envision Glynn

Glynn County Comprehensive Plan

October 2018

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1 Introduction

Howfyl-Broadfield Plantation

Glynn County has developed this Comprehensive Plan to plot the future course for the unincorporated County, while recognizing and preserving the unique characteristics of the island communities and the mainland. This Comprehensive Plan is intended to celebrate what is special about Glynn County, while also encouraging the kind of economic revitalization that will improve the quality of life for the County's residents. This Comprehensive Plan is supplemented by two addenda: 1) a Data Assessment, which includes an analysis of Census and other demographic information and 2) a Public Participation Program Report, which summarizes the results of the public input received during this process. Furthermore, the Brunswick Area Transportation Study (BATS) Metropolitan Transportation Plan should be considered a companion document to this Comprehensive Plan.

Planning Scope

The Georgia Department of Community Affairs (DCA) administers the rules and regulations for Comprehensive Planning in the State of Georgia. These rules provide local governments a framework for the development, management and implementation of local comprehensive plans. Effective local planning is essential to the State of Georgia's overall economic prosperity. The Official Code of Georgia Annotated (O.C.G.A) Section 50-8-1 established authority for the DCA to define minimum standards and procedures for developing comprehensive plans for local governments in the State of Georgia. These standards and procedures are designed to help the County prepare a plan that identifies immediate needs within the community and looks for opportunities to allow the County to achieve its vision for the future. An adopted Comprehensive Plan allows the County to maintain its "qualified local government status," which makes the County eligible for selected state funding and permitting programs.

Glynn County addressed the elements required by DCA's minimum standards and procedures and exceeded these requirements by conducting additional analysis on other planning elements. The following required elements are included in the County's 2018 Comprehensive Plan: Community Goals, Needs and Opportunities, and Community Work Program.

As a community that has adopted a Zoning Ordinance and one that is also a member of a Metropolitan Planning Organization, Glynn County is required to adopt a Comprehensive Plan that addresses land use and transportation. In addition, the County has also addressed the planning elements of housing; economic development; natural, cultural, historic resources; resiliency, community wellness; and intergovernmental coordination throughout this document.

In preparing this Comprehensive Plan, Glynn County has addressed and exceeded the minimum planning elements required by DCA. The findings of the plan will inform an update of the Zoning and Subdivision Ordinances as well as other development codes that will begin immediately after adoption of this plan and will be a key tool for implementation of the recommendations contained herein.

2 Setting the Stage

History of Glynn County

Fort Frederica National Monument

Located on Georgia's southeastern coast, Glynn County is 422 square miles in size and comprises the City of Brunswick, Jekyll Island, St. Simons Island, Little St. Simons Island, Sea Island, and the unincorporated mainland between the Little Satilla River to the south and the Altamaha River to the north. Brunswick, the county seat, is the only incorporated area in Glynn County.

On February 5, 1777, Glynn County was established as the seventh of the eight original counties in Georgia. The County was named in honor of John Glynn, an attorney and a member of the British House of Commons who supported the cause of the American colonies. The County continued to grow with the annexation of Jekyll Island and St. Simons Island in 1789; although the County did give up some inland area in 1805 when some of its western lands were transferred to Wayne County. From settlement by the Native Americans of the Lower Creek Nation followed by European colonization, Glynn County's Island and mainland communities have experienced a rich and diverse history that was shaped by the cultural and political influences from multiple European nations as well as the African slaves who tended the lands and imprinted them with their own unique cultural influences.

Brunswick

In 1738, an English planter named Mark Carr arrived with the regiment of General James Oglethorpe and established a tobacco plantation in the area of present-day Brunswick named Plug Point. Carr built several tabby homes but later agreed to exchange his plantation land for holdings elsewhere when the Royal Colonial Provincial Council chose the area for their planned City of Brunswick, one of the earliest developments in Glynn County. Brunswick was laid out in 1771 as a gridwork of parks, squares and boulevards similar to that of Savannah, Georgia, and designated as the county seat in 1797. In 1836, construction began on the Brunswick-Altamaha Canal to transport goods between Brunswick and the Altamaha River. Today, the canal remains a prominent historical landmark of Glynn County.

One of Georgia's most renowned poets, Sidney Lanier, visited Brunswick in the 1870s. Lanier was inspired by the area's live oak trees, marshes and ocean, and a historical landmark known as "Lanier's Oak" has

been designated to honor Lanier at the location that inspired his poem, "The Marshes of Glynn", amongst others.

Jekyll Island

Originally colonized by the French and Spanish after the Creek Indians left the area, this Island was later occupied by English colonists and given its present-day name by General James Oglethorpe in 1733 to honor English stateman Sir Joseph Jekyll, a political friend and investor. Beginning in the late 1800s until the early 1940s, the island was used as a hunting club and private retreat known as the Jekyll Island Club by wealthy industrialists, prominent businessmen and their families. During World War II (1941-1945), the club closed, and the State of Georgia later purchased the Island in 1947 and formed the Jekyll Island State Park. The Park is now managed by the Jekyll Island Authority.

St. Simons Island

As with Jekyll Island, early colonization efforts were made by the French, Spanish, and English. In 1736, General Oglethorpe authorized the construction of Fort Frederica, now part of the Fort Frederica National Monument, to serve as a military settlement and protect the southern boundaries of the colonies against Spanish invasion from Florida. Oglethorpe's troops later left the island after defeating Spanish invaders in the Battle of Bloody Marsh and Battle of Gully Hole Creek in 1742, successfully ending Spanish efforts to invade Georgia. The area went into decline after this and was not an active part of the American Revolution.

During this time and afterwards, lands were cultivated for rice and cotton crops by African slaves who made up the unique Gullah culture, remnants of which still exist today. Cotton, for a time, experienced a boom although its cultivation too eventually declined, and the area suffered economically until the Georgia Land and Lumber Company based its operations on the island in the 1870s. Its establishment provided the economic foothold for the growth and development of the island into what it is today.

Sea Island

Sea Island was first developed by Howard Coffin in the 1920s as an exclusive retreat named "The Cloister," and this island has continued its trademark of serving as a private resort for the wealthy and famous since then, including its hosting of the G8 Summit of world leaders in 2004.

People of Glynn County

In support of this Comprehensive Plan, a demographic study was conducted to identify trends in population, housing, employment, and community health. The full demographic study, which is summarized here, can be found in the Data Assessment Addendum to this Comprehensive Plan. The Comprehensive Plan established two Steering Committees that followed similar boundaries as the County's Planning Commissions – "Mainland" and "Islands" (St. Simons Island and Sea Island), so the Data Assessment specifically isolated demographics for "Unincorporated Glynn County, Mainland" and the "Islands."

Population

For the purposes of this Data Assessment, County staff and consultants utilized the 2015 American Community Survey (ACS) 2015 estimates because they are considered to be more accurate than the one-year estimates and are more appropriate for examining demographics for census tracts and other smaller geographies, for which 1-year estimates are not available. Furthermore, other information related to housing and employment is not available on an annual basis.

In 2015, the population of Unincorporated Glynn County was estimated to be 65,949, with 15,920 residing on St. Simons Island and Sea Island ("Islands"). From 2000 to 2015, the Unincorporated Glynn County population grew by 26.9% (13,981), while the "Islands" grew by 8.6% (1,266). Based on county population projections by the Georgia Governor's Office of Planning and Budget (OPB), Unincorporated Glynn County could expect to have another 27,000 to 34,000 residents by 2050. Assuming growth on the "Islands" continues to be about one-third of the rate of Unincorporated Glynn County, as was the case from 2000 to 2015, the "Islands" could see an additional 2,200 to 2,700 residents, which represents about one-quarter of the additional resident population anticipated at full build-out. This projected growth throughout Unincorporated Glynn County presents a number of challenges related to County services, infrastructure, impacts to community resources, and overall quality of life that must be considered in future planning.

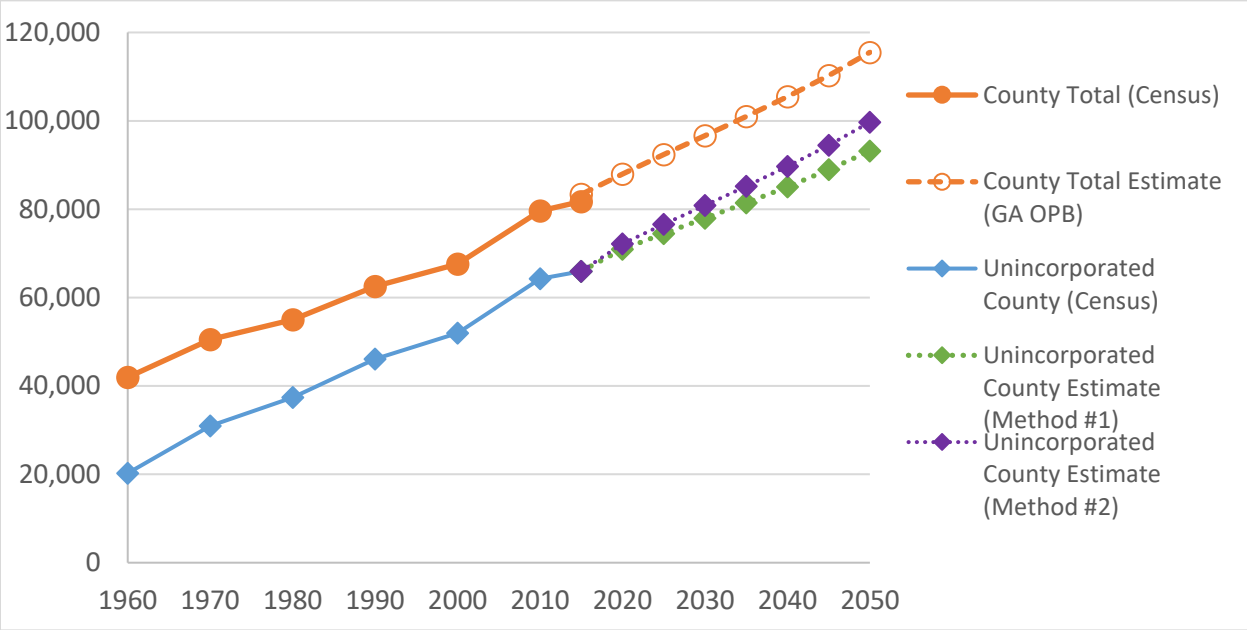


Figure 1: Population Projections for Unincorporated Glynn County and the Entire County, including the City of Brunswick.

Peak growth rate assuming full buildout on St. Simons Island was calculated based on planned and potential development that is tracked by the Glynn County Community Development Department and presented within the Data Assessment. Based on the County's data there are 5,168 future housing units or development units (DUs) approved as "planned" development. This number includes ongoing construction, planned developments, and the maximum DUs available on properties that could be subdivided based on their Planned Development (PD) text. In addition to the 5,168 planned DU's, 2,455 more DUs could potentially be built based on the current zoning designations of properties that have not had a PD approved, after subtracting the DUs eliminated through the St. Simons Land Trust purchase of Musgrove Plantation. This potential growth is a serious issue the County will need to consider in order to maintain adequate level of service for various County services and infrastructure as well as St. Simons' unique character.

In 2015, the "Islands" had 12,062 housing units, but only 7,435 were classified in the Census as occupied. Because of St. Simons Island's prominence as a vacation destination and the large percentage of reported vacant units, resident population reported in the Census (15,920) is expected to be less than the typical

daily and overnight populations, especially during peak tourism season. Therefore, three distinct types of populations were estimated. The average daily daytime population is estimated to be about 17,500 people. The maximum short-term rental population, assuming 100% occupancy was calculated to be 24,611, which is about 1.5 times larger than the permanent resident population. Assuming 100% occupancy of short-term rentals, the maximum overnight population would be 40,531. Overnight population fluctuates greatly with the season, but occupancy close to this number might be expected on the 4th of July weekend. A more detailed description of this estimate and the methodology utilized is included in the Data Assessment Addendum to this Comprehensive Plan.

