 2-8 dwelling units/acre along arterial or collector routes for single family • 10-20 dwelling unit/acre for multi-family within node
<p 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 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 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. • Moderate to high scale mixed use development clustered within the node or isolated within planned unit developments 	<p 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 align="center"><u>Zoning Classifications</u></p> <ul style="list-style-type: none"> • Black Creek CA: R-2, R-3, R-15, R-25, GC, NC, PUD • Interstate 16 Node: R-2, R-3, R-8, R-15, HC, GC, PUD, LI, <i>Interstate Overlay District</i> 	<p 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.

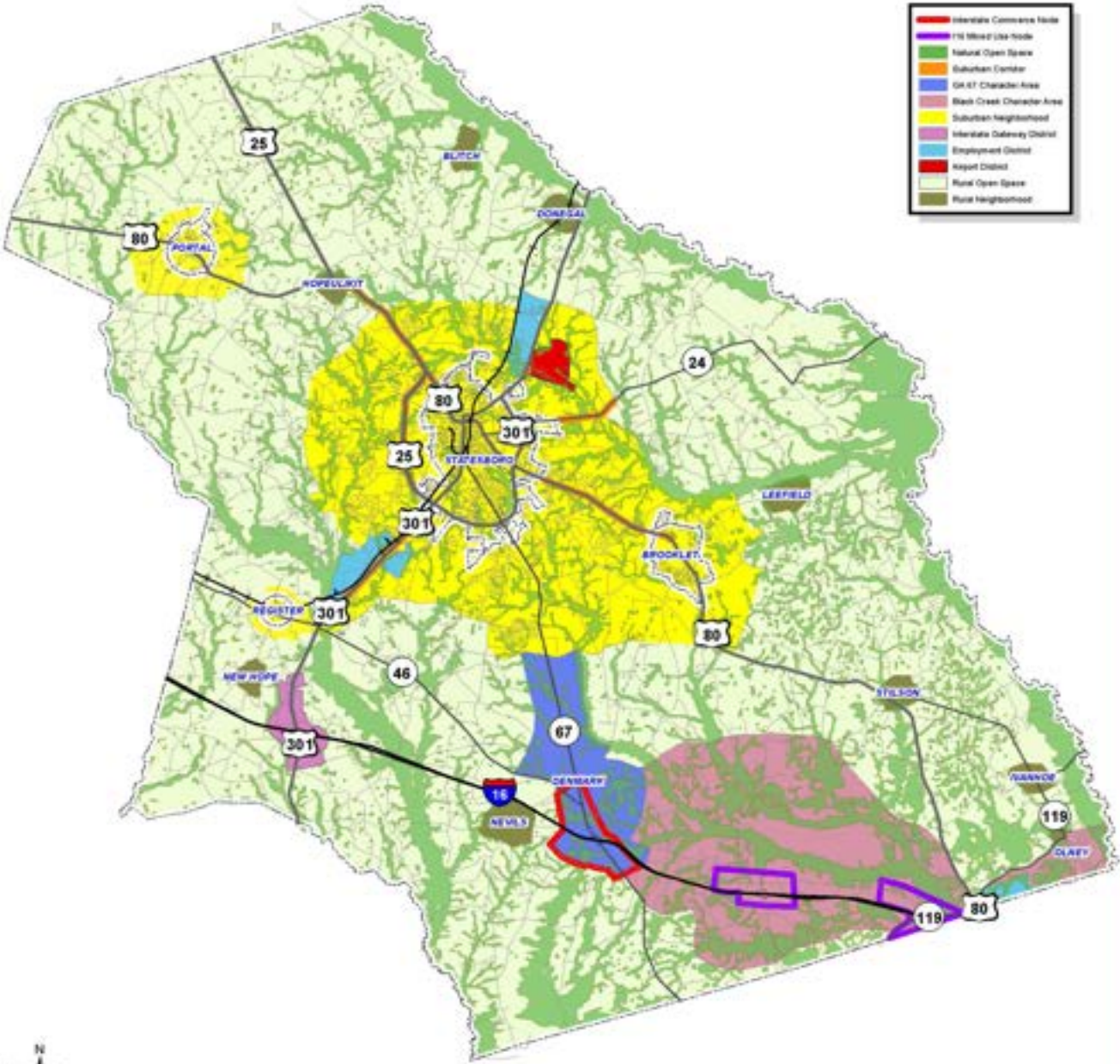
Visual Character Description

<u>Development Pattern</u>	<u>Transportation</u>	<u>Green Space</u>
 <p align="center">Conservation Subdivision</p>		

IMPLEMENTATION STRATEGIES

- Incorporate and intent 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.

Future Development Map: Bulloch County



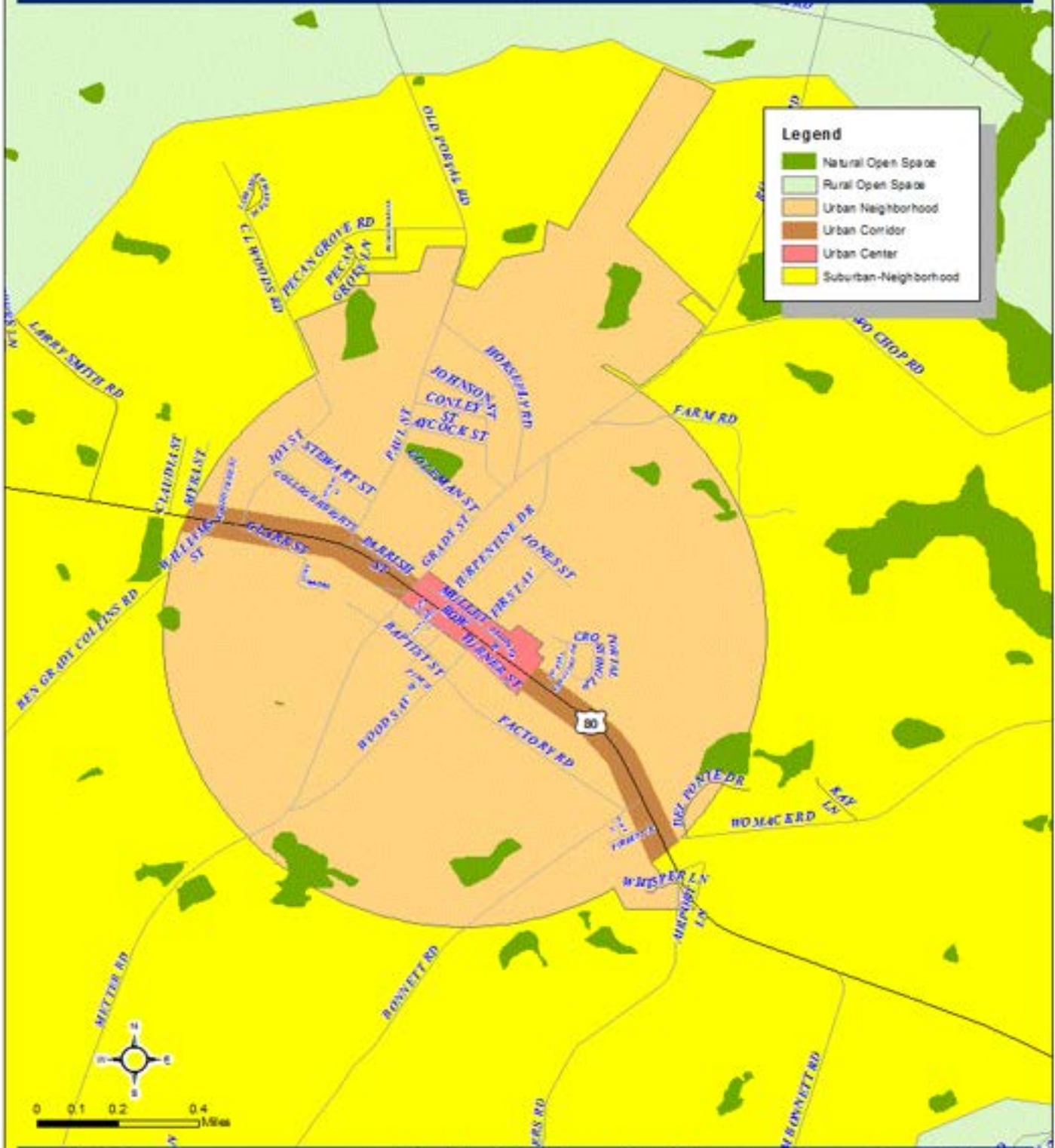
Bulloch County Comprehensive Plan

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

Future Development Map: Town of Portal

Legend

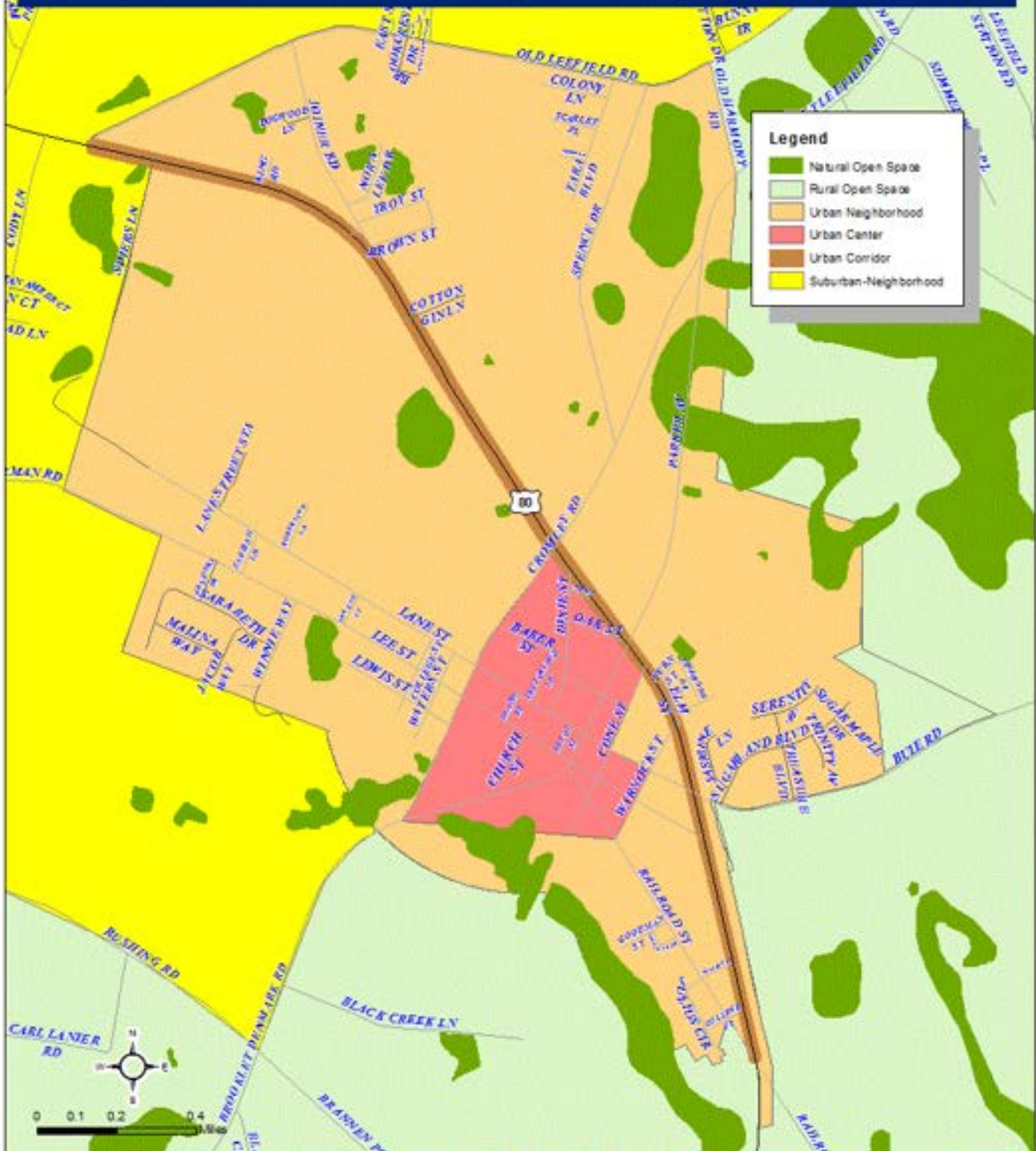
- Natural Open Space
- Rural Open Space
- Urban Neighborhood
- Urban Corridor
- Urban Center
- Suburban-Neighborhood



Bulloch County Comprehensive Plan

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

Future Development Map: Town of Brooklet



Bulloch County Comprehensive Plan

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

IMPLEMENTATION
PROGRAM



REPORT OF ACCOMPLISHMENTS

The Report of Accomplishments provides a status of implementation Strategy identified in the 2019-2024 Community Work Programs for Bulloch County and the municipalities of Brooklet, Portal and Register. For each activity the Report of Accomplishments identifies whether it is ongoing, or if was completed, ongoing, or canceled.

Items identified as underway or postponed are carried over to the community work program and correspond with the anticipated year or completion or initiation. Details are provided for most items to explain the current status of a project.



BULLOCH COUNTY

Bulloch County
Community Work Program
Report of Accomplishments

Initiation Year	Description	Accomplished		Underway		Postponed		Dropped	Status/Comments
		Y/N	Year	Y/N	Est. Comp. Date	Y/N	Est. Int. Date	Y/N	
2022	Develop and implement a targeting and recruitment plan for goods producing industries and clusters.	Y	2020						The Development Authority of Bulloch County has developed a plan to recruit port leveraged advanced manufacturing. Since 2019, Bulloch County was selected by five corporations to locate facilities. 1,700 jobs and over \$1 Billion will be invested in the sites over the next 7-10 years.
2019	Conduct a business retention and expansion survey and implement results.	Y	2020						The Development Authority of Bulloch County conducts an annual wage and benefits survey for existing local industries. The data helps with the retention of existing industries and keeps local wages attractive.
2019	Develop and implement plans to acquire land and expand infrastructure for new or existing industrial or commerce parks.	Y	2023						The Development Authority of Bulloch County acquired several properties along US 301 South. Water and sewer infrastructure has been extended with an EIP grant award for \$1.2 Million.
2019	Develop and implement a targeting and recruitment plan for retail and commercial businesses that meet local consumer demand.					Y	2025		This sector of the local economy will need additional focus due to the pending industrial developments.
2022	Develop a survey instrument to determine how to make the community more appealing and interesting to students, faculty, and administration at Georgia Southern University.	Y	2020						The Development Authority of Bulloch County completed a survey and have received feedback from the GSU community.
2019	Examine feasibility of creating an economic development corporation that will be a public/private partnership engaging the municipalities, county, private sector, and other key stakeholders to leverage business recruitment.					Y	2027		This item has been postponed until 2027.
2019	Review and update the existing local business incentives program.	Y	2022						The local business incentives program remains flexible and is updated with each new prospect upon the completion of a LOCI study to determine local impacts.
2019	Provide incentives to businesses for higher paying jobs and capital investment based on positive cost-benefit analysis.	Y	2023						Incentives were provided to five recent industrial prospects with wages at or above the average Bulloch County wage rate of all sectors.