Housing occupancy characteristics on the unincorporated "Mainland" matched the State average with about 55% owner-occupied, 31% renter-occupied, and 14% vacant. The "Islands" had about half as many renter-occupied units (17.8%) than the state average (31.7%); however, those units listed as vacant were three times larger on the "Islands" (38.4%) than the State average (13.5%). The characteristics of vacancy from the 2010 Census are detailed below. In 2010, nearly three-quarters of the 40.9% vacant units on the "Islands" were "for seasonal, recreational, or occasional use." This category grew from 21.4% in 2000 (2,004 out of 9,382 total housing units) to 29.4% in 2010 (3,484 out of 11,853 units). Of the 2,471 new housing units from 2000 to 2010, an additional 1,480 were for the "seasonal, recreational, or occasional use" classification. The impact of short-term rentals needs to be considered because short term occupancy typically results in a larger number of people per house during periods of peak tourism, and this additional population puts a higher level of strain on the resources, infrastructure, and services needed.

Table 1: Vacancy Characteristics Reported in 2010 Census

Vacancy Characteristics	"Mainland"	"Islands"	Georgia
Total housing units	**21,233**	**11,853**	**4,088,801**
Vacant housing units	**2,659**	**4,850**	**503,217**
Vacant Housing %	**12.5%**	**40.9%**	**12.3%**
For rent	6.3%	5.6%	4.3%
Rented, not occupied	0.2%	0.2%	0.2%
For sale only	2.1%	3.6%	2.1%
Sold, not occupied	0.4%	0.2%	0.3%
For seasonal, recreational, or occasional use	1.2%	29.4%	2.0%
All other vacancies	2.3%	1.9%	3.5%

There are a few striking differences between demographics and trends for the "Islands" and "Mainland" since 2000. These are described below and include: (1) age, (2) educational attainment, (3) household income, and (4) poverty.

In 2015, the "Mainland" age composition groups closely matched the state averages, but the "Islands" had about one-third fewer children (under 20 years) and young adults (20-34) than the state average. The "Islands" also had about 1.6 times as many near/early retirement-aged adults (55-64) and 2.4 times as many retiree-aged adults (over 64). Compared with the "Mainland," the "Islands" are home to approximately twice the percentage of retirees and two-thirds the percentage of children. From 2000 to 2015, the ratio of retiree-aged adults (62 years and over) to children (under the age of 18) on the "Islands" increased from 1.4:1 to 2.4:1. With the shift in age composition, it is important to consider the needs for a growing retiree-aged community. However, it is still important to consider needs of children who outnumber the retiree-aged adults on the "Mainland."

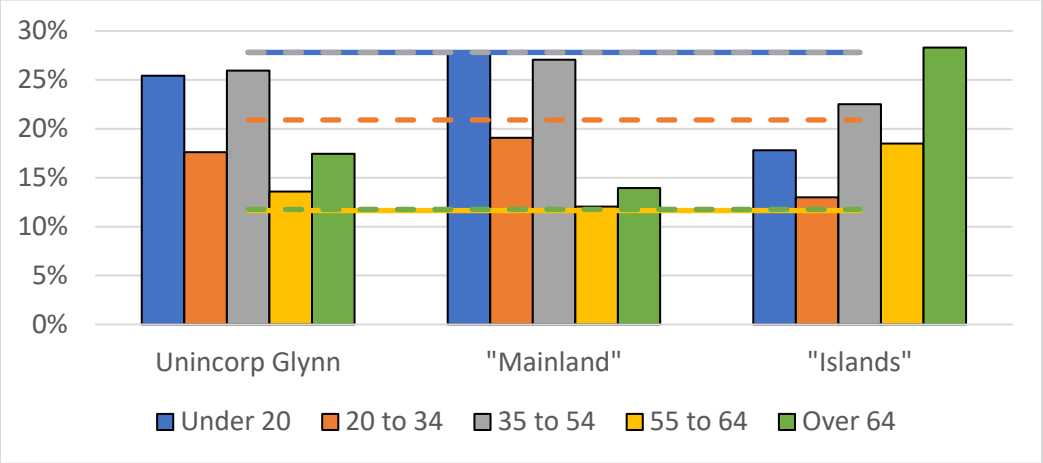


Figure 2: Age Composition in Glynn County in 2015

Note: Dashed lines are color coordinated with bars to represent statewide percentages.

The significance of education in today's competitive workplace is very important. The population living on the "Islands" have a higher level of education than those on the "Mainland" and the State average. The percentage with at least a bachelor's degree and with a graduate or professional degree were about 2.8 times larger on the "Islands" than the "Mainland." While the "Mainland" had a higher percentage of high school graduates compared with the state average, it had a smaller percentage with at least a bachelor's degree (20.4% versus 28.8%) and with a graduate or professional degree (8.1% versus 10.7%).

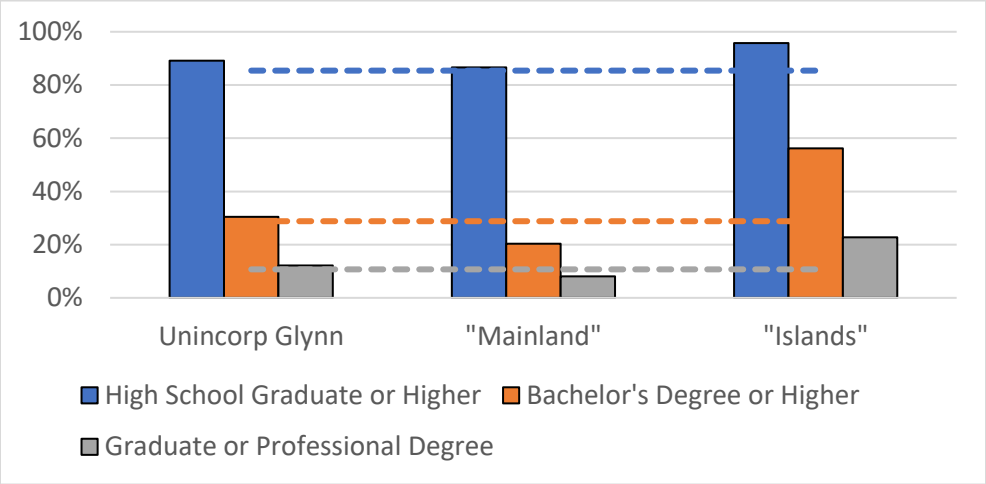


Figure 3: Educational Attainment within Glynn County in 2015

Note: Dashed lines are color coordinated with bars to represent statewide percentages.

Income could not be extracted specifically for Unincorporated Glynn County, so the following analysis included City of Brunswick and Glynn County as a whole. Data was also available for Country Club Estates and Dock Junction, which are Census Designated Places (CDPs) in Unincorporated Glynn County. Compared with the state average, the 2015 median household income on the "Islands" was about 1.4 times larger than the state average, while Brunswick was about one-half, and Country Club Estates and Dock Junction were about two-thirds of the state average, respectively. In 2015, the poverty rate for Glynn County (18.7%) was similar to the state rate (18.4%), but there was a large variation between

poverty rate in Brunswick (35.3%) compared with the "Islands" (5.9%). Country Club Estates (25.1%) and Dock Junction (26.7%) were about 1.4 times greater than the state and county rates. The variability of income and poverty across Unincorporated Glynn County is extreme.

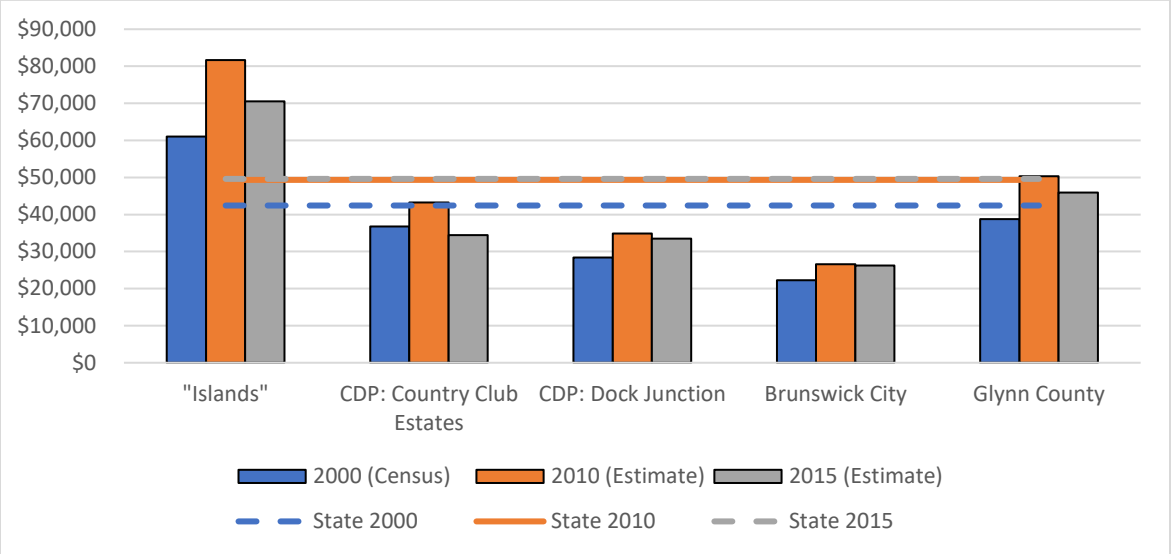


Figure 4: Median Household Income within Glynn County in 2015

Using the 2014 tax return database from the IRS, average total income per tax return and average adjusted gross income per tax return were calculated and ranked for the database of 27,685 zip codes with more than 100 tax returns. Overall, Sea Island ranked in the Top 100 wealthiest zip codes in America, and it ranked in the Top 50 for Zip Codes with more than 100 returns. St. Simons' zip code (31522) ranked in the 94.4th percentile, while one of Brunswick's zip codes that includes most of the City (31520) ranked in the 3.8th percentile of zip codes.

Economic Development

According to the Brunswick-Golden Isles Chamber of Commerce, the County is home to a broad range of industries including paper manufacturing, wood products, food processing, auto processing, metal fabrication, chemical processing, beverage distribution, aviation and distribution. Glynn County's location allows access to products and services through major highways and interstate, a jetport, two Class I railway lines (CSX and Norfolk Southern), and the Georgia Ports Authority. Tourism is a billion-dollar industry in Brunswick and the Golden Isles. In 2015, the Golden Isles Convention and Visitors Bureau reported that annually the Golden Isles receives over 2.4 million visitors, with an economic impact of $1.1 billion. Two of the largest employers in the County include the Port of Brunswick and the Federal Law Enforcement Training Center (FLETC). Other major employers include: Southeast Georgia Health System, Sea Island Company, Georgia Pacific Cellulose, King & Prince Seafood, Rich Corporation, Pinova, Inc., International Auto Processing, Gulfstream Aerospace, Board of Education, Wal-Mart, and Target.

In 2015, the industry type "educational services, and health care and social assistance" was the largest for Unincorporated Glynn County, which was consistent with the state trends. Approximately one-fifth of wage earners were employed by this industry. The second largest industry "arts, entertainment, and recreation, and accommodation and food services" has grown steadily from 13.0% in 2000 to 15.6% in 2015. This industry is likely to continue to grow because of the attraction to the Golden Isles as a tourism destination and the associated activities that cater to retirees and tourists. In comparison, this industry was only ranked 5th in the state.

Most of Unincorporated Glynn County's population is employed locally. 92.7% of Unincorporated Glynn County's population works in the Brunswick Metropolitan Area (which also includes Brantley County and McIntosh County), but it is assumed that most of the workforce is employed within Glynn County. Of Unincorporated Glynn County's population, 30.3% works in the City of Brunswick. Because most workers living in Glynn County are employed within the County, the average commuting time is 8.5 minutes less than the State average (18.9 in Glynn County versus 27.4 minutes Statewide). As a note, Glynn County does not have any formal public transportation.

Community Health & Environment

Health-related topics were explored through the County Health Rankings and Roadmaps Program. The two major categories are Health Outcomes and Health Factors. Health Outcomes are a measure of how long people live (Length of Life) and how healthy people feel (Quality of Life). Health Factors represent what influences the health of a county, and they are an estimate of future health. These ranks are based on four types of measures: Health Behaviors, Clinical Care, Social and Economic factors, and Physical Environment factors. Each of these factors have multiple measures used to calculate the county's health, and a select number of these factors are presented in the Data Assessment to show strengths and weaknesses of Glynn County. Glynn County is in the top 30% for Health Outcomes and top 20% for Health Factors amongst Georgia's Counties. Overall, Glynn County has a better health rating than most of its neighboring counties, and only Camden County ranked better than Glynn County for both categories.

Table 2: County Health Rankings for Two Primary Categories (Health Outcomes & Factors)

County	Health Outcomes Rank in Georgia's 159 Counties	Health Factors Rank in Georgia's 159 Counties
Glynn County	**48th**	**32nd**
Brantley County	89th	117th
Camden County	16th	17th
Long County	33rd	55th
McIntosh County	56th	51st
Wayne County	73rd	105th

Crime rates from Georgia Bureau of Investigation were explored using three-year averages for violent crime offenses per 100,000 population. These data showed that violent crimes in the County have been on the decline in the last decade, but there is still work needed to reach the state and national averages. Glynn County's rate of violent crimes is about 50% larger than the state average, and Glynn County is ranked in the bottom 10% of safest counties in Georgia (139th out of 154). The experience and perception of crime can have a significant impact on future growth, not to mention the quality of life for citizens throughout the County. Crime is an issue that the County and City of Brunswick must work cooperatively to address to ensure that it is not a hurdle to future economic development initiatives identified within this plan.

The majority of Glynn County's land area is in a high-risk flood area according to the Federal Emergency Management Agency (FEMA). FEMA breaks down risk into three general categories; high ("A" or "V" zones, 100-year flood zone), moderate ("shaded X" zone, 500-year flood zone), and low ("X" zone). New flood maps from FEMA were recently adopted by the County in January 2018. Based on these updated maps, 55% of the County, by area, is within the high-risk category, 11% is within moderate-risk category, and 34% is outside of the Special Flood Hazard Area. Because of the large percentage of the land area in

a flood zone and the County's proximity to the ocean, sea level rise and resiliency will be important considerations for future development.

Plan Coordination

Several separate, but relevant planning initiatives have been completed by and for Glynn County in recent years. As such, they have been integrated into the Comprehensive Plan development process. The plans listed below were reviewed, and the applicable goals, opportunities, and action items were extracted and included within this document.

Plan	Summary
2008 Glynn County Comprehensive Plan	Prepared by EDAW, Inc., for Glynn County, Georgia. This study serves as a blueprint for physical growth and development in Glynn County over a twenty-year time span. Outlined are measures that will ensure the maintenance of the county's current high quality of life, efficiency and competitiveness that fuels economic growth and development. The study broadly groups future development areas while providing detailed information on the current and proposed future activity centers and major corridors for various areas within each group. Numerous recommendations were made regarding future development patterns and appropriate land uses. The 2013 Short Term Work Program, which updated the Short Term Work Program included in the 2008 Comprehensive Plan, was also reviewed as part of this effort, and updated in the Report of Accomplishments included in Attachment A.
Glynn County Urban Redevelopment Plan for Community Redevelopment Area	Prepared by the Glynn County Community Development Department in 2012. The Urban Redevelopment Plan delineated boundaries of areas proposed for redevelopment, to include St. Simons Island and North City of Brunswick, and provides ten major components for the urban redevelopment of these areas. The plan identified areas of the County that have population concentrations greater than 15% that fall below the Federal Poverty Level. These areas are designated as blighted and targeted to receive focused resources to improve conditions.
2040 Metropolitan Transportation Plan	This plan was prepared by RS&H for the Brunswick Area Transportation Study (BATS) Metropolitan Planning Organization (MPO) in 2016. Metropolitan Transportation Plans (MTPs) are federally mandated for metropolitan areas, with populations exceeding 50,000 within the urbanized area. The MTP document provides an extensive overview of the importance of a long-range transportation plan, its vision, goals, objectives, as well as strategies that will aid in the implementation of these goals through the horizon year of 2040. The 2040 MTP highlights what future population and employment growth looks like for the county given its existing land use conditions and transportation system performance. The BATS 2040 MTP is fiscally constrained, based on projections of federal, state, and local funding for transportation, and includes 24 roadway improvement projects funded within the 2040 horizon. Projects include roadway improvements, bridge maintenance and upgrades, safety improvements, and multimodal infrastructure improvements. The MTP also includes six (6) projects that are conceptual only, but those projects were of lower priority and unable to be funded given anticipated revenues.
Bike and Multipurpose Trail Study	Prepared by RS&H for Glynn County, Georgia, in 2016, the Bike and Multipurpose Trail Study was designed to identify gaps in Glynn County's existing bicycle and

Plan	Summary
	pedestrian network and establish a comprehensive list of recommended projects and initiatives. These recommended projects were intended to support alternative modes of transportation, as well as improved and additional recreational opportunities, to residents and visitors of Glynn County, City of Brunswick, and St. Simons Island. Findings from the study indicated that the majority of individuals would consider walking or biking more if improved facilities were available. Recommendations included the implementation of various facility types, as well as major and minor trail networks alongside development corridors.
Glynn County Zoning and Land-use Study /St. Simons Island Carrying Capacity Study	Prepared by RS&H for Glynn County, Georgia in 2015. St. Simons Island has historically experienced extensive development pressures. The ongoing economic recovery has resulted in the reemergence of development pressure to the Island, coupled with a lack of understanding regarding the magnitude of vested development densities. In an effort to define and quantify the perceived threats to health, safety, and welfare for citizens residing on St. Simons Island, a 90-day development moratorium was instituted by the Glynn County Board of Commissioners, with the requirement that a study be conducted to fully understand the ramifications of the development on the Island. This plan provides a detailed report of the island's existing conditions, quantifies vested development densities based on the best available data, and provides a thorough assessment of proposed development impacts. While there is some disagreement as to the exact number of future units that could be constructed based on current vested development rights, this plan makes it clear that there would be severe impacts to island infrastructure and resources were this buildout scenario to come to fruition.
St. Simons Island Traffic Study (Draft)	Prepared by POND & Company for St. Simons Island in Glynn County, Georgia in 2015. This study was initiated to identify issues and opportunities relating to projected traffic increases on St. Simons Island. The study includes detailed traffic count data collection and analysis, along with project recommendations and initiatives over short term, midterm, and long-term periods. This study recommended short term projects be completed in five years, mid-term projects in five to ten years, and long-term project recommendations should be coordinated with the BATS long range planning efforts. While there continues to be disagreement regarding the findings of this traffic study, many of the projects recommended within this study were included in the most recent SPLOST for implementation.
Brunswick Golden Isles Airport Masterplan	Prepared by RS&H in 2017, the Brunswick Golden Isles Airport Masterplan outlines clear guidelines for general aviation expansions and land use alternatives, as well as all future development of the airport. Given the airport's current needs and conditions, the establishment of mixed fleet separation between general aviation and MRO aircrafts over a time frame of twenty years was suggested as a more fiscally responsive approach. Key recommendations from this study include the grouping of facility requirements into primary and secondary elements, according to their specific functional value to the Airport, and proposed development in five areas, estimated to cover approximately 620 acres of land.

Plan	Summary
Georgia Ports Authority, State of the Brunswick Port	Georgia Ports Authority's 2017 fact sheet report on the Port of Brunswick gives a very concise overview of the type and quality of service provided by Colonel's Island, Mayor's Point and East River terminals. It discusses the need for more infrastructure, interstate access, rail services, and expansion. The Port of Brunswick serves more than 60 auto and heavy equipment manufacturers and is ranked number one for new import vehicles in the United States according to this report.
2016 JWSC Water and Sewer Masterplan Update	Prepared for Brunswick-Glynn County Joint Water and Sewer Commission (JWSC) by Applied Technology & Management in association with Four Waters Engineering. This report provides a descriptive overview of the purpose and existing conditions of the water and sewer systems in Brunswick-Glynn County. Existing and future conditions were outlined for four areas of Glynn County, including the North Mainland, the City of Brunswick, the South Mainland, and St. Simons Island. Prioritized recommendations included replacement of infrastructure determined to be insufficient for current and/or future needs.

Additionally, in constructing the frame work of this existing plan summary, several other relevant federal, state, and local plan documents, reports, and background information were reviewed and incorporated in order to gain a thorough understanding of past planning efforts.

- 2008 City of Brunswick Comprehensive Plan
- 2016 City of Brunswick Urban Redevelopment Plan
- Mary Ross Waterfront Park Master Plan
- Rails to Trails Feasibility Study 2007
- Blueprint Brunswick – 2008 Update
- 2014 Glynn Avenue Enterprise Zone
- St Simons Island Land Trust (Musgrove Plantation)
- Change 2 to AC 150/5070-6B, Airport Master Plan-January 2015
- Glynn County Historic Survey Resources Report 2009
- Altama Community Transformation District
- CVB Visitors Expenditure 2016
- GI Local Survey Facebook Mat 2015
- 6-30-17 Lodging Report
- GI 2014 Visitors Research Report
- Golden Isles Bed-base Inventory 2013
- Coastal Regional Water Plan
- Part V Environmental Planning Criteria
- RSVP Downtown Brunswick Master Plan 2017

3 Community Engagement

The DCA minimum standards and procedures require two Public Hearings and the identification and implementation of a participation program that offers various opportunities for community engagement. The following chapter provides a summary of the public involvement opportunities provided throughout this planning process, including a variety of public meetings, two steering committees, educational handouts, community open houses, the web-based Community Opinion Survey, stakeholder interviews, social media, a comp plan webpage, and other media outlets. A full summary of public involvement undertaken during this process can be found in the Community Engagement Addendum.

Public Involvement Strategies

Steering Committees
Project Team
Public Hearings
Community Survey
Stakeholder Interviews
Website and Email Address
Open Houses
Media Campaign

Steering Committees

Glynn County took an innovative approach to establishing the Steering Committees used to help guide the comprehensive planning process. The unique land use differences between mainland unincorporated Glynn County and the Islands led the County to establish two steering committees. Each geographic area has separate Planning Commissions and different sets of issues and opportunities, which also played a role in the County's decision for two committees. While the ultimate goal was to produce a unified plan for unincorporated Glynn County, each committee was given the opportunity to focus on the issues unique to the area represented.

The Mainland and Islands Steering Committees were designed to have 17 members each. County Commissioners each appointed a member to both committees, three members were selected from both the Islands and Mainland Planning Commissions, and the remaining seven members were selected using a blind application process. The County used a blind survey application process in an effort to encourage participation from a broad range of citizens and to have a more representative membership on each Committee based on the demographic makeup of the geographic area represented.

Through the community engagement process described herein, the Mainland and Island Steering Committees came to identify priority goals, strategies and action items that have been incorporated into this Comprehensive Plan and, most importantly, informed the prioritization of the Community Work Plan action items.

Island Steering Committee Priorities

Island Steering Committee members met independently to review the Comprehensive Plan and identify priorities in an effort to guide development of strategies and to prioritize action items included in the Community Work Program in Chapter 8. The Island Steering Committee considers the following activities to be essential to achieving their vision for St Simons Island.

- Adoption of a public participation plan to assist the County Development Office in the realization of the Comprehensive Plan.
- Establishment of an overlay district for all of St Simons Island.

- Establishment of a strategy for developing, promoting and supporting alternative land use strategies.
- Adoption of a strategy to address the island traffic issues.
- Adoption of a strategy for water, sewer and utilities to insure capacity and prevent emergencies.
- A comprehensive tree inventory for the island and an action plan for the protection and maintenance of the island tree canopy and open green space.
- Adoption of a short-term work program that is either within the capacity of current County Staff, or the necessary staff or consultants are hired.
- Sun setting outdated ordinances and replacing them with enforceable ordinances that support the vision of the island into the future.