Bulloch County
Community Work Program
Report of Accomplishments

Initiation Year	Description	Accomplished		Underway		Postponed		Dropped	Status/Comments
		Y/N	Year	Y/N	Est. Comp. Date	Y/N	Est. Int. Date	Y/N	
2021	Encourage the location of small-to-moderate scale business development near existing or future neighborhoods, small rural centers, or future mixed-use developments.	Y	2020						Various zoning actions since 2019 have followed this policy and have increased business activity near growth areas.
2020	Encourage the location of major commercial activity along suburban corridors or interstate-gateway character areas.	Y	2020						The Capital Improvements Program and budget was updated each year.
2019	Encourage the location of large businesses and industrial facilities at the employment, interstate-gateway, or airport character areas.	Y	2023						Each of the five industrial facilities located in Bulloch County are located in the interstate-gateway character area.
2020	Encourage mixed-use development at appropriate scales and in appropriate character areas.	Y	2023						Two mixed-use developments have been approved by Bulloch County since 2019 and are encouraged through text since the zoning ordinance was amended in 2023.
2020	Leverage and promote resources available from local workforce organizations to improve resident workers skills training.				Y	2025			The Development Authority of Bulloch County (DABC) has partnered with Ogeechee Technical College and the Board of Education to develop and implement a workforce plan.
2022	Encourage mixed-use development at appropriate scales and in appropriate character areas.	Y	2023						Two mixed-use developments have been approved by Bulloch County since 2019 and are encouraged through text since the zoning ordinance was amended in 2023.
2023	Leverage and promote resources available from local technical assistance organizations to establish and sustain small businesses.					Y	2025		This item has been postponed until 2025.
2023	Encourage mixed-use development at appropriate scales and in appropriate character areas.	Y	2023						Two mixed-use developments have been approved by Bulloch County since 2019 and are encouraged through text since the zoning ordinance was amended in 2023.
2019	Leverage and promote resources available from local workforce organizations to improve resident workers skills training.	Y	2020						The Development Authority of Bulloch County (DABC) has partnered with Ogeechee Technical College and the Board of Education to develop and implement a workforce plan.

Bulloch County
Community Work Program
Report of Accomplishments

Initiation Year	Description	Accomplished		Underway		Postponed		Dropped	Status/Comments
		Y/N	Year	Y/N	Est. Comp. Date	Y/N	Est. Int. Date	Y/N	
	Aggressively pursue leveraged funding opportunities that support infrastructure to expand economic development opportunities.	Y	2023						<p>The DABC secured grant funding for the following projects:</p> <ul style="list-style-type: none"> ▪ Aspen Aerogels: <ul style="list-style-type: none"> • EIP Grant (to City/County) for \$750K to extend water/wastewater utilities to the project site • OneGeorgia EDGE Grant to DABC for \$1MM for site development and equipment ▪ Joon Georgia (d/b/a AJIN Georgia): <ul style="list-style-type: none"> • OneGeorgia EDGE Grant to DABC for \$2.7MM for site development <ul style="list-style-type: none"> ▪ Ecoplastic: <ul style="list-style-type: none"> • OneGeorgia EDGE Grant to DABC for \$1.6MM for site development <ul style="list-style-type: none"> ▪ Hanon Systems: <ul style="list-style-type: none"> • OneGeorgia EDGE Grant to DABC for \$525K for site development

Bulloch County
Community Work Program
Report of Accomplishments

Initiation Year	Description	Accomplished		Underway		Postponed		Dropped	Status/Comments
		Y/N	Year	Y/N	Est. Comp. Date	Y/N	Est. Int. Date	Y/N	
2019	Update the Service Delivery Strategy with all municipalities with every Comprehensive Plan update, or when needed.	Y	2022						Bulloch County has participated in two updates of the Service Delivery Strategy since 2019.
2019	Coordinate planning and development efforts in the region with the Coastal Regional Commission.	Y	2023						Bulloch County has submitted approximately five Development of Regional Impact cases to the Coastal Regional Commission. In addition, county staff have met with CRC staff for multiple plan implementation assessment meetings since 2019.
2019	Coordinate and refer information on key land use proposals and impacts with appropriate units of local government, school districts and the Coastal Regional Commission, when appropriate.	Y	2023						County staff have coordinated with the Board of Education regularly to measure potential land use impacts for their organization, including a new school build.
2019	Coordinate the planning, development, and siting of schools with the Bulloch County Board of Education.	Y	2023						The public works department obtained new technology for tracking equipment in the field to increase productivity and improve maintenance schedules.

Bulloch County
Community Work Program
Report of Accomplishments

Initiation Year	Description	Accomplished		Underway		Postponed		Dropped	Status/Comments
		Y/N	Year	Y/N	Est. Comp. Date	Y/N	Est. Int. Date	Y/N	
2019	Develop qualifying criteria for new dirt road construction to maximize resources to construct 3.0 miles of roads annually.							Y	Prioritization criteria for dirt road paving has been established.
2019	Improve existing dirt roads with asphalt resurfacing and pavement preservation techniques to maximize resources treating 20.0 miles of roads annually.							Y	The public works department purchased a heated mastic trailer for use by the county asphalt preservation crew. This equipment is used to improve pothole patching and crack sealing on asphalt roads.
2019	Maintain all bridges to a good or excellent standard according to the state bridge inventory report.							Y	A formal bridge maintenance program has not been developed due to a lack of staff. The County cooperated with GDOT to replace 1 bridge and perform maintenance on 10 bridges since 2019. This item will be modified in the new Community Work Program to reference 4 specific bridge replacement projects.
	Continue to expand road infrastructure at the I-16 Tax Allocation District as development occurs according to the 2011 Redevelopment Plan.			Y	2025				Neville Dairy Road is currently in the design phase to be paved by a developer. Multiple traffic impact studies have been performed by developers to insure proper roadway improvements are made.
2019	Develop programs or acquire specialized traffic devices to improve roadway safety and to reduce vehicle and pedestrian safety crashes, injuries, and fatalities.	Y	2023						Bulloch County has implemented a program for advance warning signals at higher volume intersections. Solar powered units are used for advance warning and stop condition ahead notifications.
2019	Improve intersection safety with enhanced geometrics, signalization or with innovative designs such as roundabouts or RCUTS.	Y	2022						One traffic signal was installed at the Cypress Lake Road and Veterans Memorial Parkway. Flashing beacons were installed at four intersections (Old Hwy. 46/Arcola, Lakeview/Old River Rd., Lakeview/Clito Rd., Rocky Ford/US 25).
2019	Use traffic calming designs in new and existing subdivisions to reduce speeding in residential neighborhoods.	Y	2023						Subdivision regulations were modified in 2023. Traffic calming designs were incorporated as requirements for new developments.
	Coordinate with local educational institutions on existing and future site development to minimize traffic congestion and pedestrian conflicts during peak periods.				Y	2027			Bulloch County is currently working with the Board of Education to jointly fund a traffic study near the proposed new Southeast Bulloch High School. Additionally, the County is working with Georgia Southern University and the City of Statesboro to develop improvement plans for Lanier Drive.

Bulloch County
Community Work Program
Report of Accomplishments

Initiation Year	Description	Accomplished		Underway		Postponed		Dropped	Status/Comments
		Y/N	Year	Y/N	Est. Comp. Date	Y/N	Est. Int. Date	Y/N	
2019	Develop a program to link the greenway system while providing bike and pedestrian amenities.							Y	This action item is not feasible over the next five-year period.
2019	Continue to provide leveraged funding support for the Airport to maintain its status as a Level III general aviation facility.			Y	2028				The airport committee and public works are constantly researching ways to obtain funding and improve the airport and facilities.
2019	Continue to support Coastal Regional Coaches demand-response paratransit service that can be coordinated with a future fixed-route/flex-route transit system serving the City of Statesboro.	Y	2023						Bulloch County has continued to support the Coastal Regional Coaches transit service. The City of Statesboro has launched a fixed-route system coordinated with the Coastal Regional Coaches.
	Continue to support existing policies requiring real estate developers to provide traffic impact studies when warranted and to install required improvements to serve such sites.	Y	2023						The revised Bulloch County Subdivision regulations in 2023 codified these requirements.
	Assess safety countermeasures at railroad crossings on local roads and implement measures.			Y	2026				Bulloch County is currently working with the local railroad on improvements to Clito Road at Maria Sorrell crossing.
2019	Utilize the Transportation Special Local Option Sales Tax for transportation maintenance and enhancements.			Y	2028				TSPLOST was reauthorized in 2022 and will fund various transportation projects over a six year period.

TOWN OF PORTAL

Town of Portal
Community Work Program
Report of Accomplishments

Initiation Year	Description	Accomplished		Underway		Postponed		Dropped	Status/Comments
		Y/N	Year	Y/N	Est. Comp. Date	Y/N	Est. Int. Date	Y/N	
2020,2023	Conduct a business retention and expansion survey and address results.							Y	The City of Portal has realized some business growth but does not plan to conduct a formal study over the planning time period.
2020	Develop and implement a targeting and recruitment plan for retail and commercial businesses that meet local consumer demand.					Y	2026		The City aims to focus retail attraction based on area needs. This action was postponed due to lack of funding.
2023	Establish an existing local business incentives program.							Y	The City has dropped this item due to lack of a local champion and/or organization.
2019	Encourage the location of small-to-moderate scale business development near existing or future neighborhoods, urban centers, or future mixed-use developments.							Y	This action item is addressed as a policy in chapter 6 and has been dropped from the community work program.
2019	Encourage the location of major commercial, industrial, or mixed-use activity urban corridors.							Y	This action item is addressed as a policy in chapter 6 and has been dropped from the community work program.

Town of Portal
Community Work Program
Report of Accomplishments

Initiation Year	Description	Accomplished		Underway		Postponed		Dropped	Status/Comments
		Y/N	Year	Y/N	Est. Comp. Date	Y/N	Est. Int. Date	Y/N	
2019	Encourage mixed-use development at appropriate scales and in appropriate character areas.							Y	This action item is addressed as a policy in chapter 6 and has been dropped from the community work program.
2019	Leverage and promote resources available from local technical assistance organizations to establish and sustain small businesses.							Y	This action item is addressed as a policy in chapter 3 and has been dropped from the community work program.
2019	Aggressively pursue leveraged funding opportunities that support infrastructure to expand economic development opportunities.							Y	This action item is addressed as a policy in chapter 6 and has been dropped from the community work program.
2022	Participate in the update of the 2035 L RTP under MAP-21 guidelines should Statesboro-Bulloch County become a Metropolitan Planning Organization, and should Brooklet become part of the urbanized area.			Y	2025				The Long-Range Transportation Plan is currently underway with a planning consultant and is anticipated to be completed in quarter 4 of 2024 or early 2025.
2019	Coordinate with local educational institutions on existing and future site development to minimize traffic congestion and pedestrian conflicts during peak periods.							Y	This item is considered ongoing and is reflected by a long-term policy.

Town of Portal
Community Work Program
Report of Accomplishments

Initiation Year	Description	Accomplished		Underway		Postponed		Dropped	Status/Comments
		Y/N	Year	Y/N	Est. Comp. Date	Y/N	Est. Int. Date	Y/N	
2019	Develop a program to link the greenway system while at the same time providing bike and pedestrian amenities.							Y	Greenway improvements are an ongoing endeavor and are accurately reflected in the policies section. Specific bicycle and pedestrian improvements will be added to the new Community Work Program.
2019	Utilize the Transportation Special Local Option Sales Tax for transportation maintenance and enhancements.	Y	2021						The City has been able to contribute TSPLOST revenue to cover local match requirements for the Local Maintenance Improvement Grants by the Georgia Department of Transportation.
2021	Participate in a stakeholder committee of public-private entities to plan and maintain a Community Broadband Road Map or Strategic Plan.					Y	2027		The City remains supportive of broadband improvements and will participate in future stakeholder meetings to develop a community broadband strategic plan.
2020	Apply for Broadband Ready Community Designation with DCA upon adopting a model broadband ordinance.					Y	2025		The City will consider the adoption of a broadband ordinance in 2025.
2019	Monitor policy developments and legislation to align state goals with local initiatives.							Y	This action item is addressed throughout the plan as a long-term policy.
2020	Prepare a city-wide inventory of vacant sites to target for infill development. <i>U-N</i>					Y	2026		The City will develop an inventory as part of a recruitment plan.
2020	Prepare a city-wide inventory of buildings to target for redevelopment. <i>U-N</i>					Y	2026		The City will develop an inventory as part of a retail recruitment plan.
2022	Prepare and adopt a Downtown Master Plan to guide design and regulations. <i>U-CTR</i>					Y	2027		Action likely to be paired with a major zoning ordinance amendment before 2029.
2023	Prepare and adopt an Urban-Center Overlay District. <i>U-CTR</i>							Y	The City will continue to follow the land use principles of this plan; however this action is longer term than 5 years.
2023	Prepare and adopt an Urban-Corridor Overlay District. <i>U-C</i>							Y	The City will continue to follow the land use principles of this plan, however this action is longer term than 5 years.