Mainland Steering Committee Priorities

Based on discussions had at Mainland and Joint Steering Committee Meetings and through input received from Mainland Steering Committee members, the following priorities have been identified and should be viewed as paramount to achieving the Vision of the County.

- Focus efforts on economic development that attracts clean industry, provides living- wage jobs, and offers an attractive future to the youth of Glynn County.
- Expand efforts to provide skilled workforce training both at the high-school and post-secondary school levels that is consistent with the needs of desired industries, including aeronautics.
- Coordinate effectively with JWSC to create a sound and affordable plan for water and sewer delivery, that is consistent with the future land use plan and facilitates economic development.
- Plan to improve and beautify the community gateways at the four exits of I-95 to promote tourism and economic development.
- Work with Brunswick to support downtown revitalization.
- Improve connectivity throughout the community and provide opportunities for alternative modes of transportation.
- Cooperate with the City on crime reduction initiatives.

Steering Committee Process

A total of 10 individual steering committee meetings were held throughout the planning process. Two joint steering committee meetings were also held. The date of the meetings and topics covered are summarized below.

Meeting 1		
September 5, 2017	Mainland Steering Committee (MSC)	The first meeting kicked off the Comprehensive Planning process with a presentation on the Comprehensive Planning requirements, the purpose of completing the plan, the benefits of planning, and the role, expectation, and ground rules for the steering committee throughout the process. This meeting also included a discussion, development, and tentative schedule for public involvement. Lastly, the overall project schedule was

October 3, 2017 *(Delayed due to Hurricane Irma)*	Islands Steering Committee (ISC)	reviewed to highlight some of the milestone dates to help the steering committee members better understand the process and how the County staff intended to move through it.
Meeting 2		
October 3, 2017	Mainland Steering Committee (MSC)	This meeting was focused on the identification of community character areas throughout the County. The Character area map developed during the 2008 Comprehensive Planning process was provided to the group as read ahead material to set the stage for this meeting. The DCA guidelines and recommendations for developing character areas were also provided to each steering committee. Steering Committee members were broken into groups at the meeting to review, revise, and develop new character areas. Each group presented the results from their group to the entire steering committee for discussion.
October 10, 2017	Islands Steering Committee (ISC)	
Meeting 3		
November 7, 2017	Mainland Steering Committee (MSC)	The objectives for this meeting were to understand existing land use trends and constraints to help frame the future land use strategy. Public open houses were held at the beginning of November, which were summarized and reported to the steering committees. A presentation was given on the Saint Simons Impact Study, which was completed in 2015. The JWSC also participated in this meeting and gave a presentation about future plans for infrastructure level of service and expansion. A revised community character area map was presented to the committees based on the recommendations from the last meeting. The meeting concluded with a group exercise that focused on the County's future land use map and where revisions were needed.
November 14, 2017	Islands Steering Committee (ISC)	
Meeting 4		
December 5, 2017	Mainland Steering Committee (MSC)	A presentation summarizing the results of the Community Survey was given to the steering committees. Various topics from the survey were discussed amongst the group based on how certain questions were answered and prioritized. The group also identified topic areas where additional analysis of the survey data may be needed. The second part of this meeting consisted of a SWOT (strengths, weaknesses, opportunities, threats) analysis. The meeting also included a

December 12, 2018	Islands Steering Committee (ISC)	sticky dot exercise where steering committee members were asked to prioritize the DCA's Quality Community Objectives based on how appropriate they are for the County. Lastly, the future vision statement, values and community goals were introduced for discussion.
Meeting 5		
January 9, 2018	Islands Steering Committee (ISC)	The purpose of meeting 5 was to finalize the community character area map and descriptions, review and update the future land use map, and develop the community vision and values. The future land use map was presented based on revisions and feedback from the previous meeting. The steering committee had the opportunity to review the map and provide additional feedback through an interactive process as the County's consultants made updates. The vision statement and values were also discussed.
January 23, 2018	Mainland Steering Committee (MSC)	
Meeting 6		
January 30, 2018	Joint Steering Committee	A joint steering committee meeting was held to identify community needs and opportunities. The results of the SWOT analysis from meeting 4 were broken down into needs, opportunities, and goals. These were then grouped by major planning elements (e.g. economic development, housing, land use, etc.). Stations were set up for the various planning elements and steering committee members cycled through the stations and discussed needs, opportunities, and goals for each planning element. The meeting concluded with a visioning session that resulted in the creation of a single community vision for the comprehensive plan.
Meeting 7		
April 24, 2018	Joint Steering Committee	A joint steering committee meeting was held to review the draft Comprehensive Plan and to provide additional feedback prior to presenting the plan to the Planning Commissions and County Commission. Comments received from the group at this meeting were incorporated into the document, as appropriate, to create the final draft.

Project Team

A Project Team was formed to include the consulting team and key County staff members to help facilitate project management, schedule, and other cooperation necessary between the consulting team and County personnel. Members of the Project Team representing the County included the County Manager, Director of Community Development, Planning Director, Public Works Director, and Communications Manager. In an effort to promote intergovernmental coordination during development of the Comprehensive Plan, the Project Team also included planning staff from the City of Brunswick. The Project Team met monthly throughout the process to coordinate steering committee meetings and agendas, to

review materials prepared by the consultant team, to discuss the schedule and milestone dates, and to coordinate other community engagement activities.

Public Hearings

The Department of Community Affairs minimum planning standards require that two public hearings be held throughout the comprehensive planning process, at the beginning and end of the planning process. In addition to the required Public Hearings, Glynn County held other public meetings related to the comprehensive plan. Below is a summary of the topics discussed at each public meeting.

Glynn County Board of Commissioners, June 15, 2017. A presentation was given at the Board of Commissioner's meeting on June 15, 2017 to present the scope of work and proposed schedule established by the consultant team. The presentation also included background information about comprehensive planning in Georgia and the importance of this process for the County.

Public Hearing #1. A public hearing was held on August 17, 2017 at a regularly scheduled Glynn County Board of Commissioners meeting. The County's consultant delivered a presentation that introduced the comprehensive planning process, the purpose of updating the plan, and what the County hopes to gain by going through this process. The presentation discussed the minimum planning requirements as defined by the DCA, the general benefits of planning, and opportunities the County will use to engage and involve residents and other key players in the community. The presentation specifically addressed the process proposed for establishing two Steering Committees and the manner in which information will be collected and incorporated into the plan. Lastly, key issues, current development trends, demographics, and how these factors fit into the planning process were presented to the Commissioners.

Joint Planning Commission Meeting, May 8, 2018. A presentation of the draft comprehensive plan was given at this Joint Planning Commission meeting. The main objective of the presentation was to familiarize the planning commission with the new plan. The needs, opportunities, proposed policies, and action items were discussed as well as the comprehensive community engagement program the County undertook to ensure the plan represented community interests. Planning Commission members were given an opportunity to provide comments and feedback on the draft plan.

Glynn County Board of Commissioners Work Session, June 19, 2018. A presentation of the draft comprehensive plan was given to the Board of Commissioners. The purpose of the presentation was to familiarize elected officials and the community with the new plan. The needs, opportunities, proposed policies, and action items were discussed, and the Commissioners had the opportunity to ask questions and provide feedback on the plan. The comprehensive community engagement program was also summarized. Comments received during this meeting were incorporated into the final draft.

Public Hearing #2. The second public hearing was held on June 21, 2018 at the regularly scheduled County Commission Meeting. A presentation was given to the Commission that summarized the activities undertaken during the planning process. Needs, opportunities, and community goals identified by the residents, stakeholders, and steering committees were presented to the County Commission and residents were given the opportunity to make comments or other statements related to the plan. The future land use map and community workplan were also presented to the Commissioners and public for comment.

Glynn County Board of Commissioners, July 19, 2018. The purpose of this meeting was for the Commissioners to adopt a resolution allowing the plan to be submitted to the Coastal Regional Commission and Department of Community Affairs for review. Comments received from other public meetings were incorporated into the final draft plan where appropriate.

Community Survey

The County developed a community survey to gain feedback from residents, business owners, and other interested parties. The survey, which was available online and in hard-copy format, provided opportunities for participants to offer opinions on topics such as land use, economic development, County services, community aesthetics, priorities, housing, quality of life, and other planning related topics. The survey was open from mid-October through mid-November, and 1,127 respondents completed the survey. Based on the unincorporated County's population, this number of responses provided statistically significant results at +or- 3% at a 95% confidence level.

Of the 1,127 respondents, 92% consider Glynn County their primary residence, 45% report that they work or own a business in Glynn County, 55% live on St. Simons Island, 31% in Unincorporated Mainland, and 8% in Brunswick. The top 3 reasons why respondents live, work or own property in Glynn County were as follows:

1. Quality/pace of life
2. The general aesthetics and attractiveness of the area
3. Access to the natural environment and activities related to the natural environment

A complete summary of the survey results is included in the Addendum.

Stakeholder Interviews

Members of the Steering Committees identified community stakeholders and volunteered to conduct interviews to gain a more detailed understanding of local issues and opportunities. During this outreach activity, 45 individual interviews were completed. The main objective of this activity was to get feedback from specific stakeholders within the community that have a unique perspective or special area of expertise. The interviewees represented a wide array of community players that included architects, attorneys, engineers, developers, business owners, representatives from home owners' associations, board of realtors, elected and appointed officials, non-profits, and others. A summary of these interviews is included in the Addendum.

Comprehensive Plan Website and Email Address

The County established a webpage dedicated to the Comprehensive Plan process at:

https://www.glynncounty.org/compplan

This website included a calendar of events, meeting materials for the Steering Committees, other planning documents including the Data Assessment, maps, and pubic presentations.

The website also provided a link to the official Comprehensive Plan email address: compplan@glynncounty-ga.gov. This email address was established to facilitate the receipt of public comments on the Comprehensive Plan. This email was included in all correspondence and public outreach materials as the official method for submitting comments.

Open Houses

November 1, 2017   ***St William Catholic Church, Saint Simons Island***
November 2, 2017   ***Selden Park Gym, Brunswick***

The County held two public open houses at strategic locations and times to reach out to the general public. The purpose of these meetings was to get feedback from the community. The Open Houses were widely advertised using signs, social media, email blasts, radio interviews, advertisements, and other methods typically used by the County to notify the public of upcoming events and/or meetings. The first Open House was held at St. William Catholic Church on Saint Simons Island to offer a convenient location for island residents. The second Open House was held at Selden Park in Brunswick to provide a location more convenient for mainland residents and downtown workers. The events were open from 2pm-7pm to offer the most flexibility for residents and workers with differing schedules. The format for the meeting consisted of a series of planning stations to get input on various topics, including Land Use, Transportation, Demographic Trends, Community Character, Needs and Opportunities, and SWOT. In addition to the stations named above, an area containing tablets was available for participants wishing to take the Community Survey. Hard copy versions of the survey were also made available for people wishing to take the survey with them. For additional information on the Open Houses, please see the Addendum to this document entitled, "Community Engagement Summary."

Media Campaign

Glynn County utilized the media to advertise meetings, the community survey, and other opportunities for public involvement in the planning process. The significant response rate on the community survey can be attributed to the media push made by the County, which included press releases, radio interviews, and newspaper articles. iHeart Media, hosted a DJ and radio show at the November 2, 2017 Open House, where they broadcast live from the event and even offered prizes to members of their listening audience who attended the meeting.

4 Glynn County Strategic Vision

This section of the Comprehensive Plan presents the desired direction for Glynn County's growth and quality of life over the next ten years and beyond. The County has adopted the following vision to guide future development and decision making.

Vision Statement

Shared Community Vision

Working together to make Brunswick and the Golden Isles an exceptional place to live, work and visit by strengthening our communities and by enhancing the quality of life.

Comprehensive Plan Vision Statement

Glynn County's quality of life, character, culture and natural beauty are valued and protected by its citizens, offer an attractive destination for its visitors, and foster diverse economic opportunities; and its residents are actively involved in and benefit from the achievement of economic, social and cultural success for all of Glynn County.

Mission Statement

Our mission is to create a comprehensive plan that embodies a forward-thinking vision and specific actions for the future growth and strengthening of Glynn County and its diverse communities, protects our quality of life and resources, and is embraced by the citizens and utilized by County leaders and staff in their ongoing decision making for Glynn County.

Values

We value:

- ✓ Our quality of life
- ✓ Rational, thoughtful development
- ✓ The natural beauty and function of our coastal environment
- ✓ The unique heritage and culture of our various communities
- ✓ A thriving economy

We believe in:

- ✓ Fostering a vibrant, connected and engaged community.
- ✓ Providing our citizens a safe place to live, work and play.
- ✓ Balancing and respecting private property rights with the overall needs of the community.
- ✓ Ensuring that no one part of our population is left behind.
- ✓ Strong, transparent intergovernmental cooperation, because it drives the overall success of our County.
- ✓ The value of planning, the importance of community support for this vision, and the responsibility of the government to use this plan when making decisions.
- ✓ The importance of a reliable, educated, properly-trained workforce that will attract and retain business and industry.
- ✓ Properly address transportation needs for our various populations.
- ✓ Maximizing the benefit of our geographic location to our economic advantage.
- ✓ Supporting local businesses, industry and entrepreneurs.
- ✓ Clear ordinances that support the vision of this plan.

Goals & Policies

The Steering Committees reviewed the Glynn County Strategic Plan, the 2008 Glynn County Comprehensive Plan, and the Department of Community Affairs Quality Community Objectives and identified the following goals to be consistent with the Vision Statement presented herein. The policies listed below each goal are intended to provide direction to County officials, staff, and appointees as they make decisions and work towards achieving these goals.

Diverse Economic Development

Support the development or expansion of a variety of businesses and industries that are desirable for the community, have long-term sustainability, provide linkages to other economic activities in the region, minimize their impact on County resources and the environment, and create job opportunities that meet the needs of the local workforce. The County should seek to use innovative tools, work to enhance and

expand the skills of our workforce and foster new approaches to attracting a variety of businesses and industries.

- ⇒ Provide economic incentives (and remove economic disincentives) to both attract new businesses and industry and to encourage the expansion of existing business and industry.
- ⇒ Encourage the redevelopment and enhancement of existing commercial and industrial areas within our community, including vacant or underutilized sites or buildings.
- ⇒ Improve County processes to achieve efficiency, simplification and superior customer service.
- ⇒ Foster redevelopment and revitalization of mainland areas that have suffered from chronic under-investment. Revitalizing existing commercial areas and neighborhoods improves the quality of life of the residents while providing new retail and employment opportunities.
- ⇒ Work with the Brunswick Glynn County Development Authority (BGCDA), the Golden Isles Convention and Visitors Bureau (CVB), the Brunswick Golden Isles Chamber of Commerce (Chamber) and other key business partners to provide leadership for new business recruitment and current business retention and expansion.
- ⇒ Cooperate with BGCDA efforts to market to target clean industries in communications, transportation, and high tech.
- ⇒ Work with community partners to develop and/or expand technical centers, charter schools, colleges, Career Academy, and Job Corps.
- ⇒ Utilize the technical and intellectual resources of volunteers.

Efficient Land Use Guided by Development Suitability

Manage growth by encouraging development in areas of the County that have sufficient public facilities, available infrastructure capacity, and minimal environmental constraints. This approach will maximize the use of existing infrastructure and minimize the costly extension of infrastructure to undeveloped land at the periphery of the community. The County should require new development to reduce the impact of growth on public infrastructure; and maintain open space through the preservation of agricultural, forestry, recreational and/or conservation uses.

- ⇒ Administer and enforce subdivision regulations, building codes, and zoning ordinance requirements.
- ⇒ Consider the impacts of new development and redevelopment on existing infrastructure systems prior to approval.
- ⇒ Protect existing infrastructure investments by encouraging development where sufficient infrastructure capacity already exists.
- ⇒ New land uses should protect the environment, preserve historical and cultural resources, consider high flood risk areas, and conserve meaningful open space.
- ⇒ Work with the JWSC to focus on infrastructure investment by maintaining and upgrading existing facilities, as opposed to expanding to new areas. Doing so will maximize capacity to serve

development, at a cost that the rate payers can accept and with fees that don't discourage economic growth.

⇒ Provide adequate staffing for the County Community Development Department and support programs for the professional development of County staff and training for Planning Commissions.

⇒ Make land use decisions that support redevelopment in appropriate locations on the mainland.

Transportation Options

Work with BATS and the City of Brunswick to gain an understanding of regional transportation needs, challenges and opportunities of all community residents, and to coordinate transportation and land use decision-making within the County. Foster alternatives to auto-oriented transportation by providing connectivity through facilities for walking, biking, and transit.

⇒ Consider the impact on traffic flow for all new development as well as commercial and residential expansion.

⇒ Support opportunities to provide for alternative modes of transportation, including public transit and multi-use trails/sidewalks.

⇒ Develop golf cart rules and regulations to ensure their safe use and to limit their impact on traffic flow on St Simons Island.

- ⇒ Ensure sufficient dockage and facilities for recreational and commercial boating in partnership with nautical businesses and other governmental authorities.
- ⇒ Improve and maintain a transportation system that will implement a "Complete Streets" policy and minimize detrimental environmental impacts.
- ⇒ Continue active participation in Brunswick Area Transportation Study (BATS) at all levels, including Policy Committee, Technical Committee, and Citizens Advisory Committee, to ensure transportation issues are communicated and future infrastructure investments reflect the needs of the community.

Community Safety and Preparedness

Ensure the safety of the community by providing exceptional police and fire protection and being prepared for emergencies, including natural disasters such as hurricanes, tropical storms and sea level rise, as well as king tide flooding. Continue to learn from the experience of recent Hurricanes Mathew and Irma, and constantly improve upon County procedures and programs.

- ⇒ Plan and prepare for natural disasters and the recovery thereafter from hazards including hurricanes, tornados, storm surge, and sea level rise.
- ⇒ Make appropriate, proactive infrastructure investments to accommodate planned growth, and address the impact of storm surge and sea level rise.
- ⇒ Consider the impacts of sea level rise and increasing storm intensity when adopting local ordinances and making land use decisions.
- ⇒ Coordinate with regional agencies on projects that foster resiliency to coastal hazards.
- ⇒ Ensure that residents, businesses and developers undertake improvements or new projects that protect their property from floods or other natural disasters.
- ⇒ Ensure public/fire safety and emergency response services have sufficient staffing levels and state-of-the-art capital and technological resources that meet national standards.
- ⇒ Recognize the growing concern around crime and work with all sectors of the community to find ways to intervene early and deter criminal behavior.
- ⇒ Work with local law and code enforcement agencies/personnel to ensure existing laws and ordinances are enforced.

Resource Management

Promote the sustainable use of the County's natural resources and identify and protect our coastal environment for future generations by protecting water quality, managing stormwater runoff, promoting energy efficiency, encouraging green building practices, utilizing appropriate waste management techniques, fostering water conservation and reuse, and providing protection of greenspace and environmentally sensitive areas.

- ⇒ Protect the unique natural and cultural resources that currently make the Golden Isles a world-class tourist destination.

- ⇒ Consider impacts on infrastructure, environmentally sensitive areas and valuable historic, archaeological or cultural resources when making land use decisions regarding new development and redevelopment projects.
- ⇒ Encourage low impact development that preserves riparian buffers, the floodplain, beaches, natural topography, and tree canopy.
- ⇒ Maximize access to and use of the county's Recreation and Parks services and facilities.
- ⇒ Continue to support the clean-up of existing hazardous waste sites and prevention of new pollution.

Regional Cooperation

Foster an atmosphere of cooperation with neighboring jurisdictions as well as regional, state and federal agencies to address shared needs through adequate funding, legislation and technical assistance.

- ⇒ Seek opportunities to share services and facilities with neighboring jurisdictions when mutually beneficial.
- ⇒ Work jointly with neighboring jurisdictions to develop solutions for shared regional issues.
- ⇒ Work collaboratively with JWSC when approving development projects, identifying future capital investments, and securing funding.
- ⇒ Promote maximum cooperation among all public safety, emergency response and law enforcement officials, across the county, city and other agencies (e.g., health system, schools and colleges, FLETC, DNR, etc.) to reduce duplication, speed interventions and maximize efficiencies.
- ⇒ Provide input to other public entities in our area when they are making decisions that are likely to have an impact on our community or our plans for future development.
- ⇒ Support City of Brunswick efforts to develop a conference center on the Mainland and to develop the waterfront for tourism.
- ⇒ Coordinate with FLETC on the maximizing the opportunity for students to experience Glynn County. Coordination should also be sought for infrastructure projects that can impact both parties.

Housing Opportunities

Provide for a range of safe and healthy housing types, sizes, costs, and densities for all income levels and lifestyles.

- ⇒ Encourage development of housing options that include affordable housing.
- ⇒ Accommodate a diverse population by encouraging a compatible mixture of housing types, densities and costs in new neighborhoods.
- ⇒ Allow for and encourage innovative residential construction.

5 Needs and Opportunities

This chapter provides the list of needs and opportunities that Glynn County has identified through this planning process. It is the intention of the County to address the needs or opportunities listed herein through corresponding implementation measures in the Community Work Program in the following chapter. This list was developed with assistance from the Mainland and Islands Steering Committees through a SWOT (strengths, weaknesses, opportunities, threats) analysis, evaluation of demographic and economic information summarized in the Data Assessment Addendum, analysis of the Department of Community Affair's Quality Community Objectives, and review of the public input received through numerous public workshops and a community survey, summarized in the Public Participation Program Addendum.

Economic Development

The County's goal of "Diverse Economic Development" states that the County should support the development or expansion of a variety of businesses and industries that are desirable for the community, have long-term sustainability, provide linkages to other economic activities in the region, lessen their impact on County resources, and create job opportunities that meet the needs of the local workforce. This goal also includes a directive for the County to use innovative tools, work to enhance and expand the skills of our workforce and foster new approaches to attracting a variety of businesses and industries.

The needs and opportunities that were identified in support of the Economic Development planning element, the County's goals and Economic Prosperity Quality Community Objective are listed below.

Business and Industry Recruitment and Retention

- ✓ Glynn County needs a unified economic development marketing strategy.
- ✓ The County needs to address crime before it becomes a deterrent to economic growth.
- ✓ There needs to be sufficient water and sewer infrastructure capacity and competitive rates and tap fees.
- ✓ Invest in technology that will attract desirable industries.
- ✓ The County/BGCDA should seek out aeronautical-related industries associated with the airports.
- ✓ Seek more State/Federal funding for the Brunswick Port.
- ✓ The County needs a diverse economy that is not overly dependent on tourism or any one industry.
- ✓ Encourage the location of fine dining/non-chain restaurants on the mainland.
- ✓ Work with the BGCDA, the Convention and Visitors Bureau (CVB), the Chamber of Commerce and other key business partners to provide leadership for new business recruitment and current business retention and expansion.

- ✓ Support installation of a fiber-optic backbone and the latest information technology to attract businesses/industry.
- ✓ Improve aesthetics at gateway exits on I-95.

Skilled Workforce of County Residents

- ✓ The County needs a skilled workforce (that includes young adults) that will draw industry.
- ✓ Improve the technical college system and coordinate with local industries Career Academy and Job Corps so that good students stay and get work locally.
- ✓ Utilize the technical and intellectual resources of volunteers.
- ✓ To attract and retain a talented workforce, promote Glynn County BOC as an employer of choice.
- ✓ Glynn County should work with local and regional school systems and colleges and universities on employee development programs and to identify interns and prospective future employees.