Town of Portal
Community Work Program
Report of Accomplishments

Initiation Year	Description	Accomplished		Underway		Postponed		Dropped	Status/Comments
		Y/N	Year	Y/N	Est. Comp. Date	Y/N	Est. Int. Date	Y/N	
2019	Participate in updating the Countywide Greenways Master Plan and define priorities for development. <i>U-N, U-CTR, U-C</i>					Y	2026		The joint city/county planning update was postponed. No action has been taken.
2019	Incorporate design principles into development ordinances or by zoning conditions. <i>U-N, U-CTR, U-C</i>					Y	2026		The City has not initiated a zoning ordinance change but will do so in the next planning period due to expected growth.
2019	Amend the zoning ordinance to include the use of planned unit developments for innovative site design (PUD's). <i>U-N, U-C</i>					Y	2026		The City has not initiated a zoning ordinance change but will do so in the next planning period due to expected growth.
2019	Develop and promote incentives for amenities, aesthetics, and infill. <i>U-N</i>					Y	2026		The City has not initiated a zoning ordinance change but will do so in the next planning period due to expected growth.
2019	Update the Service Delivery Strategy with Bulloch County and other municipalities with every Comprehensive Plan update, or when needed.	Y	2022						Portal has participated in two updates of the Service Delivery Strategy since 2019.
2019	Coordinate planning and development efforts in the region with the Coastal Regional Commission.	Y	2023						Portal has met with the Coastal Regional Commission when requested, most recently in 2023.
2019	Coordinate and refer information on key land use proposals and impacts with appropriate units of local government, school district and the Coastal Regional Commission, when appropriate.							Y	This item is carried out on a routine basis and is captured in the plan policies.
2019	Coordinate the planning, development, and siting of schools with the Bulloch County Board of Education.	Y	2022						The City has coordinated additional facility siting for schools in Portal. Going forward this will be considered by policy.
2019	Coordinate the planning, development, and construction of municipal utilities with Bulloch County when appropriate.							Y	No additional utilities are planned for the immediate Portal area within the next 5 years. This item is adequately addressed by policy.
2019	Coordinate with state agencies regarding legislation and regulatory issues and identify funding sources for operating and capital projects.							Y	This item is an ongoing policy and is represented in the policies section of the plan.
2019	Coordinate with federal agencies regarding legislation and regulatory issues and identify funding sources for operating and capital projects.							Y	This item is an ongoing policy and is represented in the policies section of the plan.

Town of Portal
Community Work Program
Report of Accomplishments

Initiation Year	Description	Accomplished		Underway		Postponed		Dropped	Status/Comments
		Y/N	Year	Y/N	Est. Comp. Date	Y/N	Est. Int. Date	Y/N	
2019	Utilize Community Development Block Grant (CDBG) and related HUD funding for infrastructure, economic development, housing, and innovative projects.							Y	This item will be revised in the new Community Work Program to reflect a specific project.
2019	Establish and annually update a six-year capital improvements program and budget.	Y	2020						This item is considered complete due to interval SPLOST planning, our primary funding source for capital improvements.
2019	Update specific master plans affecting community facilities including, but not limited to transportation, public safety, solid waste, redevelopment, land use, when needed.				Y	2027			This item is an ongoing policy and is represented in the policies section of the plan.
2019	Optimize the use and availability of SPLOST and TSPLOST as a capital funding source for community facilities projects.							Y	This item is an ongoing policy and is represented in the policies section of the plan.
2019	Optimize the use and availability of private, state and federal funding sources to leverage local funding sources for community facilities projects.							Y	This item is an ongoing policy and is represented in the policies section of the plan.

TOWN OF REGISTER

Town of Register
Community Work Program
Report of Accomplishments

Initiation Year	Description	Accomplished		Underway		Postponed		Dropped	Status/Comments
		Y/N	Year	Y/N	Est. Comp. Date	Y/N	Est. Int. Date	Y/N	
2022	Encourage the location of small-to-moderate scale business development near existing or future neighborhoods, urban centers, or future mixed-use developments.							Y	This action item is addressed as a policy in chapter 6 and has been dropped from the community work program.
2019	Encourage the location of major commercial, industrial, or mixed-use activity urban corridors.							Y	This action item is addressed as a policy in chapter 6 and has been dropped from the community work program.
2019	Encourage mixed-use development at appropriate scales and in appropriate character areas.							Y	This action item is addressed as a policy in chapter 6 and has been dropped from the community work program.
2019	Leverage and promote resources available from local technical assistance organizations to establish and sustain small businesses.							Y	This action item is addressed as a policy in chapter 3 and has been dropped from the community work program.
2019	Aggressively pursue leveraged funding opportunities that support infrastructure to expand economic development opportunities.							Y	This action item is addressed as a policy in chapter 6 and has been dropped from the community work program.

Town of Register
Community Work Program
Report of Accomplishments

Initiation Year	Description	Accomplished		Underway		Postponed		Dropped	Status/Comments
		Y/N	Year	Y/N	Est. Comp. Date	Y/N	Est. Int. Date	Y/N	
2022	Participate in the update of the 2035 Long-Range Transportation Plan under MAP-21 guidelines should Statesboro-Bulloch County become a Metropolitan Planning Organization, and should Brooklet become part of the urbanized area.			Y	2025				The Long-Range Transportation Plan is currently underway with a planning consultant and is anticipated to be completed in quarter 4 of 2024 or early 2025.
2019	Coordinate with local educational institutions on existing and future site development to minimize traffic congestion and pedestrian conflicts during peak periods.							Y	This item is included in the policy section of the plan.
2019	Develop a program to link the greenway system while at the same time providing bike and pedestrian amenities.							Y	Greenway improvements are an ongoing endeavor and are accurately reflected in the policies section. Specific bicycle and pedestrian improvements will be added to the new Community Work Program.
2019	Utilize the Transportation Special Local Option Sales Tax for transportation maintenance and enhancements.	Y	2021						The City has been able to contribute TSPLOST revenue to cover local match requirements for the Local Maintenance Improvement Grants by the Georgia Department of Transportation.

Town of Register
Community Work Program
Report of Accomplishments

Initiation Year	Description	Accomplished		Underway		Postponed		Dropped	Status/Comments
		Y/N	Year	Y/N	Est. Comp. Date	Y/N	Est. Int. Date	Y/N	
2021	Participate in a stakeholder committee of public-private entities to plan and maintain a Community Broadband Road Map or Strategic Plan.					Y	2027		The City remains supportive of broadband improvements and will participate in future stakeholder meetings to develop a community broadband strategic plan.
2020	Apply for Broadband Ready Community Designation with DCA upon adopting a model broadband ordinance.					Y	2025		The City will consider the adoption of a broadband ordinance in 2025.
2019	Monitor policy developments and legislation to align state goals with local initiatives.							Y	This action item is addressed throughout the plan as a long-term policy.
2020	Prepare a city-wide inventory of vacant sites to target for infill development. <i>U-N</i>							Y	With few areas of the City currently in commercial use, and the limited size of the City, this action is not practical.
2020	Prepare a city-wide inventory of buildings to target for redevelopment. <i>U-N</i>							Y	With few areas of the City currently in commercial use, and the limited size of the City, this action is not practical.

Town of Register
Community Work Program
Report of Accomplishments

Initiation Year	Description	Accomplished		Underway		Postponed		Dropped	Status/Comments
		Y/N	Year	Y/N	Est. Comp. Date	Y/N	Est. Int. Date	Y/N	
2022	Prepare and adopt a Downtown Master Plan to guide design and regulations. <i>U-CTR</i>					Y	2028		Action likely to be paired with a major zoning ordinance amendment before 2029.
2023	Prepare and adopt an Urban-Center Overlay District. <i>U-CTR</i>							Y	The City will continue to follow the land use principles of this plan, however this action is longer term than 5 years.
2023	Prepare and adopt an Urban-Corridor Overlay District. <i>U-C</i>							Y	The City will continue to follow the land use principles of this plan, however this action is longer term than 5 years.
2019	Participate in updating the Countywide Greenways Master Plan and define priorities for development. <i>U-N, U-CTR, U-C</i>					Y	2026		The joint city/county planning update was postponed. No action has been taken.
2019	Incorporate design principles into development ordinances or by zoning conditions. <i>U-N, U-CTR, U-C</i>					Y	2026		The City has not initiated a zoning ordinance adoption but will do so in the next planning period due to expected growth.

Town of Register
Community Work Program
Report of Accomplishments

Initiation Year	Description	Accomplished		Underway		Postponed		Dropped	Status/Comments
		Y/N	Year	Y/N	Est. Comp. Date	Y/N	Est. Int. Date	Y/N	
2019	Amend the zoning ordinance to include the use of planned unit developments for innovative site design (PUD's). <i>U-N, U-C</i>					Y	2026		The City has not initiated a zoning ordinance adoption but will do so in the next planning period due to expected growth.
2019	Develop and promote incentives for amenities, aesthetics, and infill. <i>U-N</i>	Y	2023						The City updated the subdivision ordinance in 2023 which promotes incentives.
2019	Update the Service Delivery Strategy with Bulloch County and other municipalities with every Comprehensive Plan update, or when needed	Y	2023						Register has participated in two updates of the Service Delivery Strategy since 2019.
2019	Coordinate planning and development efforts in the region with the Coastal Regional Commission.	Y	2023						Register met with the Coastal Regional Commission when requested, most recently in 2023.
2019	Coordinate and refer information on key land use proposals and impacts with appropriate units of local government, school district and the Coastal Regional Commission, when appropriate.							Y	This item is carried out on a routine basis and is captured in the plan policies.
2019	Coordinate the planning, development, and siting of schools with the Board of Education.							Y	This item is an ongoing policy and is represented in the policies section of the plan.

Town of Register
Community Work Program
Report of Accomplishments

Initiation Year	Description	Accomplished		Underway		Postponed		Dropped	Status/Comments
		Y/N	Year	Y/N	Est. Comp. Date	Y/N	Est. Int. Date	Y/N	
2019	Coordinate the planning, development, and construction of municipal utilities with Bulloch County when appropriate.							Y	This item is an ongoing policy and is represented in the policies section of the plan.
2019	Coordinate with state agencies regarding legislation and regulatory issues, and also to identify funding sources for operating and capital projects.							Y	This item is an ongoing policy and is represented in the policies section of the plan.
2019	Coordinate with federal agencies regarding legislation and regulatory issues, and also to identify funding sources for operating and capital projects.							Y	This item is an ongoing policy and is represented in the policies section of the plan.
2019	Utilize Community Development Block Grant (CDBG) and related HUD funding for infrastructure, economic development, housing, and innovative projects.			Y	2025				Register received a CDBG award for a water infrastructure replacement project. The project is expected to be complete by early 2025.
2019	Establish and annually update a six-year capital improvements program and budget.	Y	2020						This item is considered complete due to interval SPLOST planning, our primary funding source for capital improvements.
2019	Update specific master plans affecting community facilities including, but not limited to transportation, public safety, solid waste, redevelopment, land use, when needed.							Y	This item is an ongoing policy and is represented in the policies section of the plan.
2019	Optimize the use and availability of SPLOST and TSPLOST as a capital funding source for community facilities projects.							Y	This item is an ongoing policy and is represented in the policies section of the plan.
2019	Optimize the use and availability of private, state and federal funding sources to leverage local funding sources for community facilities projects.							Y	This item is an ongoing policy and is represented in the policies section of the plan.

CITY OF BROOKLET

City of Brooklet
Community Work Program
Report of Accomplishments

Initiation Year	Description	Accomplished		Underway		Postponed		Dropped	Status/Comments
		Y/N	Year	Y/N	Est. Comp. Date	Y/N	Est. Int. Date	Y/N	
2023	Conduct a business retention and expansion survey and address results.					Y	2026		No action has been taken.
2020	Develop and implement a targeting and recruitment plan for retail and commercial businesses that meet local consumer demand.					Y	2026		No action has been taken.
2023	Establish an existing local business incentives program.							Y	Action item is not feasible at this time.
2019	Encourage the location of small-to-moderate scale business development near existing or future neighborhoods, urban centers, or future mixed-use developments.							Y	This action item is addressed as a policy in chapter 6 and has been dropped from the community work program.
2019	Encourage the location of major commercial, industrial, or mixed-use activity urban corridors.							Y	This action item is addressed as a policy in chapter 6 and has been dropped from the community work program.
2019	Encourage mixed-use development at appropriate scales and in appropriate character areas.							Y	This action item is addressed as a policy in chapter 6 and has been dropped from the community work program.
2019	Leverage and promote resources available from local technical assistance organizations to establish and sustain small businesses.					Y	2026		No action has been taken.
2019	Aggressively pursue leveraged funding opportunities that support infrastructure to expand economic development opportunities.			Y	2026				The City received state funds to construct a sewer connection to the City of Statesboro. The \$2.1 Million project will establish sewer in the downtown area of Brooklet.
2022	Phase IV the S&S Greenway to complete the connection to from Statesboro to Brooklet.					Y	2029		This action item is modified in the new Community Work Program to indicate the completion of a fifth phase. Phase IV is currently underway and will terminate prior to reaching Brooklet City Limits.
2022	Participate in the update of the 2035 LRTP under MAP-21 guidelines should Statesboro-Bulloch County become a Metropolitan Planning Organization, and should Brooklet become part of the urbanized area.			Y	2025				The City of Brooklet is jointly participating with the City of Statesboro and Bulloch County to update the Long-Range Transportation Plan.