Jobs

- ✓ More living wage jobs are needed.
- ✓ More opportunities for young professionals are needed in the County.

Tourism as an Economic Driver

- ✓ Work to identify and encourage the most advantageous types of tourism for the County.
- ✓ Waterfront commercial development in Brunswick would be a regional asset.
- ✓ Support the City in their efforts to develop the waterfront to support tourism.
- ✓ A conference center with a hotel is planned in the City of Brunswick.

Land Use

The County's goal of "Efficient Land Use Guided by Development Suitability" directs the County to manage growth by encouraging development in areas of the County that have sufficient public facilities, available infrastructure capacity, and minimal environmental constraints. This goal suggests an approach to maximize the use of existing infrastructure; minimize the costly extension of infrastructure to undeveloped land at the periphery of the community; require new development to reduce their impact on public infrastructure; and maintain open space through the preservation of agricultural, forestry, recreational and/or conservation uses.

The needs and opportunities that were identified in association with the Land Use planning element, the County's goals, and Efficient Land Use Quality Community Objective are listed below.

A New Approach to Land Use

- ✓ There should be less reliance on grandfathering old structures and development patterns.
- ✓ Continue to preserve greenspace and other conservation areas.
- ✓ Maintain updated information related to vested developments approved for construction.
- ✓ The County needs a plan to address the amount of future development approved through PDs on St. Simons Island, as well as the difficulty in administering the various PDs.
- ✓ The County should work towards consensus between SSI and Mainland stakeholders.
- ✓ More progressive and creative mixed-use developments are desired on the mainland.

- ✓ Focus commercial development on St Simons Island at the 3 existing commercial nodes, but identify opportunities for modest, neighborhood scale commercial development on the north end of SSI.
- ✓ County needs to update zoning ordinance to better manage growth.
- ✓ Encourage redevelopment of vacant and under-utilized commercial structures.
- ✓ Adequate public facilities and infrastructure should be in place before development is approved.
- ✓ Adopt policies to encourage redevelopment on the mainland.
- ✓ Create a plan to guide redevelopment of areas on the mainland that are in need of revitalization.

Effective Development Regulation

- ✓ A more efficient process for rezoning and development review and approval is needed.
- ✓ Updated development regulations are needed to prevent negative impacts on community resources.
- ✓ Ensure that any new development or redevelopment on SSI does not outpace the capacity of island infrastructure.

Resource Preservation

- ✓ Harrington - Historic African American Community, is threatened by high density development and clear cutting.
- ✓ Limit new impervious surfaces associated with new development and redevelopment.
- ✓ Glynn County should seek to minimize development within its floodplains.
- ✓ Regulations are needed to guide infill development.
- ✓ Infrastructure should not be extended to areas that are not planned for urbanized development.
- ✓ The County should take steps to protect the tree canopy from being impacted by new development.

Housing

A Housing element is required for Community Development Block Grant Entitlement Communities, and optional but encouraged for all other local governments. While reviewing and analyzing data included in the Data Assessment Addendum, developing the needs and opportunities listed below, and identifying action items in the Community Work Program related to housing, the following factors were considered in an effort to evaluate the adequacy and suitability of existing housing stock to serve current and future community needs. These factors included housing types and mix, condition and occupancy, local cost of housing, cost-burdened households in the community, jobs-housing balance, housing needs of special populations, and availability of housing options across the life cycle.

The County's goal for "Housing Opportunities" is intended to encourage a range of safe and healthy housing types, sizes, costs, and densities for all income levels, which should provide options for a variety

of lifestyles. The needs and opportunities below were identified in association with the Housing planning element, the County's goals, and Housing Options Quality Community Objective.

Housing Options on the Mainland

- ✓ Encourage affordable housing on the mainland, where reasonable, by permitting increased residential density and a greater variety of residential options, where there is adequate water and sewer infrastructure capacity.
- ✓ Identify suitable locations for multifamily housing on the mainland– generally locations serviced by existing infrastructure and close to existing employment locations.
- ✓ Development incentives such as density bonuses and property tax abatements could also be used to encourage the production of additional affordable housing units.
- ✓ Redevelop existing residential areas that have experienced disinvestment.
- ✓ Reasonable residential water and sewer rates and tap fees are needed so as not to disincentivize affordable residential development.
- ✓ Focus new development in areas with existing water and sewer infrastructure capacity.
- ✓ Aging in place/transitional/assisted living housing is needed to serve the aging.

Appropriate Residential Development on St. Simons Island

- ✓ Identify opportunities for existing long-term rental units on St. Simons Island to serve the island workforce.
- ✓ Affordable housing is needed for young families and the island workforce.
- ✓ Allow new development in areas only with available water and sewer infrastructure capacity.
- ✓ A reduction in the density of approved future residential development is needed so that infrastructure and resources are not pushed past capacity.
- ✓ Research the potential for the subdivision of existing residential lots on St. Simons Island.

Improve Existing Housing Stock

- ✓ Better understanding of the quality of housing in the County is needed.
- ✓ Preservation standards for historically relevant housing is needed, as is an inventory of historically relevant housing.
- ✓ Property maintenance standards should be enforced, and blighted homes must be addressed.

Natural, Historic, and Cultural Resources

The County's goal of "Resource Management" encourages the sustainable use of the County's natural resources and protection of our coastal environment for future generations by protecting water quality, managing stormwater runoff, promoting energy efficiency, encouraging green building practices, utilizing appropriate waste management techniques, fostering water conservation and reuse, and providing protection of greenspace and environmentally sensitive areas. Glynn County should develop a long-term strategy for protecting historic and cultural amenities and securing public access to wetlands, rivers, and streams.

The needs and opportunities that were identified in association with the Natural, Historic and Cultural Resources planning element, the County's goals, and Resource Management Quality Community Objective are listed below.

Resource Protection

- ✓ More investment is needed to protect and maintain community resources.
- ✓ Tree canopy needs protection during all phases of development, including the planning, construction and post construction phases.
- ✓ The County needs to adopt regulations to protect groundwater recharge areas in west Glynn County.
- ✓ Identify opportunities to preserve openspace.
- ✓ Protect migratory bird habitat, as birding provides significant opportunities for eco-tourism.
- ✓ Protect the unique natural and cultural resources that currently make the Golden Isles a world-class tourist destination.
- ✓ Enforce rigorous anti-littering ordinances.
- ✓ Encourage preservation of working forests rather than conversion to residential development, where possible.
- ✓ Work with partners to expand lands under conservation in the Lower Altamaha River Corridor and to protect undeveloped lands along the Little Satilla River Corridor.
- ✓ Expand protections for riparian buffers to better protect water quality.

Providing Access

- ✓ Identify opportunities to create pocket parks and community gardens in urbanized areas of the County.
- ✓ Provide more and expand existing beach facilities and events.
- ✓ Altamaha Canal corridor could be improved to provide a multi-use trail and preserve some of the historic canal functions.
- ✓ There needs to be better connectivity between greenspaces and greenways within the County.
- ✓ Take steps to promote responsible beach usage.
- ✓ Maximize access to and use of the County's Recreation and Parks services and facilities.

Celebrate Community Resources

- ✓ Preserve historic landscapes and natural resources as inherently valuable as well as for the purpose of supporting tourism.
- ✓ Provide signage and interpretive facilities to promote and educate the public regarding historical features.

County Facilities, Services and Infrastructure

Many of the County's goals, including Diverse Economic Development, Efficient Land Use Guided by Development Suitability, and Resource Management address the needs and opportunities listed below. Similarly, many of the Quality Community Objectives rely on County Facilities, Services and Infrastructure.

Water and Sewer Infrastructure Improvements

- ✓ Water and sewer infrastructure improvements are needed.
- ✓ Allow shallow wells for irrigation.
- ✓ Additional mechanisms for BGJWSC to fund needed improvements is needed.
- ✓ A realistic plan for water and sewer infrastructure improvements that is affordable.
- ✓ Consider opportunities for County and City to share costs with JWSC for needed infrastructure improvements and maintenance, when appropriate.

Increase Public Awareness

- ✓ More public awareness and promotion of County facilities.
- ✓ Promote public safety and disaster prevention measures as well as mediation and mitigation measures.
- ✓ Improve communication from County through email, social media, website, and other digital resources.

Expansion of County Services

- ✓ Provide additional services for seniors, including day facilities/adult day care for dementia.
- ✓ Cultural and recreational resources and facilities that appeal to all age groups are needed.
- ✓ Focused police services are needed to address crime on the mainland.
- ✓ Identify ways to provide improved services for veterans.
- ✓ Leverage strong non-profit community to address County needs.
- ✓ Support improvements to the library system.
- ✓ Identify leading-edge technology that can improve services to the public and response capabilities from County government.
- ✓ Streamline County permitting and licensing services.
- ✓ Fully fund Fire and Emergency Medical Services, wherever possible.
- ✓ A sense of community for people living on SSI should be fostered by the County.

County Facility Improvements

- ✓ The County needs more boat ramps with washdown facilities.
- ✓ Improve and expand the network of sidewalks, bike paths and multi-use trails.
- ✓ Develop a plan for and fund improvements to drainage infrastructure.
- ✓ More parking is needed in the Village area of St. Simons Island.
- ✓ Direct additional financial resources to the maintenance of public buildings, public parks and other public spaces.
- ✓ Consider beneficial ways to use available County property as parks, community gardens, etc. to enhance community ownership and investment in improvement efforts.

Resiliency

The County's goal of "Community Safety and Preparedness" promotes the safety of the community by providing exceptional police and fire protection and being prepared for natural and man-made emergencies. Much of unincorporated Glynn County is located on barrier islands, back barrier islands, and low-lying coastal areas which are subject to coastal flooding, king tides, hurricanes, sea level rise and other coastal hazards.

The needs and opportunities that were identified in association with the Resiliency planning element, the County's goals, and the Local Preparedness and Resource Management Quality Community Objectives are listed below.

Understand and Mitigate Impacts of Sea Level Rise

- ✓ A better understanding of the local impacts of sea level rise and other coastal hazards is needed.
- ✓ Protect marsh buffers to allow for marshes to migrate inland as sea level rises.
- ✓ Develop a plan for retreating from flood-prone areas accordingly.
- ✓ Ensure that the County's land development ordinances consider the impacts of sea level rise.

Floodplain Management

- ✓ Provide assistance to properties subject to flooding.
- ✓ Utilize the new flood map to promote purchase of flood insurance.
- ✓ Better maintain storm drainage systems to reduce the chances of future flooding.
- ✓ Preserve floodplains, marshlands and other low-lying areas to mitigate the impacts of coastal flooding, sea level rise, hurricanes and king tides.

Coastal Emergency Preparedness

- ✓ An alternative evacuation plan for St. Simons Island is needed in the event that F. J. Torras Causeway is impassable.
- ✓ Work with JWSC to develop an emergency operation plan for critical infrastructure.
- ✓ Coordination with Glynn County EMA on resiliency projects is desirable.
- ✓ Review and make improvements as needed to building codes to ensure that new construction can withstand coastal hazards.
- ✓ The County should use the lessons of Irma and Matthew to better prepare for the next storm.
- ✓ A dedicated emergency management shelter for critical workforce is needed.
- ✓ The County should protect the existing beaches from the impacts of coastal storms.
- ✓ Enhance emergency evacuation methods, practices, and performance.

Intergovernmental/Interagency Cooperation

The County's goal of "Regional Cooperation" is intended to foster an atmosphere of cooperation with neighboring jurisdictions as well as regional, State and federal agencies to address shared needs through adequate funding, legislation and technical assistance.

The needs and opportunities that were identified in association with the Intergovernmental /Interagency Cooperation planning element, the County's Goals and Regional Cooperation Quality Community Objective are listed below.

Improved County and City Relations

- ✓ There is a perception of a lack of transparency in local government.
- ✓ Improved cooperation, understanding and sharing of resources between City and County is needed.