City of Brooklet
Community Work Program
Report of Accomplishments

Initiation Year	Description	Accomplished		Underway		Postponed		Dropped	Status/Comments
		Y/N	Year	Y/N	Est. Comp. Date	Y/N	Est. Int. Date	Y/N	
2019	Coordinate with local educational institutions on existing and future site development to minimize traffic congestion and pedestrian conflicts during peak periods.			Y	2026				The city is currently working with the Board of Education and Bulloch County Board of Commissioners to study traffic impacts of a new Southeast Bulloch High School.
2019	Develop a program to link the greenway system while at the same time providing bike and pedestrian amenities.							Y	Action has been dropped; future trail connectivity will be considered once the greenway is installed.
2019	Utilize the Transportation Special Local Option Sales Tax for transportation maintenance and enhancements.			Y	2029				The City anticipates additional road paving with TSPLOST funds. To date, the City has allocated 71% of funds for roadway improvements.
2021	Participate in a stakeholder committee of public-private entities to plan and maintain a Community Broadband Road Map or Strategic Plan.					Y	2027		The City remains supportive of broadband improvements and will participate in future stakeholder meetings to develop a community broadband strategic plan.
2020	Apply for Broadband Ready Community Designation with DCA upon adopting a model broadband ordinance.					Y	2025		The City will consider the adoption of a broadband ordinance in 2025.
2019	Monitor policy developments and legislation to align state goals with local initiatives.							Y	This action item is addressed throughout the plan as a long-term policy.
2020	Prepare a city-wide inventory of vacant sites to target for infill development. <i>U-N</i>					Y	2026		The City will develop an inventory as part of a retail recruitment plan.
2020	Prepare a city-wide inventory of buildings to target for redevelopment. <i>U-N</i>					Y	2026		The City will develop an inventory as part of a retail recruitment plan.
2021	Prepare and adopt a Downtown Master Plan to guide design and regulations. <i>U-CTR</i>					Y	2027		Action likely to be paired with a major zoning ordinance amendment before 2029.

City of Brooklet
Community Work Program
Report of Accomplishments

Initiation Year	Description	Accomplished		Underway		Postponed		Dropped	Status/Comments
		Y/N	Year	Y/N	Est. Comp. Date	Y/N	Est. Int. Date	Y/N	
2022	Prepare and adopt an Urban-Center Overlay District. <i>U-CTR</i>							Y	The City will continue to follow the land use principles of this plan, however this action is longer term than 5 years.
2022	Prepare and adopt an Urban-Corridor Overlay District. <i>U-C</i>							Y	The City will continue to follow the land use principles of this plan, however this action is longer term than 5 years.
2019	Participate in updating the Countywide Greenways Master Plan and define priorities for development. <i>U-N, U-CTR, U-C</i>					Y	2026		The joint city/county planning update was postponed. No action has been taken.
2019	Incorporate design principles into development ordinances or by zoning conditions. <i>U-N, U-CTR, U-C</i>					Y	2026		The City has not initiated a zoning ordinance change but will do so in the next planning period due to expected growth.
2019	Amend the zoning ordinance to include the use of planned unit developments for innovative site design (PUD's). <i>U-N, U-C</i>					Y	2026		The City has not initiated a zoning ordinance change but will do so in the next planning period due to expected growth.
2019	Develop and promote incentives for amenities, aesthetics, and infill. <i>U-N</i>					Y	2026		The City was incorporated significant changes to the subdivision ordinance in 2023 and will continue the effort to include amenities in future developments.

City of Brooklet
Community Work Program
Report of Accomplishments

Initiation Year	Description	Accomplished		Underway		Postponed		Dropped	Status/Comments
		Y/N	Year	Y/N	Est. Comp. Date	Y/N	Est. Int. Date	Y/N	
2019	Update the Service Delivery Strategy with Bulloch County and other municipalities with every Comprehensive Plan update, or when needed.	Y	2022						Brooklet has participated in two updates of the Service Delivery Strategy since 2019.
2019	Coordinate planning and development efforts in the region with the Coastal Regional Commission.	Y	2023						Brooklet has met with the Coastal Regional Commission when requested, most recently in 2023.
2019	Coordinate and refer information on key land use proposals and impacts with appropriate units of local government, school district and the Coastal Regional Commission, when appropriate.							Y	This item is carried out on a routine basis and is captured in the plan policies.
2019	Coordinate the planning, development, and siting of schools with the Bulloch County Board of Education.	Y	2023						The City has coordinated with the Board of Education for siting a new high school nearby.
2019	Coordinate the planning, development, and construction of municipal utilities with Bulloch County when appropriate.			Y	2027				The City of Brooklet has coordinated with the City of Statesboro and Bulloch County to locate a sewer line along the county owned right-of-way.

City of Brooklet
Community Work Program
Report of Accomplishments

Initiation Year	Description	Accomplished		Underway		Postponed		Dropped	Status/Comments
		Y/N	Year	Y/N	Est. Comp. Date	Y/N	Est. Int. Date	Y/N	
2019	Coordinate with state agencies regarding legislation and regulatory issues and identify funding sources for operating and capital projects.							Y	This item is an ongoing policy and is represented in the policies section of the plan.
2019	Coordinate with federal agencies regarding legislation and regulatory issues and identify funding sources for operating and capital projects.							Y	This item is an ongoing policy and is represented in the policies section of the plan.
2019	Utilize Community Development Block Grant (CDBG) and related HUD funding for infrastructure, economic development, housing, and innovative projects.							Y	This item will be revised in the new Community Work Program to reflect a specific project.
2019	Establish and annually update a six-year capital improvements program and budget.					Y	2027		No progress on this action.
2019	Update specific master plans affecting community facilities including, but not limited to transportation, public safety, solid waste, redevelopment, land use, when needed.							Y	This item is an ongoing policy and is represented in the policies section of the plan.
2023	Conduct a business retention and expansion survey and address results.					Y	2026		No action has been taken.
2020	Develop and implement a targeting and recruitment plan for retail and commercial businesses that meet local consumer demand.					Y	2026		No action has been taken.
2023	Establish an existing local business incentives program.							Y	Action item is not feasible at this time.
2019	Encourage the location of small-to-moderate scale business development near existing or future neighborhoods, urban centers, or future mixed-use developments.							Y	This action item is addressed as a policy in chapter 6 and has been dropped from the community work program.
2019	Encourage the location of major commercial, industrial, or mixed-use activity urban corridors.							Y	This action item is addressed as a policy in chapter 6 and has been dropped from the community work program.

COMMUNITY WORK PROGRAM

The 2025-2029 Community Work Program for the SMART BULLOCH 2045: A Joint Comprehensive Plan for a Better Tomorrow represents what action strategies will be implemented over the next five years by Bulloch County, Brooklet, Portal and Register to address the needs and opportunities revealed during the planning process, and to then realize the goals and objectives of the plan and its elements. This includes programs, ordinances, administrative systems, community improvements, and investments or financing arrangements or other programs/initiatives to be put in place to implement the plan. The Community Work Program outlines the following information according to the SMART BULLOCH 2045: A Joint Comprehensive Plan for a Better Tomorrow theme which remains consistent with Minimum Standards and Procedures for Local Comprehensive Planning:

- Specific (description of implementation strategy)
- Measurable (description of priority order – high, moderate, low)
- Attainable (description of the measures of cost and funding sources)
- Relevant (description of responsible party or parties who will be held accountable)
- Time-Bound (description of the timeframe for undertaking the activity (2025, 2026, 2027, 2028 or 2029))

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

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

The Community Work Program should be considered as a comprehensive list of projects for each local government. While for some local governments this list is exhaustive and all encompassing, some projects are bound to rise to an expedient level over the next five years and may not be captured within today's work program. Day to day activities of the local governments were not included as projects, but only those that the governments warranted as special attention and financial outlay planning.

BULLOCH COUNTY

**BULLOCH COUNTY
COMPREHENSIVE PLAN
COMMUNITY WORK PROGRAM
2025-2029**

Project or Activity	2025	2026	2027	2028	2029	Each Year	Beyond 2029	Responsible Party	Potential Partners	Cost Estimate	Funding Source
Develop and implement a targeting and recruitment plan for retail and commercial businesses that meet local consumer demand.	X							Bulloch County	City of Brooklet, Town of Portal, City of Statesboro, Town of Register, DABC	Staff Time	General Fund
Examine feasibility of creating an economic development corporation that will be a public/private partnership engaging the municipalities, county, private sector, and other key stakeholders to leverage business recruitment.			X					Bulloch County	City of Brooklet, Town of Portal, City of Statesboro, Town of Register	Variable Cost	General Fund
Leverage and promote resources available from local workforce organizations to improve resident workers skills training.	X							Bulloch County	City of Brooklet, Town of Portal, City of Statesboro, Town of Register	Variable Cost	General Fund
Leverage and promote resources available from local technical assistance organizations to establish and sustain small businesses.				X				Bulloch County	Coastal Regional Commission	\$15,000	General Fund

**BULLOCH COUNTY
COMPREHENSIVE PLAN
COMMUNITY WORK PROGRAM
2025-2029**

Project or Activity	2025	2026	2027	2028	2029	Each Year	Beyond 2029	Responsible Party	Potential Partners	Cost Estimate	Funding Source
Leverage and promote resources available from local workforce organizations to establish and sustain small businesses.	X							Bulloch County	GSU	Variable Cost	General Fund
Update specific master plans affecting community facilities including, but not limited to transportation, recreation, public safety, solid waste, redevelopment, land use, when needed.	X							Bulloch County	City of Brooklet, Town of Portal, City of Statesboro, Town of Register	\$100,000	General Fund
Utilize existing Enterprise Resource Planning software to annually evaluate the need to restore, replenish, or add community facility assets.			X					Bulloch County		\$50,000	General Fund
Continue to expand road infrastructure at the I-16 Tax Allocation District as development occurs according to the 2011 Redevelopment Plan.	X							Bulloch County	DCA, DABC	Variable Cost	SPLOST

**BULLOCH COUNTY
COMPREHENSIVE PLAN
COMMUNITY WORK PROGRAM
2025-2029**

Project or Activity	2025	2026	2027	2028	2029	Each Year	Beyond 2029	Responsible Party	Potential Partners	Cost Estimate	Funding Source
Maintain all bridges to a good or excellent standard according to the state bridge inventory report, including the replacement of bridges on Old Hwy. 46, Akins Pond Road, Cypress Lake Road at Watering Hole Branch	X							Bulloch County	GDOT	\$4.5 Million	General Fund, State Funding
Coordinate with local educational institutions on existing and future site development to minimize traffic congestion and pedestrian conflicts during peak periods.			X					Bulloch County		\$40,000	General Fund
Continue to provide leveraged funding support for the Airport to maintain its status as a Level III general aviation facility.	X							Bulloch County	GDOT	Variable Cost	General Fund, SPLOST
Assess safety countermeasures at railroad crossings on local roads and implement measures.		X						Bulloch County	GDOT	\$250,000	TSPLOST
Utilize the Transportation Special Local Option Sales Tax for transportation maintenance and enhancements.				X				Bulloch County		Variable Cost	TSPLOST
Develop the Cannady site within Gateway Industrial Park to pad ready status				X				Bulloch County	DABC	\$500,000	DABC Funds
Construct a new T-Hanger at Statesboro Bulloch County Airport			X					Bulloch County	GDOT	\$600,000	SPLOST
Develop a new marketing strategy for the Statesboro Bulloch County Airport				X				Bulloch County	DABC, Airport Authority	\$25,000	General Fund
Construct a building to house the Elections Department		X						Bulloch County		\$1 Million	SPLOST
Create an internal service fund					X			Bulloch County		Staff Time	General Fund
Complete public safety facilities plan for the Correctional Institute, Jail & Public Works	X							Bulloch County		\$150,000	General Fund
Complete a master facility plan for county buildings	X							Bulloch County		\$250,000	General Fund
Create an IT department for integrated purchases and management		X						Bulloch County		\$150,000	General Fund
Engage services of the Carl Vinson Institute of Government to perform the Management Development Program	X		X		X			Bulloch County		\$100,000	General Fund
Construct a walking trail at Fletcher Park	X							Bulloch County		\$100,000	General Fund

**BULLOCH COUNTY
COMPREHENSIVE PLAN
COMMUNITY WORK PROGRAM
2025-2029**

Project or Activity	2025	2026	2027	2028	2029	Each Year	Beyond 2029	Responsible Party	Potential Partners	Cost Estimate	Funding Source
Construct sidewalks and streetlights along Josh Deal Road & GA 67 intersection			X					Bulloch County	GDOT	\$200,000	TSPLOST
Construct sidewalks, bike lanes and streetlights along Lanier Drive			X					Bulloch County	GDOT	\$200,000	TSPLOST
Construct sidewalks and streetlights along Old Register Road					X			Bulloch County		\$150,000	TSPLOST
Seek CDBG funding to pave Bream Road, Bass Court, and Pike Road	X							Bulloch County	DCA CDBG	\$750,000	TSPLOST
Seek CDBG funding to pave Oakwood Drive, and Sandpiper Drive			X					Bulloch County	DCA CDBG	\$750,000	TSPLOST
Seek CDBG funding to pave internal roads within Flemington Woods subdivision						X		Bulloch County	DCA CDBG	\$750,000	TSPLOST
Install emergency response warning signage on US 80 for the Portal fire station	X							Bulloch County		\$150,000	TSPLOST
Coordinate with the City of Brooklet to install an emergency response warning signage on US 80 for the Brooklet fire station	X							Bulloch County	City of Brooklet	\$150,000	TSPLOST
Construct a roundabout at the intersection of Lanier Drive and Langston Chapel Road	X							Bulloch County		\$200,000	TSPLOST
Revise the formal sign replacement reflectivity policy	X							Bulloch County		\$1,000	General Fund
Purchase a new sign reflectometer	X							Bulloch County		\$1,000	General Fund
Crack seal 15 miles of local road each year						X		Bulloch County		\$300,000	TSPLOST
Purchase new crack seal equipment	X							Bulloch County		\$400,000	TSPLOST
Perform paved roadway conditions analysis		X						Bulloch County		\$75,000	TSPLOST
Public Works Entrance/301 Intersection	X							Bulloch County		\$1,100,000	SPLOST
Two Chop Road Paving	X							Bulloch County		\$2,000,000	TSPLOST
Greenway Trail Extension	X							Bulloch County		\$6,000,000	

**BULLOCH COUNTY
COMPREHENSIVE PLAN
COMMUNITY WORK PROGRAM
2025-2029**

Project or Activity	2025	2026	2027	2028	2029	Each Year	Beyond 2029	Responsible Party	Potential Partners	Cost Estimate	Funding Source
Fletcher Park Trail	X							Bulloch County		\$500,000	SPLOST
Expand the Register Fire Station	X							Bulloch County		\$300,000	Rural Fire District, SPLOST
Add Athletic field lighting at Brooklet Park	X							Bulloch County		\$1,500,000	SPLOST
Add Athletic field lighting at Mill Creek Park	X							Bulloch County		\$1,500,000	SPLOST
LED Sign with display at Ag Arena Complex	X							Bulloch County		\$60,000	General Fund
North Main Annex Renovations	X							Bulloch County		\$2,050,000	ARPA, SPLOST
Langston Chapel/Lanier and Langston Chapel/Old Register Intersection Upgrade	X							Bulloch County		\$500,000	TSPLOST
Purchase new fire engines and equipment	X							Bulloch County		\$2,150,000	SPLOST
Build new laundry facility to service both the CI and Jail	X							Bulloch County		\$800,000	Excess 2019 Bond Proceeds
Increase stations for EMS by allowing them to co-locate in current Fire Stations, allowing EMS crews to be closer to outlying areas and decrease response times to those places	X							Bulloch County		\$350,000	Rural Fire District Taxes/SPLOST
Build new morgue facility	X							Bulloch County		\$400,000	Excess 2019 Bond Proceeds
Continue design and begin construction for new water and sewer system to be in southeast portion of the County	X							Bulloch County		\$3,600,000	ARPA
Ag Business Center Roof				X				Bulloch County		\$400,000	SPLOST 2025
DFACS Building Roof			X					Bulloch County		\$330,000	SPLOST 2025
Pineland Building Roof		X						Bulloch County		\$150,000	SPLOST 2019
Long-Term Facilities Plan	X							Bulloch County		\$250,000	SPLOST 2019
Renovation – Kennel Improvements		X						Bulloch County		\$85,000	SPLOST 2019

**BULLOCH COUNTY
COMPREHENSIVE PLAN
COMMUNITY WORK PROGRAM
2025-2029**

Project or Activity	2025	2026	2027	2028	2029	Each Year	Beyond 2029	Responsible Party	Potential Partners	Cost Estimate	Funding Source
Ambulances	X	X	X					Bulloch County		\$3,096,596	SPLOST 2019/2025
Quick Response Vehicles	X	X						Bulloch County		\$150,000	SPLOST 2019/2025
Defibrillators	X	X						Bulloch County		\$264,000	SPLOST 2019
Lucas Devices	X		X					Bulloch County		\$147,000	SPLOST 2019/2025
Apparatus – Ladder Truck	X							Bulloch County		\$1,650,000	Debt Proceeds
Renovate Fire Stations – Register, Clito, Brooklet, Bay, Stilson, Nevils, Clito/Hwy. 24	X	X	X	X	X			Bulloch County		\$2,100,000	SPLOST 2019, Rural Fire Fund
PPE/Bunker Gear (SAFER)	X	X	X	X	X			Bulloch County		\$370,000	Rural Fire Fund/SAFER Grant
Self-Contained Breathing Apparatus	X	X	X	X	X			Bulloch County		\$1,000,000	SPLOST 2019/2025
Station Generators	X	X	X	X	X			Bulloch County		\$300,000	SPLOST 2019/2025
Tankers	X	X		X				Bulloch County		\$1,050,000	SPLOST 2019/2025

**BULLOCH COUNTY
COMPREHENSIVE PLAN
COMMUNITY WORK PROGRAM
2025-2029**

Project or Activity	2025	2026	2027	2028	2029	Each Year	Beyond 2029	Responsible Party	Potential Partners	Cost Estimate	Funding Source
Control Panels for Jail Locks	X							Bulloch County		\$460,950	SPLOST 2019
Emergency Power Generator (2)	X							Bulloch County		\$98,000	SPLOST 2019
Public Safety Complex Facility Master Plan	X	X						Bulloch County		\$100,000	
Correctional Institute Laundry Facility	X							Bulloch County		\$800,000	Excess 2019 Bond Proceeds
Parking Lot Improvements at Various Locations	X							Bulloch County		\$610,000	TSPLOST
Complete Greenway Extension Construction	X	X						Bulloch County		\$5,890,387	TAP Grant / TSPLOST
Construct additional Pickle Ball Courts	X							Bulloch County		\$250,000	SPLOST 2019
Replace Playground at Fair Road	X							Bulloch County		\$200,000	SPLOST 2019
Construct Grimshaw Trailhead		X						Bulloch County		\$200,000	SPLOST 2019/2025
Resurface Splash Pad	X			X				Bulloch County		\$250,000	SPLOST 2019/2025

**BULLOCH COUNTY
COMPREHENSIVE PLAN
COMMUNITY WORK PROGRAM
2025-2029**

Project or Activity	2025	2026	2027	2028	2029	Each Year	Beyond 2029	Responsible Party	Potential Partners	Cost Estimate	Funding Source
Bucket Play Pool Replacement	X							Bulloch County		\$800,000	SPLOST 2019
Runway 6/24 Rehabilitation	X	X						Bulloch County	GDOT	\$1,618,789	75% State 25% TSPLOST
Apron Rehab/T-Hangar	X	X						Bulloch County	GDOT, FAA	\$3,090,416	90% Federal 5% State 5% TSPLOST
Complete a design for a corporate hangar and apron	X							Bulloch County		\$75,000	100% Local-TSPLOST Airport Fund,
Construct a Corporate Hangar/Apron				X				Bulloch County	GDOT	\$1,500,000	75% State 25% TSPLOST
Construct a T-Hangar Building	X							Bulloch County	FAA	\$1,000,000	90% Federal 10% TSPLOST
Construct Airport Perimeter Fencing Phases I & II with Access Road		X	X					Bulloch County	GDOT	\$5,216,053	90% Federal 5% State 5% TSPLOST
Southeast Bulloch Water System	X	X	X					Bulloch County	Bryan County, Savannah Harbor-I16 JDA	\$7,830,000	ARPA
Water & Sewer Extension	X	X						Bulloch County	Enterprise Fund, GEFA, Federal	\$15,954,802	Multiple Sources
Develop a Regional/Local Housing Study	X							Bulloch County	Savannah Harbor/I-16 JDA	\$200,000 (\$20,000 local)	General Fund, DCA

TOWN OF REGISTER

**TOWN OF REGISTER
COMPREHENSIVE PLAN
COMMUNITY WORK PROGRAM
2025-2029**

Project or Activity	2025	2026	2027	2028	2029	Each Year	Beyond 2029	Responsible Party	Potential Partners	Cost Estimate	Funding Source
Participate in the update of the L RTP under MAP-21 guidelines should Statesboro Bulloch County become a Metropolitan Planning Organization, and should Brooklet become part of the urbanized area.	X							Town of Register	City of Brooklet, Town of Portal, City of Statesboro, Bulloch County	Staff Time	General Fund
Participate in a stakeholder committee of public-private entities to plan and maintain a Community Broadband Road Map or Strategic Plan.			X					Town of Register	City of Brooklet, Town of Portal, City of Statesboro, Bulloch County, DABC	Variable Cost	General Fund
Apply for Broadband Ready Community Designation with DCA upon adopting a model broadband ordinance.	X							Town of Register	City of Brooklet, Town of Portal, City of Statesboro, Bulloch County	Variable Cost	General Fund
Prepare and adopt a Downtown Master Plan to guide design and regulations. <i>U-CTR</i>				X				Town of Register	Coastal Regional Commission	\$15,000	General Fund
Participate in updating the Countywide Greenways Master Plan and define priorities for development. <i>U-N, U-CTR, U-C</i>		X						Town of Register	City of Brooklet, Town of Portal, City of Statesboro, Bulloch County	Variable Cost	General Fund

**TOWN OF REGISTER
COMPREHENSIVE PLAN
COMMUNITY WORK PROGRAM
2025-2029**

Project or Activity	2025	2026	2027	2028	2029	Each Year	Beyond 2029	Responsible Party	Potential Partners	Cost Estimate	Funding Source
Incorporate design principles into development ordinances or by zoning conditions. <i>U-N, U-CTR, U-C</i>		X						Town of Register	CRC	\$10,000	General Fund
Amend the zoning ordinance to include the use of planned unit developments for innovative site design (PUD's). <i>U-N, U-C</i>		X						Town of Register	CRC	\$10,000	General Fund
Utilize Community Development Block Grant (CDBG) and related HUD funding for infrastructure, economic development, housing, and innovative projects.	X							Town of Register	Bulloch County	\$600,000	General Fund, CDBG, SPLOST, TSPLOST, GDOT, TAD
Seek funding to extend sewer service from the City of Statesboro at US 301 & GA 46 intersection			X					Town of Register	DCA	\$2 Million	General Fund, CDBG
Renovate the Register Community Center	X							Town of Register		\$50,000	General Fund
Apply for the Bicycle Friendly Community designation from the League of American Bicyclists			X					Town of Register	CRC	Staff Time	General Fund

**TOWN OF REGISTER
COMPREHENSIVE PLAN
COMMUNITY WORK PROGRAM
2025-2029**

Project or Activity	2025	2026	2027	2028	2029	Each Year	Beyond 2029	Responsible Party	Potential Partners	Cost Estimate	Funding Source
Incorporate a 5K or color run event with the Register Pecan Festival	X	X						Town of Register		\$1,000	General Fund
Resurface Foster Street, Railroad Street, and Main Street			X					Town of Register	GDOT	\$30,000	LMIG, TSPLOST
Establish free Wi-Fi at Town Hall			X					Town of Register	Bulloch Solutions	\$400	General Fund, Grants
Publish a Town of Register website for general information and adopted ordinances	X	X						Town of Register		\$5,000	General Fund
Establish a partnership with Bulloch County for building permits and inspections		X	X					Town of Register	Bulloch County	Staff Time	General Fund
Purchase new ADA compliant swings for playground	X							Town of Register		\$2,500	General Fund
Purchase one (1) new utility truck for water and grounds department	X							Town of Register		\$25,000	SPLOST
Purchase one (1) new zero turn lawnmower		X						Town of Register		\$10,000	TSPLOST
Upgrade computers at Town Hall	X							Town of Register		\$3,000	General Fund

CITY OF BROOKLET

CITY OF BROOKLET COMPREHENSIVE PLAN COMMUNITY WORK PROGRAM 2025-2029

Project or Activity	2025	2026	2027	2028	2029	Each Year	Beyond 2029	Responsible Party	Potential Partners	Cost Estimate	Funding Source
Conduct a business retention and expansion survey and address results.		X						City of Brooklet		\$	General Fund
Develop and implement a targeting and recruitment plan for retail and commercial businesses that meet local consumer demand.		X						City of Brooklet		\$5,000	General Fund
Leverage and promote resources available from local technical assistance organizations to establish and sustain small businesses.		X						City of Brooklet	GSU	\$5,000	General Fund
Aggressively pursue leveraged funding opportunities that support infrastructure to expand economic development opportunities.		X						City of Brooklet	City of Statesboro	\$2 Million	SPLOST, TSPLOST, CBDG, OGA, GEFA, EDA, GDOT, FHWA
Phase V the S&S Greenway to complete the connection to from Statesboro to Brooklet.					X		X	City of Brooklet	Bulloch County	\$1 Million	FHWA, TSPLOST, GDNR
Participate in the update of the 2035 LRTP under MAP-21 guidelines should Statesboro-Bulloch County become Metropolitan Planning Organization, and should Brooklet become part of the urbanized area.	X							City of Brooklet	Town of Portal, Town of Register, City of Statesboro, Bulloch County	Staff Time	General Fund

CITY OF BROOKLET COMPREHENSIVE PLAN COMMUNITY WORK PROGRAM 2025-2029

Project or Activity	2025	2026	2027	2028	2029	Each Year	Beyond 2029	Responsible Party	Potential Partners	Cost Estimate	Funding Source
Coordinate with local educational institutions on existing and future site development to minimize traffic congestion and pedestrian conflicts during peak periods.		X						City of Brooklet			General Fund
Utilize the Transportation Special Local Option Sales Tax for transportation maintenance and enhancements.						X		City of Brooklet		\$720,000	TSPLOST
Participate in a stakeholder committee of public-private entities to plan and maintain a Community Broadband Road Map or Strategic Plan.			X					City of Brooklet	Town of Portal, Town of Register, City of Statesboro, Bulloch County, DABC	Variable Cost	General Fund
Apply for Broadband Ready Community Designation with DCA upon adopting a model broadband ordinance.	X							City of Brooklet	Town of Portal, Town of Register, City of Statesboro, Bulloch County	Variable Cost	General Fund
Prepare a city-wide inventory of vacant sites to target for infill development. <i>U-N</i>		X						City of Brooklet	CRC, Private Consultant	\$10,000	General Fund
Prepare a city-wide inventory of buildings to target for redevelopment. <i>U-N</i>		X						City of Brooklet	CRC, Private Consultant	\$10,000	General Fund

**CITY OF BROOKLET
COMPREHENSIVE PLAN
COMMUNITY WORK PROGRAM
2025-2029**

Project or Activity	2025	2026	2027	2028	2029	Each Year	Beyond 2029	Responsible Party	Potential Partners	Cost Estimate	Funding Source
Prepare and adopt a Downtown Master Plan to guide design and regulations. <i>U-CTR</i>			X					City of Brooklet		\$15,000	General Fund
Participate in updating the Countywide Greenways Master Plan and define priorities for development. <i>U-N, U-CTR, U-C</i>		X						City of Brooklet	Town of Portal, City of Statesboro, Town of Register, Bulloch County	Variable Cost	General Fund
Incorporate design principles into development ordinances or by zoning conditions. <i>U-N, U-CTR, U-C</i>		X						City of Brooklet	CRC	\$10,000	General Fund
Amend the zoning ordinance to include the use of planned unit developments for innovative site design (PUD's). <i>U-N, U-C</i>		X						City of Brooklet	CRC	\$10,000	General Fund
Develop and promote incentives for amenities, aesthetics, and infill. <i>U-N</i>		X						City of Brooklet	CRC	\$10,000	General Fund
Coordinate the planning, development, and construction of municipal utilities with Bulloch County when appropriate.			X					City of Brooklet	Bulloch County, City of Statesboro	\$3 Million	General Fund, GEFA, CDBG, state and federal grants