Regional Agency Coordination

- ✓ All County agencies should leverage this new Comprehensive Plan for guidance in regulating and supporting future development.
- ✓ Work to better coordinate with the Glynn County Health Department for new development projects on septic systems and individual wells.
- ✓ Glynn County should cooperate with the Georgia Ports Authority to promote the effectiveness of the Port of Brunswick and provision of adequate infrastructure to support the port and its surrounding industrial land uses.

FLETC Relationship

- ✓ Better integrate FLETC into the Glynn County community.
- ✓ The County should be an active partner in FLETC's facility planning efforts, to ensure that FLETC can continue to thrive in its current location.

Improved Efficiency and Access to Resources

- ✓ Work closely with other governmental authorities to minimize duplication of services, enhance integration of services and identify opportunities for shared success.
- ✓ An intergovernmental approach to addressing crime is needed.
- ✓ Promote maximum cooperation among all public safety, emergency response and law enforcement officials, across the county, city and other jurisdictions (e.g., health system, schools and colleges, FLETC, DNR, etc.) to reduce duplication, speed interventions and maximize efficiencies.
- ✓ Leverage relationships with elected officials to improve access to State and federal resources.
- ✓ Provide opportunities for public involvement.

Community Health

While none of the County's Goals are unique to this planning element, the needs and opportunities associated with this planning element are essential to achieving the County's vision and are consistent with the Quality Community Objective for Community Health.

Adequate Medical Services

- ✓ Recognize the importance of the availability of quality health care services as a valuable component of economic development and livability.
- ✓ Ensure equitable access to emergency medical services and health care services.

Support for Vulnerable Populations

- ✓ Support the provision of mental health services and facilities.
- ✓ Provide services for the aging population, specifically adult daycare, senior centers, and assisted living.
- ✓ Program(s)are needed to address generational poverty.

6 Land Use

Glynn County has a Zoning Ordinance that is subject to the Zoning Procedures Law and is required to address land use as part of the Comprehensive Planning Process. This chapter includes three sections: a) a review of existing land use; b) Character Areas that include issues, desired development patterns, and a zoning suitability analysis; and c) Future Land Use Strategy.

Existing Land Use Analysis

Mainland Glynn County

An existing land use analysis was conducted for unincorporated Glynn County using the "property type" information stored within the tax parcel GIS database, resulting in a parcel-based existing land use map. The data was further broken down by geographic areas of interest so that a similar analysis could be performed for mainland Glynn County and St. Simons Island. It should be noted that land uses are assigned to the entire parcel, which in some cases may have multiple land uses or have parcel boundaries that extend into the marsh. A number of parcels throughout the County are classified as "other." This category was used for parcels where there was missing information, discrepancies, and/or not enough data to generalize the land use.

The land use analysis in this section was completed using a combination of GIS analysis and aerial photography examination. The table below summarizes the current land use breakdown in mainland unincorporated Glynn County by percent. A land use map has been created to illustrate the geographic breakdown of land uses within mainland unincorporated Glynn County.

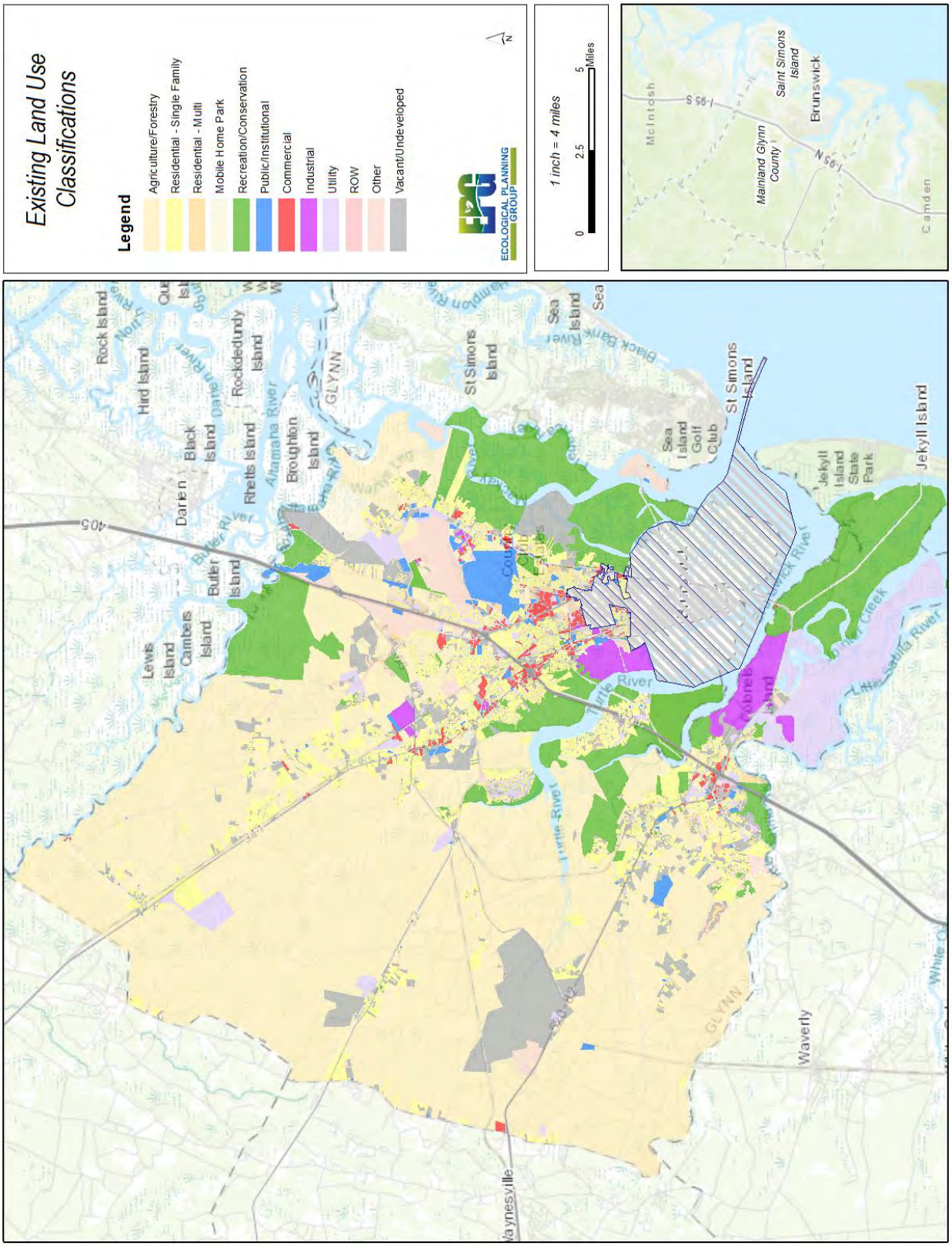
A significant portion of land use in this area is classified as Agriculture/Forestry at 56.5%. The second most prevalent use based on the tax parcel data is recreation/conservation (14%), followed by single family residential (8.8%) and undeveloped (7.9%). All other uses account for a relatively small percent of total acreage within this geographic area. Since such a large percentage in mainland unincorporated Glynn County is classified as agriculture/forestry, the data was assessed with this acreage excluded.

Table 3: Mainland Land Use Comparison

Mainland Glynn County	Percent	Percent Excluding Agriculture/Forestry
Agriculture/Forestry	57%	--
Recreation/Conservation	14%	32%
Residential - Single Family	9%	20%
Vacant/Undeveloped	8%	18%
Utility	5%	11%
Other	3%	7%
Industrial	2%	4%
Public/Institutional	2%	4%
Commercial	1%	2%
Mobile Home Park	1%	2%
Residential Multi-Family	0%	1%

The area south west of Highway 99 in West Glynn County is largely undeveloped and faces less pressure for future development due to the lack of water/sewer infrastructure. The majority of development in mainland unincorporated Glynn County has occurred in the areas adjacent to Hwy 341, Hwy 17, Hwy 25, Hwy 82, and the Interstate 95 corridor. This is true for residential, commercial, and industrial development. Of the 15% of total area within mainland unincorporated Glynn County that is classified as having a current land use of Recreation/Conservation, approximately 26% is uplands and 74% is coastal marshland. Figure 5 on the following page shows the existing land use classifications in mainland unincorporated Glynn County.

Figure 5: Existing Land Use within Glynn County



Saint Simons Island / Sea Island

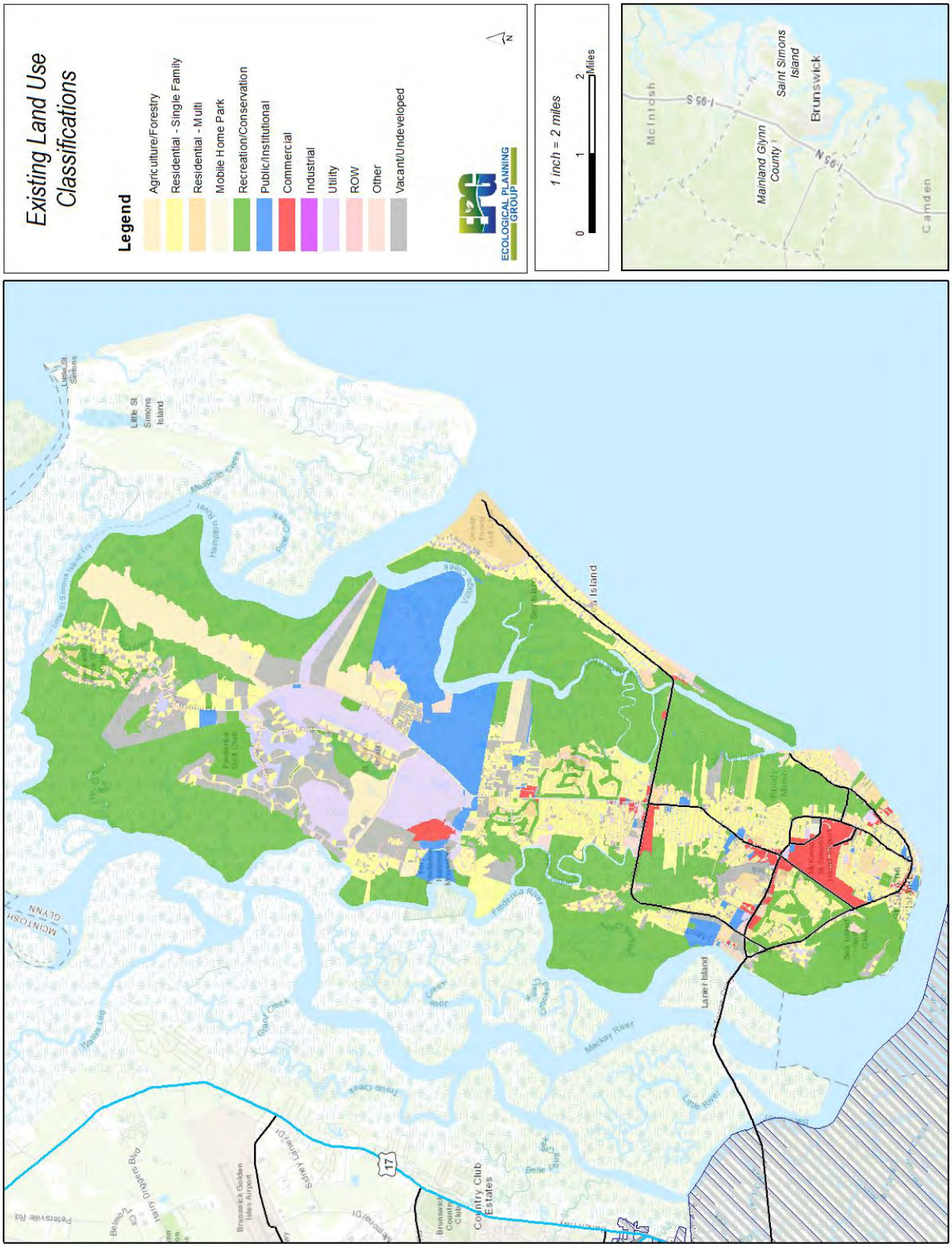
In a similar fashion, the land use distribution for Saint Simons Island and Sea Island were broken down. When looking at the islands as a whole, recreation/conservation was the primary land use, accounting for nearly 50% of the total land area of the islands. Single family residential was second, making up nearly 15% of land area. According to the parcel data, 9.7% is still classified as undeveloped/vacant, which is a significant portion of the island. Public/institutional and utility related uses are the next largest at 6.6% and 6.4% respectively.