**CITY OF BROOKLET
COMPREHENSIVE PLAN
COMMUNITY WORK PROGRAM
2025-2029**

Project or Activity	2025	2026	2027	2028	2029	Each Year	Beyond 2029	Responsible Party	Potential Partners	Cost Estimate	Funding Source
Establish and annually update a six-year capital improvements program and budget.			X					X			X
Update specific master plans affecting community facilities including, but not limited to transportation, public safety, solid waste, redevelopment, land use, when needed.								X		\$15,000 - \$32,000	X
Construct a splash pad			X					X	SPLOST	\$150,000	X
Develop a renaissance/redevelopment plan for downtown		X						X	Coastal Regional Commission, Carl Vinson Institute of Government	\$15,000	X
Install common branded wayfinding signage for downtown and other points of interest	X							X		\$15,000	X
Install gateway signage & landscaping along US Hwy. 80		X						X	GDOT Gateway Grant	\$20,000	X X
Establish a farmers market at the Randy Newman Center		X							USDA	\$5,000	
Establish an annual barbecue competition at the Randy Newman Center			X						Civic Clubs	\$5,000	
Establish free Wi-Fi in downtown	X									\$5,000	

CITY OF PORTAL

CITY OF PORTAL
COMPREHENSIVE PLAN
COMMUNITY WORK PROGRAM
2025-2029

Project or Activity	2025	2026	2027	2028	2029	Each Year	Beyond 2029	Responsible Party	Potential Partners	Cost Estimate	Funding Source
Develop and implement a targeting and recruitment plan for retail and commercial businesses that meet local consumer demand.		X						Town of Portal		\$	General Fund
Participate in the update of the 2035 LRTP under MAP-21 guidelines should Statesboro-Bulloch County become Metropolitan Planning Organization, and should Brooklet become part of the urbanized area.	X							Town of Portal	City of Brooklet, Town of Register, City of Statesboro, Bulloch County	Staff Time	General Fund
Participate in a stakeholder committee of public-private entities to plan and maintain a Community Broadband Road Map or Strategic Plan.			X					Town of Portal	City of Brooklet, Town of Register, City of Statesboro, Bulloch County, DABC	Variable Cost	General Fund
Apply for Broadband Ready Community Designation with DCA upon adopting a model broadband ordinance.	X							Town of Portal	City of Brooklet, Town of Register, City of Statesboro, Bulloch County	Variable Cost	General Fund
Prepare a city-wide inventory of vacant sites to target for infill development. <i>U-N</i>		X						Town of Portal	CRC, Private Consultant	\$10,000	General Fund

CITY OF PORTAL
COMPREHENSIVE PLAN
COMMUNITY WORK PROGRAM
2025-2029

Project or Activity	2025	2026	2027	2028	2029	Each Year	Beyond 2029	Responsible Party	Potential Partners	Cost Estimate	Funding Source
Prepare a city-wide inventory of buildings to target for redevelopment. <i>U-N</i>		X						Town of Portal	CRC, Private Consultant	\$10,000	General Fund
Prepare and adopt a Downtown Master Plan to guide design and regulations. <i>U-CTR</i>			X					Town of Portal		\$15,000	General Fund
Participate in updating the Countywide Greenways Master Plan and define priorities for development. <i>U-N, U-CTR, U-C</i>		X						Town of Portal	City of Brooklet, City of Statesboro, Town of Register, Bulloch County	Variable Cost	General Fund
Incorporate design principles into development ordinances or by zoning conditions. <i>U-N, U-CTR, U-C</i>								Town of Portal	CRC	\$10,000	General Fund
Amend the zoning ordinance to include the use of planned unit developments for innovative site design (PUD's). <i>U-N, U-C</i>		X						Town of Portal	CRC	\$10,000	General Fund
Develop and promote incentives for amenities, aesthetics, and infill. <i>U-N</i>		X						Town of Portal	CRC	\$10,000	General Fund
Construct a splash pad			X					Town of Portal		\$150,000	General Fund
Construct a farmers market and festival venue				X				Town of Portal			General Fund

**CITY OF PORTAL
COMPREHENSIVE PLAN
COMMUNITY WORK PROGRAM
2025-2029**

Project or Activity	2025	2026	2027	2028	2029	Each Year	Beyond 2029	Responsible Party	Potential Partners	Cost Estimate	Funding Source
Construct an indoor community center					X			Town of Portal		\$400,000	General Fund
Install electric vehicle charging station at City Hall		X						Town of Portal			General Fund
Resurface one-half mile of streets each year						X		Town of Portal			LMIG, TSPLOST
Partner with Georgia Safe Routes to School to conduct an infrastructure		X					X	Town of Portal		\$5,000	
Construct a sidewalk along North Grady Street	X							Town of Portal		\$35,000	TSPLOST
Engage GDOT to approve and construct stoplight at the Grady street and US 80 intersection			X					Town of Portal	GDOT	\$350,000	
Purchase a generator for drinking water well system			X					Town of Portal	GEMA, GA Forestry Supply	\$100,000	
Purchase two (2) generators for sewer lift stations		X						Town of Portal	GEMA, GA Forestry Supply	\$200,000	
Desludge the sewer treatment pond			X					Town of Portal	DCA, CDBG	\$400,000	
Purchase a new sewer lift station pump for station 2	X							Town of Portal		\$5,000	

PLAN MAINTENANCE

The Bulloch County Board of Commissioners and city councils for the municipalities of Brooklet, Portal and Register are responsible for maintaining the SMART BULLOCH 2045: A Joint Comprehensive Plan for a Better Tomorrow to accurately reflect current community conditions and the community's vision and priorities for the future. Maintenance of the plan includes major and minor plan amendments, updates of the plan, or required periodic updates of the Community Agenda. Each is discussed below.

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

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

Updates to the Comprehensive Plan: At a minimum, a plan update must be completed every 5 years, in accordance with the Local Comprehensive Plan Recertification Schedule maintained by DCA. The update of the SMART BULLOCH 2045: A Joint Comprehensive Plan for a Better Tomorrow serves as the basis for a ten-year update of the Bulloch County Service Delivery Strategy agreement between Bulloch County and Brooklet, Portal, Register and Statesboro. While this agreement can be renegotiated or changed at any time, this ten-year time frame establishes a mandatory review period, but is complimentary to Comprehensive Plan Updates. The Service Delivery Strategy agreement will be submitted within the approximate time frame of submittal of this plan.

APPENDIX A

DCA AND CRC REVIEW DOCUMENTATION

- A-1:** Public Meeting Schedule
- A-2:** Publicity-Statesboro Herald New Article
- A-3:** Board of Commissioners Kick-Off Public Hearing Agenda
- A-4:** Steering Committee Agenda #1
- A-5:** Steering Committee Agenda #2
- A-6:** Steering Committee Agenda #3
- A-7:** Public Survey
- A-8:** Survey Results
- A-14:** Public Hearing Notice #1
- A-15:** Public Hearing Notice #2 for Board of Commissioners Kick-Off
- A-16:** Public Hearing Notice #3 for Planning and Zoning Meeting
- A-17:** Final Public Hearing Notice
- A-18:** News coverage
- A-19:** Public Outreach Response example
- A-20:** Public Outreach Response example

Public Involvement

- » Bulloch County Board of Commissioners Meeting
– November 21st, 2023; 8:30AM
- » Regular Bulloch County Planning and Zoning Meeting- February/March, 2024
- » Bulloch County Board of Commissioners Meeting
– March/April

County set to update Smart Bulloch 2040 Comprehensive Plan 'again'

Online survey now active; hearings Nov. 13 and Nov. 21, plus one on transportation Nov. 16



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**BULLOCH COUNTY
BOARD OF COMMISSIONERS**

AGENDA • NOVEMBER 21, 2023

Regular Meeting

North Main Annex Community Room

8:30 AM

115 North Main St, Statesboro, GA 30458

I. CALL TO ORDER, WELCOME MEDIA AND VISITORS

RESOURCE PERSON/FACILITATOR: Chairman Roy Thompson

II. INVOCATION AND PLEDGE

RESOURCE PERSON/FACILITATOR: Commissioner Curt Deal

III. RECOGNITION

1. Musical Selection by Deacon Andrew Pelt
2. Recreation & Parks Department: Director Eddie Canon - Inducted into the Georgia Recreation and Parks Association Hall of Fame
3. Recreation & Parks Department: Athletics Manager, Dadrian Cosby Elected Vice-Chairman of the Georgia Recreation and Parks Association
4. Public Safety Director Ted Wynn - Animal Control Supervisor, Joey Sanders

IV. ROLL CALL

RESOURCE PERSON/FACILITATOR: Clerk of the Board Venus Mincey-White

V. APPROVAL OF ZONING AGENDA

RESOURCE PERSON/FACILITATOR: Chairman Roy Thompson

1. Initial Public Hearing to begin the process of updating the Joint Comprehensive Plan for Bulloch County.

RESOURCE PERSON/FACILITATOR: Planning and Development Director, James Pope

VI. APPROVAL OF GENERAL AGENDA

RESOURCE PERSON/FACILITATOR: Chairman Roy Thompson

VII. CONSENT AGENDA

RESOURCE PERSON/FACILITATOR: Chairman Roy Thompson

1. Approve a Resolution Authorizing Acceptance of Roads in Belmont Estates Subdivision
2. Approve a Resolution Authorizing Acceptance of Roads in Bridgewater Subdivision

Joint Bulloch County Comprehensive Plan Update 2024
Steering Committee Meeting 1
December 14, 2023
115 North Main Street

Agenda

Review of comprehensive planning purpose and standards

Stakeholder engagement overview

Overview of Hyundai impact and growth model

Planned community infrastructure improvements

SWOT Analysis

Steering Committee timeline and proposed meeting dates

Proposed next meeting date is January 9th or 18th

Joint Bulloch County Comprehensive Plan Update 2024
Steering Committee Meeting 2
January 18, 2024
115 North Main Street

Agenda

Background Statistics

Vision

Economic Development

Coastal Regional Water Plan

Steering Committee timeline and proposed meeting dates

Proposed next meeting date is February 8th or 15th

Joint Bulloch County Comprehensive Plan Update 2024
Steering Committee Meeting 3
February 15, 2024
115 North Main Street

Agenda

Our Community Draft

GMC Presentation

Land Use

Transportation

Next Steps

In-Person Meeting or Email Draft Review

March 14th Planning and Zoning Commission

Bulloch County Joint Comprehensive Plan Survey

Unincorporated Bulloch, Portal, Register, and Brooklet



1. Where do you live?

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

2. Do you drive a vehicle in Bulloch County?

- Yes
- No

Bulloch County Joint Comprehensive Plan Survey Survey

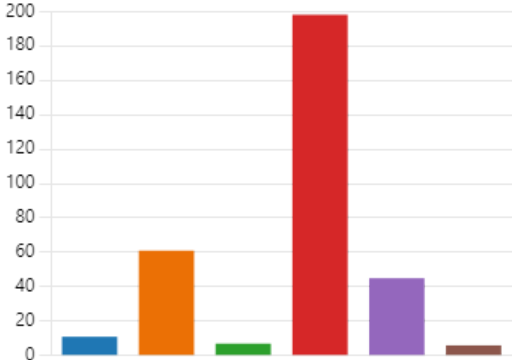
330 Responses

13:36 Average time to complete

Active Status

1. Where do you live?

● Portal	11
● Brooklet	61
● Register	7
● Unincorporated Bulloch	198
● City of Statesboro	45
● Outside of Bulloch County	6



2. Do you drive a vehicle in Bulloch County?

● Yes	324
● No	5



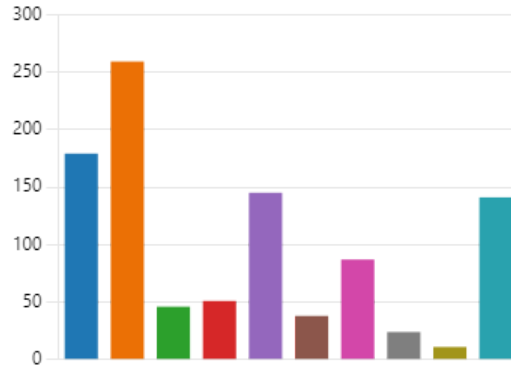
3. If yes, please select the following true statement:

● I drive a vehicle with a gasoline ...	312
● I drive a vehicle with a hybrid m...	10
● I drive a vehicle with an electric ...	2



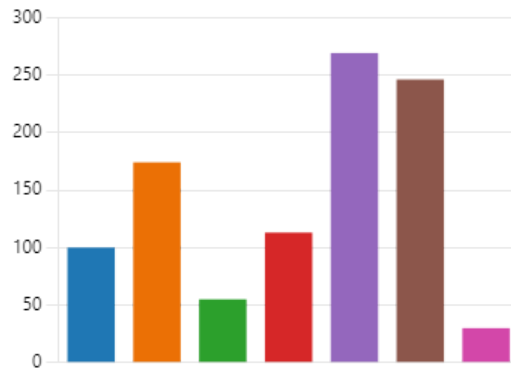
4. What are the most important items for quality of life in Bulloch County? (Select your top three)

● Affordable housing and property	179
● Safety and security	259
● Recreational activities	46
● Job opportunities	51
● Sense of community	145
● Community activities and progr...	38
● Quality services	87
● Walkability/bikeability	24
● Proximity to diverse commercial...	11
● Access to natural resources	141



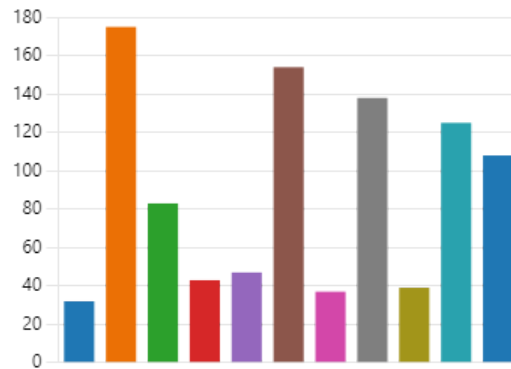
5. What are Bulloch County's best physical assets? (Select your top three)

● Public recreation facilities (Mill ...	100
● Water Resources (Ogeechee Riv...	174
● Historic property districts	55
● Georgia Southern University	113
● Rural character of the surroundi...	269
● Prime farmland	246
● Other	30



6. In your opinion, what are Bulloch County's greatest challenges to overcome? (Select your top three)

● Lack of commercial development	32
● Housing affordability	175
● Housing choices	83
● Lack of community activities	43
● Access to public transportation	47
● Safety	154
● Lack of job opportunities	37
● Water and drainage infrastructure	138
● Lack of parks and recreation acti...	39
● Lack of sense of community	125
● Other	108



7. If you would like to explain your responses regarding challenges for the community, please do so here.

137
Responses

Latest Responses
"Our taxes are too high"

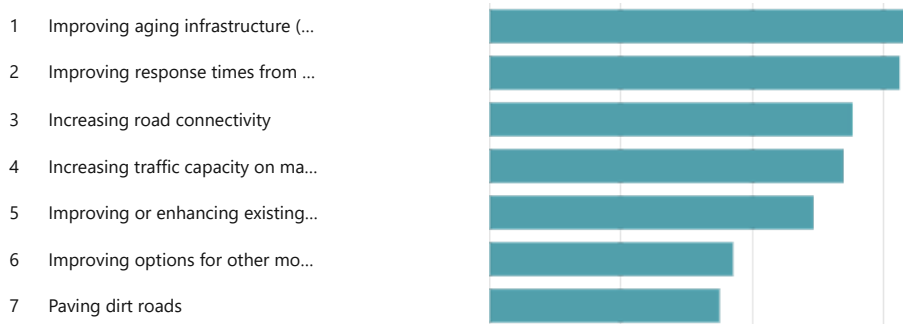
"Need dirt roads paved. The roads are not taken care of and are undriveable"



8. Rank the importance of focusing on issues or opportunities related to economic development and land use in the Comprehensive Plan (1 being most important; 7 being least):

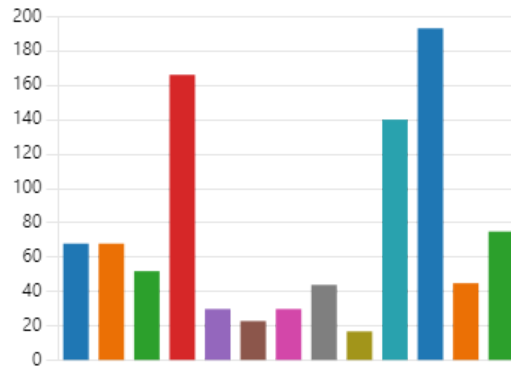


9. Rank the importance of focusing on issues or opportunities related to transportation and community facilities. Issues or opportunities in the Comprehensive Plan include: (1 being most important; 7 being last):



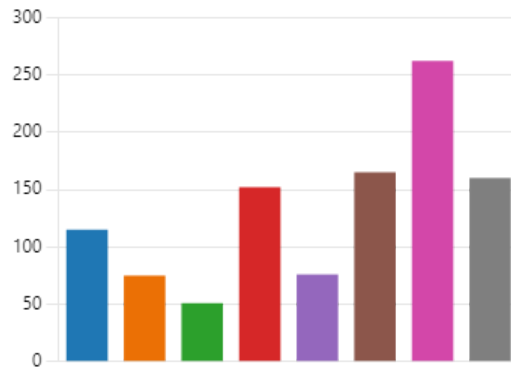
10. If growth is to occur in Bulloch County in the future, where should it be located? (Select your top three)

● Brooklet	68
● Portal	68
● Register	52
● Statesboro	166
● Stilson	30
● Denmark	23
● Clito	30
● Hopeulikit	44
● Nevils	17
● GA Hwy. 67	140
● I-16 Exits	193
● Old Hwy. 46	45
● US Hwy. 80 south of Brooklet to...	75



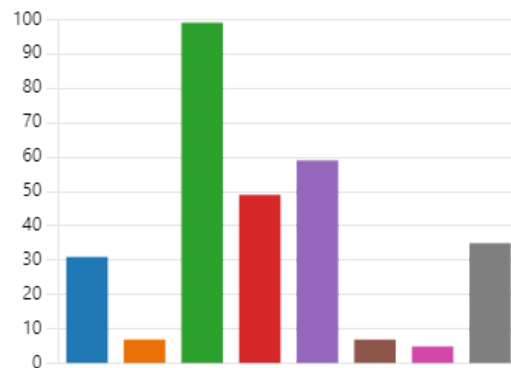
11. What characteristics of development should be emphasized in future residential developments? (Check all that apply)

● Sidewalks within neighborhoods	115
● Sidewalks and paths connecting	75
● Retail amenities within walking ...	51
● Streetlights in neighborhoods	152
● A mix of housing types	76
● Clear separation between reside...	165
● Preserving undeveloped rural ar...	262
● Landscape buffering between la...	160



12. Which of the following, if any, are housing issues within Bulloch County?

● Housing stock in disrepair	31
● High number of vacant homes	7
● Lack of affordable homes	99
● Lack of affordable, quality rental...	49
● Lack of senior-friendly housing	59
● Accessory dwelling unit limitatio...	7
● Short-Term Vacation Rentals (Air...	5
● Other	35



13. If you would like to explain your responses regarding housing issues, please do so here.

91
Responses

Latest Responses

26 respondents (29%) answered **housing** for this question.



14. What types of recreational amenities do you most enjoy? Do you desire additional amenities in Bulloch County? (Please suggest amenity types desired)

161
Responses

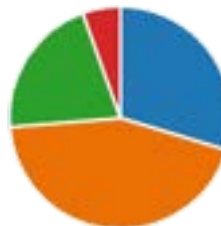
Latest Responses

26 respondents (16%) answered **park** for this question.



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

● Excellent	97
● Good	144
● Fair	68
● Poor	18



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

159
Responses

Latest Responses

"Pave dirt roads. There is no maintenance being done now for dirt roads "

35 respondents (22%) answered **growth** for this question.



Saturday voting this Saturday, early voting till Friday, Nov. 3

For Statesboro District 2, Brooklet and Register races

From staff reports

A second day for Saturday voting will be available 9 a.m.-5 p.m. this Saturday, Oct. 28, at the Bulloch County Annex in Statesboro for the Statesboro District 2 City Council race and for Register's Town Council race. Meanwhile, Brooklet City Hall will host Saturday voting also 9 a.m.-5 p.m. in its liquor store referendum

and a Brooklet Council race.

The Saturday voting opportunity starts one hour later than early voting on weekdays, when both these locations host in-person voting 8 a.m.-5 p.m. Monday through Friday, until Nov. 3, in advance of the Tuesday, Nov. 7, regular Election Day.

Georgia law mandates that two Saturdays for voting, as well as 15 days for weekday early voting, be

provided in regular municipal elections.

On the ballots

Statesboro Council District 2 voters are deciding between incumbent council member Paulette Chavers and challenger Lawton Sack. No other Statesboro districts have elections.

Register, where all resident registered voters are

eligible to vote for all council seats, has one contest, between Richard Cannady and Melanie Lynn Nessmith for currently vacant Council Seat 5. Seat 3 incumbent Tonya Boyd and Seat 4 incumbent Alfred L. Jones appear on the ballot unopposed.

Because the county Board of Elections and Registration office handles municipal elections under contract for the city of Statesboro and the town of

Register, voters from Register who vote early also do so at the County Annex, 113 N. Main St., Suite 201, Statesboro.

But the city of Brooklet conducts its own elections, so the place for Brooklet residents to vote early in-person is Brooklet City Hall, 104 Church St., Brooklet.

Brooklet voters will answer "yes" or "no" to the referendum question, "Shall the issuance of licenses for the package sale of distilled

spirits be approved?"

Brooklet also has a town-wide race for City Council Post 1 among candidates Seth Cannon, Melanie Garcia and Hubert Keith Roughton. That is the seat being vacated by Nicky Gwinnett, now unopposed to be Brooklet's next mayor.

Council Member Bradley Anderson is unopposed for re-election to Post 2.

Portal has no election, since its incumbents were all unopposed.

GDOT gets public input on South Main/Fair Road roundabout

From staff reports

The Georgia Department of Transportation recently conducted a "virtual public information open house" for citizens to review and provide feedback on its plan to replace the complex intersection of Fair Road, South Main Street and Brannen Street on Statesboro's "Blue Mile" with a roundabout.

Though the DOT is no longer accepting input at this time, detailed plans for the intersection are available to look through at <https://main-st-sr-67-brannen-st-roundabout-0016464-gdot.hub.arcgis.com>.

To the GDOT, this is the intersection of State Route 67, which in Statesboro is Fair Road, and U.S. Highway 25/State Route 67 (which is also U.S. 301, and Statesboro's

South Main Street).

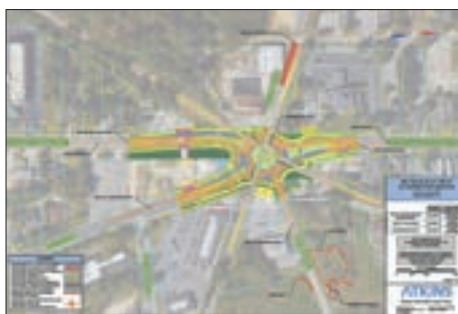
The highways currently meet at a notoriously sharp angle, requiring northwest-bound drivers to do some rubbernecking at a stop sign. This occurs a few yards from where East Brannen Street intersects both highways and two sets of railroad tracks cross at street grade, forming an 'X' in the pavement. Railroad crossing arms with flashing lights are the only active traffic signals.

"The proposed project would convert the (U.S. Highways 25 and 301) and SR 67 intersection to a single-lane roundabout to improve both safety and operations," stated the first line of a two-sentence GDOT project description from a status report from 2021.

An "approved concept report," on the GDOT website

dated Nov. 16, 2022, projects an estimated total cost of a little over \$6.6 million for the majority-state-funded roundabout project. The city of Statesboro was expected to foot the bill for right of way acquisition, with some federal or state assistance possible, and the GDOT concept report shows the estimated right of way cost as \$935,000.

A GDOT press release states: "This project proposes operational improvements by construction of a roundabout to improve safety due to the high number of vehicular crashes and associated operational delays at this location. A roundabout improves safety, reduces speeds and congestion, saves long-term costs by not requiring the same maintenance and operational costs as traffic signals, and allows for landscaping and beautification."



In this provided sketch, proposed plans for a roundabout at the intersection of Fair Road, South Main Street and Brannen Street on Statesboro's "Blue Mile" is shown.

State brief

Capitol Beat News Service

State eyeing incentives for EV government vehicles

ATLANTA — With Georgia vying to become the

nation's e-mobility capital, the state may be about to embark on an initiative aimed at increasing the number of electric vehicles traveling Georgia streets and highways. State Rep. Becky Evans, D-Atlanta, is planning to introduce legislation during

the upcoming General Assembly session to incentivize state and local government agencies to convert the light-duty portions of their vehicle fleets to EVs.

Georgia taxpayers could

save an estimated \$312 million during the next decade by replacing 30,000 government fleet vehicles powered by gasoline and other motor fuels with electric vehicles, said Jannette Gayer, executive

director of Environment Georgia.

Evans' bill, which has yet to be drafted, would either require or encourage state and local agencies to switch to EVs whenever possible.

The measure is aimed primarily at the cars agency employees use to get around the areas they serve rather than the heavier trucks that primarily use diesel fuel, she said.

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PUBLIC HEARING NOTICE

For Bulloch County, City of Brooklet, Town of Register, and the Town of Portal Joint Comprehensive Plan Update

A public hearing will be held on Monday, November 13th, 2023 at 5:00 p.m. in the Bulloch County North Main Annex Community Room, located at 115 N. Main Street, Statesboro, GA 30458. The purpose of this hearing is to brief the community on the process to be used to develop the Joint Comprehensive Plan, opportunities for public participation, and to obtain input on the proposed planning process.

Persons with special needs related to disability access or foreign language shall contact the Bulloch County Board of Commissioners Clerk of the Board at (912) 764-6245 prior to the meeting for necessary accommodations.

Brooklet sewer system now closer to reality

Continued from page 1A

agreement in July for Brooklet to extend a sewer line far enough to connect to Statesboro's system and then pay Statesboro to treat Brooklet's sewage at Statesboro's existing treatment plant.

But some further agreements were required before Brooklet makes final arrangements to borrow more than \$4 million through a bond issue and — with more than \$2 million already on hand from a state grant — seek a contractor for the project.

During the Bulloch County Board of Commissioners meeting the morning of Oct. 17, commissioners unanimously approved an amendment to the 10-year Service Delivery Strategy, or SDS, agreement that spells out how Bulloch County and four city governments divide responsibility for providing services.

"This is basically to accommodate Brooklet's water and sewer," said County Attorney Jeff Akins. "They're going to start providing sewer, which they have never done before, and it also expands the area in which they're authorized to provide water."

A map now included in the SDS shows Brooklet's potential sewer service area extending well beyond its current city limits. Bounded by Burkhalter Road on the northwest and Rushing Road and Beulah Lane on the west and Brooklet-Leafield Road

on the north, the mapped potential service area extends as far eastward as Stilson-Leafield Road's intersection with Pless Clifton Road and as far south as a section of Mud Road.

Right of way

By another unanimous vote, the commissioners granted an easement for Brooklet to install its main sewer line, connecting to the Statesboro system, along county-owned right-of-ways. The easement extends from Statesboro's current lift station near the Five Points roundabout along the old SSS Railroad right of way — where the SSS Greenway Trail runs and is planned to be extended — all the way to Brooklet, Akins noted.

Representative officials of the county and of Brooklet's city government agreed to the general concept in August, but putting the details in writing took a while because consulting engineers had to determine the exact route, he said.

Brooklet has agreed to compensate the county for any cost resulting from the use of the easement.

"Primarily that was put in here because there may be some wetlands that are impacted, and they understand they're going to be responsible for the cost of that," Akins said.

County said 'yes'

After the commissioners voted, Chairman Roy Thompson commented that if any town needs a sewer system, Brooklet does. He also called "totally false" a comment he had seen from someone claiming that he and County Manager Tom Couch had said "no" to the idea of a Brooklet sewer connected to Statesboro's. In fact, they had said "yes" to the idea at meetings with Brooklet and Statesboro leaders, with attorneys present, Thompson reported.

He then addressed remarks to Brooklet City

Councilman Nicky Gwinnett, who attended the county commissioners meeting and is set to become Brooklet's next mayor.

"Again, I concur," Thompson told him. "Move full steam ahead, because you really need it down there."

Brooklet follows through

On Thursday evening, Oct. 19, Brooklet City Council unanimously accepted the right of way easement and approved the Service Delivery Strategy amendment by current Brooklet Mayor Joe Grooms III.

Grooms remains mayor through December but did not seek re-election for a second four-year term. Gwinnett, a lifelong Brooklet resident who has served the current term on City Council after one previous term on the council about a decade earlier, is the only candidate for mayor in the Nov. 7 election.

Gwinnett's committee assignment as a council member, public works, had already involved him directly in planning for the sewer system. Talking to reporters Oct. 17, he said he expects construction to begin "sometime next year," probably around the middle of the year.

"Priority 1 is getting the line to Statesboro, and then the next priority is to get (Brooklet's) downtown so that we don't lose our best restaurant," Gwinnett said. "And honestly, that's why all those buildings downtown are empty now, because (property owners) won't renovate because there are too many problems to deal with septic systems."

With three members present, Statesboro City Council approved the SDS amendment on a 3-0 vote that evening, Oct. 17, and did not have a role in the right of way easement. Brooklet's mayor and council discussed their pro-

posed new Water and Wastewater Ordinance during a work session before their regular meeting Thursday. A further work session on this topic is slated for 6:30 p.m. Nov. 9, possibly followed by a first reading and preliminary vote during the regular 7 p.m. Nov. 16 council meeting, reports Brooklet City Clerk Lori Phillips.

Statesboro's role

As previously reported, the intergovernmental agreement between Statesboro and Brooklet approved in July states that Brooklet's sewer system is expected to send Statesboro's plant less than 100,000 gallons per day of wastewater at first, not to exceed 300,000 gpd within five years.

Brooklet will pay Statesboro a one-time \$160,000 "aid to construction fee" for the first 100,000 gallons-per-day capacity in two installments: the first \$80,000 within 90 days of Brooklet giving a contractor a notice to proceed with building its sewer system, and the second \$80,000 on or before the day Brooklet's sewage begins flowing to Statesboro's plant.

Statesboro would then charge Brooklet 1.5 times Statesboro's in-city residential sewer rate for 1,000 gpd of sewer flow, stated as \$3.19 as of July 1, 2023.

Beginning in the future whenever its sewer flow exceeds 100,000 gallons per day, Brooklet would pay Statesboro a second one-time aid to construction fee of \$640,000 for an additional 200,000 gpd capacity.

Brooklet's planners have said that when the second-tier, 300,000-gpd limit is reached, it may become more cost-efficient for Brooklet to build its own wastewater treatment plant. Statesboro's plant has a permitted capacity of 10 million gpd.

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Prep Basketball State Playoffs

Portal boys and girls move on to 2nd round of state



By Mike Kirby
statesboroherald.com
The boys' basketball state playoffs kicked off on Saturday at the Statesboro Civic Center. The boys' basketball state playoffs kicked off on Saturday at the Statesboro Civic Center. The boys' basketball state playoffs kicked off on Saturday at the Statesboro Civic Center.

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Statesboro squads advance

The boys' basketball state playoffs kicked off on Saturday at the Statesboro Civic Center. The boys' basketball state playoffs kicked off on Saturday at the Statesboro Civic Center. The boys' basketball state playoffs kicked off on Saturday at the Statesboro Civic Center.



The boys' basketball state playoffs kicked off on Saturday at the Statesboro Civic Center. The boys' basketball state playoffs kicked off on Saturday at the Statesboro Civic Center. The boys' basketball state playoffs kicked off on Saturday at the Statesboro Civic Center.



Statesboro's Mike Kirby (left) and Jack Adams (right) watch the action during the boys' basketball state playoffs.

Georgia Southern Football

Applin takes over as Eagles' new offensive coordinator

Georgia Southern's new offensive coordinator, Mike Applin, has been named to the position. Applin, who has been coaching at the college level for over 20 years, will be responsible for the offense of the Georgia Southern football team.

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Local/State

Police report

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Ga. House bill would let schools drop property tax rates, still get state aid

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Tharp: Lumbees were proud of their 'Indianness'

Talks to Historical Society about group that left cemetery at Adabelle

By A. M. BERRY

The Lumbee people of Robeson County, North Carolina, have a rich history of pride in their "Indianness." In a recent talk to the Historical Society, a group of Lumbees discussed their heritage and the challenges they have faced. The group, known as the Lumbee Tribe, has a long history of being recognized as a distinct people with a unique culture and language.

The Lumbees are a mix of Native American, African, and European ancestry. They have a strong sense of identity and pride in their heritage. In the past, they have faced discrimination and have been treated as an inferior race. However, they have always maintained their sense of self and their connection to their ancestors.

The Lumbees have a rich history of agriculture and industry. They have been instrumental in the development of the cotton and tobacco industries in the South. They have also been active in the civil rights movement and have fought for equality and justice for all people.



Speaking in the Robeson County Historical Society, Tharp Tharp addressed the history of the Lumbee people.

Tharp Tharp, a member of the Lumbee Tribe, addressed the history of the Lumbee people during a recent talk to the Historical Society. He discussed the challenges the Lumbees have faced and their pride in their "Indianness." Tharp Tharp is a prominent figure in the Lumbee community and has been instrumental in the fight for recognition and equality for his people.

Tharp Tharp discussed the Lumbees' history of being recognized as a distinct people with a unique culture and language. He highlighted the challenges they have faced, including discrimination and the struggle for recognition. He also discussed the Lumbees' pride in their heritage and their connection to their ancestors.

Tharp Tharp is a member of the Lumbee Tribe and has been instrumental in the fight for recognition and equality for his people. He has been a vocal advocate for the Lumbees and has worked to raise awareness of their history and culture.

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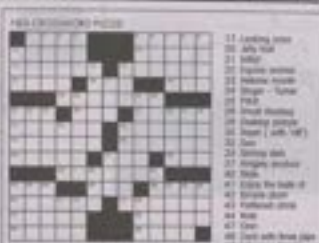
Longtime friendship entails frequent visits from couple

By A. M. BERRY

The couple, who have been friends for many years, recently moved to a new home. The move has resulted in frequent visits from the couple, who are now living in a new home. The couple has a long history of friendship and has always been supportive of each other.



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ANSWER KEY:
1. Across: 1. ...
2. Down: 1. ...



ANSWER KEY:
1. Across: 1. ...
2. Down: 1. ...

Ask the Doctors

Gastroparesis caused by damaged stomach nerves delaying digestion

Gastroparesis is a condition that causes the stomach to empty slowly or not at all. It is often caused by damage to the nerves that control the stomach. This can lead to symptoms such as nausea, vomiting, and bloating. The condition can be difficult to diagnose and treat, but there are some steps that can be taken to manage the symptoms.

The condition is often caused by damage to the vagus nerve, which is responsible for controlling the stomach. This can be caused by a variety of factors, including surgery, diabetes, and certain medications. The symptoms of gastroparesis can be frustrating and can significantly impact a person's quality of life.

There are several treatment options available for gastroparesis, including medication and surgery. It is important to work with a healthcare provider to determine the best course of treatment for your individual case.



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Okefenokee bill clears Ga. House

The Okefenokee National Preserve bill has cleared the Georgia House of Representatives. The bill, which was introduced by Rep. [Name], aims to establish a national preserve in the Okefenokee Swamp area. The preserve would protect the unique ecosystem and provide recreational opportunities for visitors.

The bill has received strong support from both sides of the aisle. It is expected to move forward in the Senate and be signed into law by the Governor. The establishment of the preserve would be a significant step in the protection of Georgia's natural resources.

PUBLIC HEARING NOTICE

The Robeson County Board of Commissioners, 100 N. Broad St., Raleigh, N.C. 27601, will hold a public hearing on the following date prior to the adoption of "South Robeson 2044, A Joint Comprehensive Plan for a Better Tomorrow."

- Robeson County Board of Commissioners, 100 N. Broad St., Raleigh, N.C. 27601, at 9:00 A.M. on March 16, 2023.
- City of Beaufort, 104 N. Church Street, Beaufort, N.C. 28516, at 7:00 P.M. on March 16, 2023.
- Town of Register, 7 West Street, Register, N.C. 28580, at 6:00 P.M. on March 16, 2023.
- Town of Perdue, 27200 Hwy. 90, Perdue, N.C. 28569, at 7:00 P.M. on March 16, 2023.

Persons with special needs related to accessibility or language barriers should contact the Robeson County Planning and Development staff at 719.21.0000 for more information.

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Bulloch Co. residents express concerns about ongoing growth



By Lindsey Stenger

Published: Nov. 17, 2023 at 9:46 PM EST | Updated: Nov. 17, 2023 at 11:15 PM EST



BULLOCH COUNTY, Ga. (WTOC) - Growth is nothing new to Georgia especially in recent years.

Numbers from Bulloch County show that population have been on a steady rise since the 80s, and it does not look like it has any plans of slowing down.

A recent study done by the county expects the area to reach over 100,000 people by the year 2040 Which is why some who live there are worried that their lifestyle may be threatened by all the growth.

Bulloch County officials have been hosting a series of meetings to get citizen feedback on this exact topic. They know growth is coming, there is no way around that but the fear of some people in places like Brooklet is the small town feel they love will soon be lost.



According to the Census Data, the town of Brooklet has a little less than 12,000 people within its borders.

"We wanted to live in the country we didn't want to live on top of people."

But each year that number is going up. People who live there say that the small town feel is what they think attracts many to rural Georgia but they fear having more people looking for that small town feeling will create big-town problems.

Lawton Sack is one of the residents who came to a public input meeting in Brooklet this week and says that he is nervous about how much rezoning and permitting is happening.



"Overall, I would like for things to slow down, a lot of approvals of permitting subdivisions and large communities and we need to have a masterplan in place before we continue to grow anymore," said Sack.

Subdivisions and roadways are two topics that the citizens of Brooklet say they are anxious about.

"There is more volume on that road already and there is more coming, we know it's coming," said David Bennett.

As part of the county's long-term transportation plan, they came right to the city of Brooklet for input.




Most Read


Beaufort County deputies searching for two men after traffic stop



Missing 7-year-old from Lyons found safe in Puerto Rico



Fire in Evans County kills one person, injures another



Pedestrian hit and killed in Beaufort County



Comments



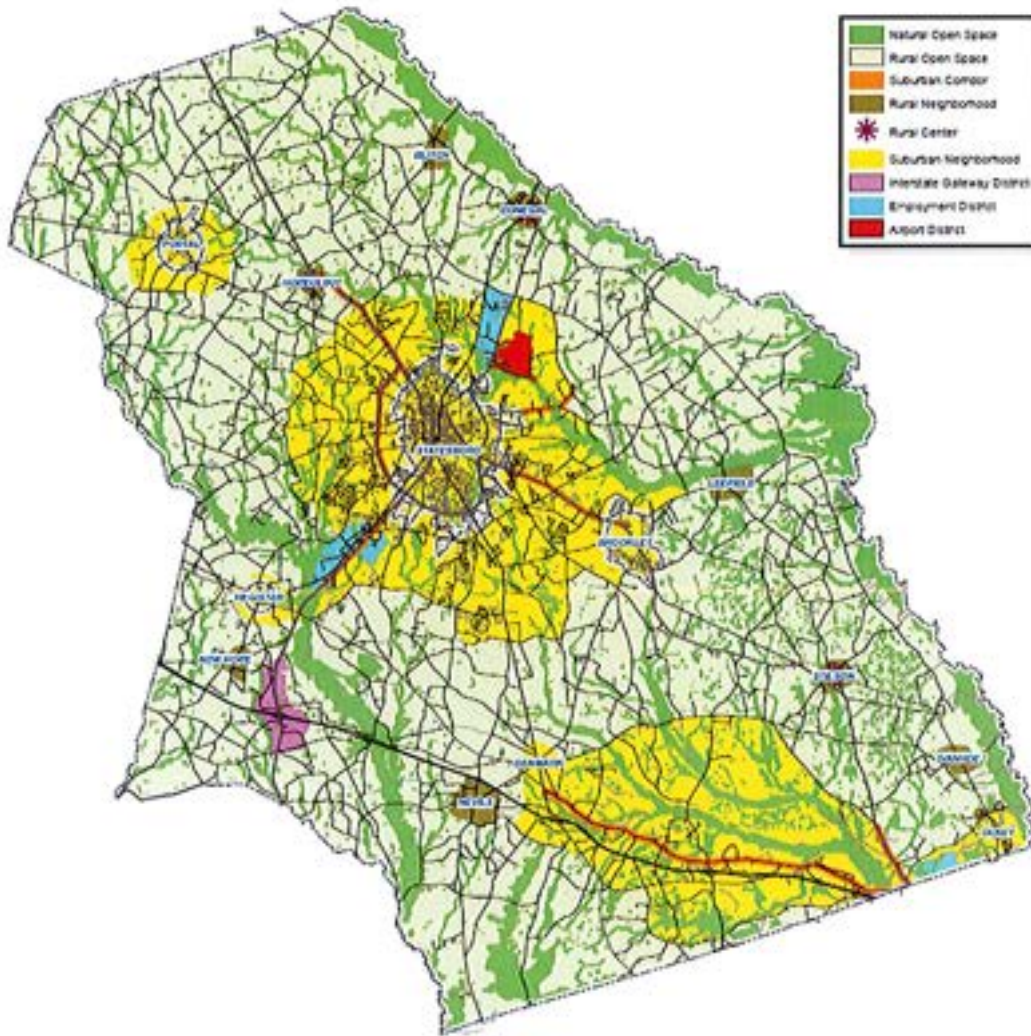
Smart Bulloch

What are the community's greatest:

<p>Strengths</p> <p>Needs to be more proactive at planning and building infrastructure</p> <p>Strong economic base</p>	<p>Weaknesses</p> <p>Needs to be more proactive at planning and building infrastructure</p>
<p>Opportunities</p> <p>New plants can communities in allows opportunities for becoming more culturally diverse</p>	<p>Threats</p> <p>Reaction to growth resulting in poorly planned growth</p>

Please indicate any other comments or thoughts you have below.

Future Development Map: Bulloch County



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

Suburban neighborhood needs to extend out further along Hwy 67 & Hwy 80 & 119