Table 4: Islands Land Use Comparison

Saint Simons Island and Sea Island	Percent	Percent excluding Recreation/Conservation
Recreation/Conservation	48%	--
Residential - Single Family	14%	28%
Vacant/Undeveloped	10%	19%
Public/Institutional	7%	13%
Utility	6%	12%
Agriculture/Forestry	5%	10%
Other	4%	8%
Residential - Multi	3%	6%
Commercial	2%	4%

Because the recreation/conservation land use category includes coastal marshlands that are within tax parcels, a separate calculation was made excluding the recreation/conservation category in an effort to better evaluate distribution of other land uses on the islands. It is useful to note that of the 48% of total area within St. Simons Island that is classified as Recreation/Conservation, approximately 15% is uplands and 85% is coastal marshland. Commercial uses are sparsely distributed around the island with the larger concentrations occurring in the Village, along Demere Road and the intersection of Frederica Road, and the area around the intersection of Sea Island Road and Frederica. A significant percentage (34%) of the buildable land area is currently in residential use (single and multi-family), however a sizable portion of undeveloped land still exists on the island, which has the potential to become residential development in the future. Figure 6 on the following page shows the existing land use classifications on St. Simons Island/Sea Island.

Figure 6: Existing Land Use on St. Simons Island



Character Areas

Through input received from the Steering Committees as well as the public, Glynn County has identified "character areas" within the community that illustrate existing conditions and desired development patterns. These areas can contain a mix of different land uses that share similar characteristics or a desired future vision.

Glynn County has chosen to use a Character Area approach to formulate a Future Development Strategy that is consistent with the Community Vision. The Community Character Area map provided the foundation for the Future Land Use map and will provide guidance during future updates to the County's Zoning Ordinance. Furthermore, the Character Areas will be used by staff and elected officials to make decisions regarding new development and redevelopment.

The following Character Areas have been identified by the community, and are shown on the map in Figure 7 on the following page:

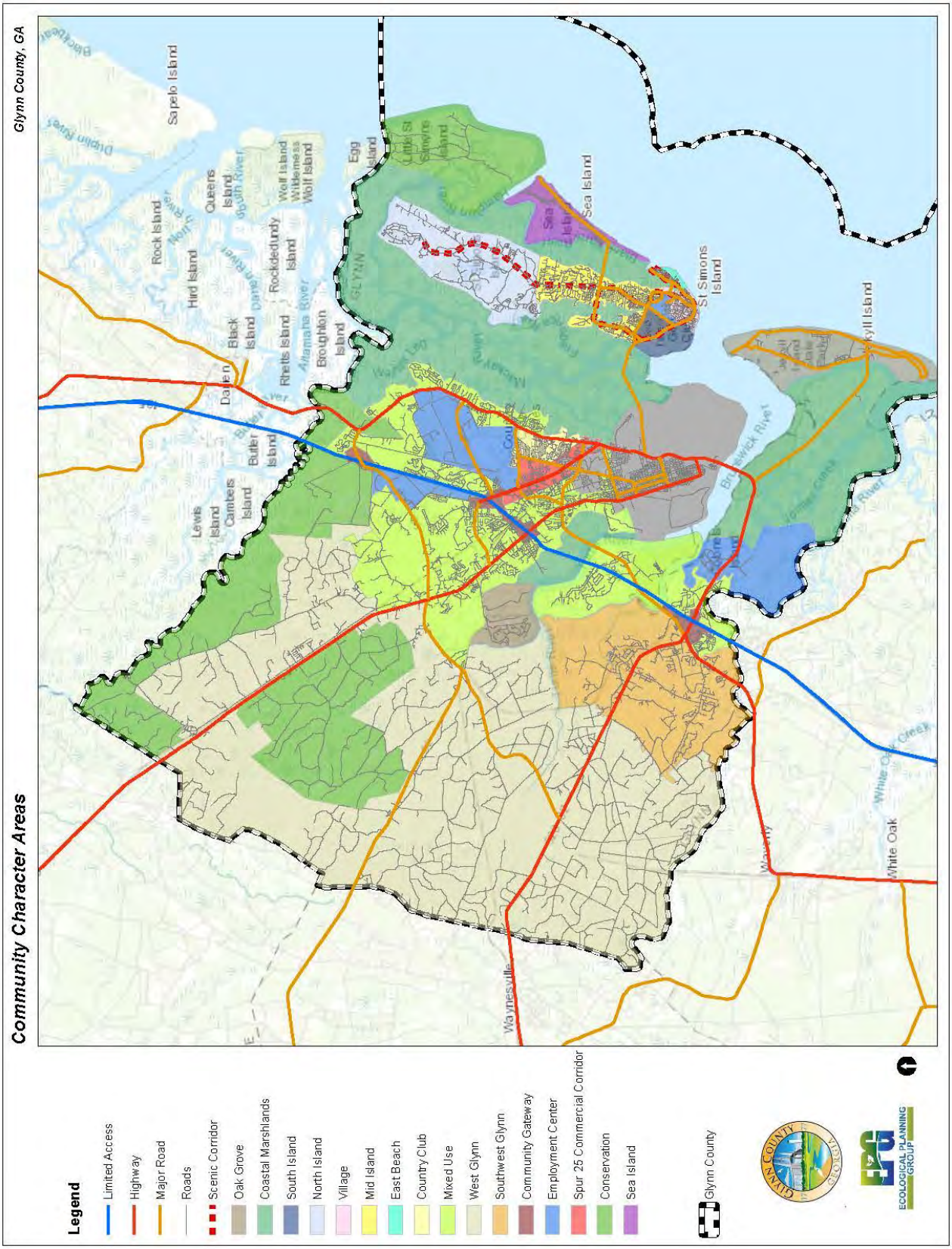
- ⇒ Coastal Marshlands
- ⇒ Conservation
- ⇒ Community Gateway
- ⇒ Country Club
- ⇒ Employment Center
- ⇒ Mixed-Use
- ⇒ Oak Grove
- ⇒ Southwest Glynn
- ⇒ Spur 25 Commercial Corridor
- ⇒ West Glynn
- ⇒ East Beach
- ⇒ Mid-Island
- ⇒ North Island
- ⇒ Sea Island
- ⇒ South Island
- ⇒ Village
- ⇒ Scenic Corridors

Areas not included in this plan for Unincorporated Glynn County:

- o *Brunswick*
- o *Jekyll Island*

Each character area description includes a summary of existing land patterns, implementation measures to achieve the desired land uses, and a suitability analysis of the zoning categories currently contained within the character area. The zoning suitability analysis identifies all zoning categories assigned to land parcels that fall within that character area. The written zoning analysis assesses the appropriateness of the individual zoning categories based on the desired development strategies. This information will be utilized by Glynn County to inform future updates to the Zoning Ordinance.

Figure 7: Character Areas



Coastal Marshland

Coastal marshlands are abundant on the Georgia coast and within Glynn County's jurisdictional borders. Coastal marshlands provide essential ecological services including buffering upland areas from the impacts of storm surge and flooding, providing a nursery for commercial fisheries, providing habitat for protected species, and also function as an important destination for ecotourism. Much of the land within this character area is regulated by the Coastal Marshland Protection Act, which is administered by the Georgia Department of Natural Resources (DNR).

Issues
Development adjacent to these areas can have negative environmental consequences. Impacts from development of adjacent lands should be avoided where possible or mitigated.

Future Development Strategies
Look for opportunities to provide more public access to the coastal marshlands through the creation of greenways, multi-use trails, docks, boardwalks, and parks. Reduce the impacts of development adjacent to these lands through appropriate development regulations and enforcement of marshland buffer requirements.

Zoning Analysis	
The following zoning categories are currently permitted within the Coastal Marshland Character Area. The suitability of these zoning categories, based on desired land use patterns, is described following this list.	
BI - BASIC INDUSTRIAL CP - CONSERVATION PRESERVATION FA - FOREST AGRICULTURAL GR - GENERAL RESIDENTIAL M20 - ONE FAMILY RESIDENCE MH - MOBILE HOME PARK	PDG - PLANNED DEVELOPMENT GENERAL R12 - ONE FAMILY RESIDENTIAL R20 - ONE FAMILY RESIDENTIAL R9 - ONE FAMILY RESIDENTIAL RR - RESORT RESIDENTIAL
Desirable land uses in this character area include conservation and low-impact recreational activities. Due to the way in which tax parcel lot lines were historically drawn, coastal marshland areas are often included within parcels that also contain developable uplands. This does not imply permission to develop coastal marshlands in accordance with the zoning standards applied to the upland area. However, the County should ensure that wherever possible, appropriate conservation preservation zoning is applied to coastal marshlands.	

Conservation

Glynn County and the surrounding region have a wealth of unique and extraordinary natural resources, which contribute to the quality of life for residents and visitors alike. This character area identifies natural landscapes and ecological resources that should be preserved for low-impact recreation, multi-use trails, habitat protection, or conservation. This area may include sensitive habitats, coastal marshlands, cultural and recreational amenities.

Issues
Development within these areas can have negative environmental consequences, as can development of lands directly adjacent to these areas. As more suitable land is developed, additional development pressure may be placed upon conservation lands and directly adjacent areas. Impacts from development of adjacent lands should be avoided where possible or mitigated.

Future Development Strategies
Look for opportunities to provide more public access to the coastal environment through the creation of greenways, multi-use trails, docks, boardwalks, and parks. Protect and secure important viewsheds within Glynn County. Ensure that development within designated flood zones or Special Flood Hazard Areas is consistent with the County's Flood Damage Prevention Ordinance and the National Flood Insurance Program standards.

Maintain natural character and promote conservation through the use of landowner assistance programs, tax incentives, conservation easements, fee simple purchase, and other conservation techniques.

To the extent possible, create connectivity to greenspace by linking parks, undeveloped areas, and open spaces through a network of multi-use trails.

Zoning Analysis	
The following zoning categories are currently permitted within the Conservation Character Area. The suitability of these zoning categories, based on desired land use patterns, is described following this list.	
CP - CONSERVATION PRESERVATION FA - FOREST AGRICULTURAL GI - GENERAL INDUSTRIAL HC - HIGHWAY COMMERCIAL	PD- PLANNED DEVELOPMENT PDG – PLANNED DEVELOPMENT GENERAL R12 - ONE FAMILY RESIDENTIAL
Conservation areas may already be protected or may be identified because there is a desire to protect these lands. Desirable land uses include conservation, open space, habitat protection, maritime forest, and some limited residential, agricultural and forestry uses, as appropriate. Therefore, the current zoning may not be consistent with future desired uses of conservation. Single-family residential development is not necessarily inconsistent with a conservation use, however, some of the zoning categories above represent dense residential development, which would be inconsistent. Certainly, industrial and commercial zoning categories are generally not consistent with conservation uses.	

Community Gateway

This character area includes the developed and undeveloped land surrounding the four exits off Interstate 95 in Glynn County. The land area directly adjacent to these exits serves as an important entrance to the community and currently contains the typical interstate exit mix of commercial uses including gas stations, hotels, and chain restaurants. These areas provide an opportunity to showcase Glynn County and to make a "first impression" on visitors. Attractive community gateways can encourage tourism and foster economic development of the County.

Issues
Much of the development at these exits is older and in need of reinvestment, particularly at Exit 36. There are vacant and blighted properties at these exits and better property maintenance as well as streetscaping is desired. Exit 29 has transient uses associated with the trucking industry that are in conflict with the surrounding residential and public institutional uses. Exit 42 is poised for development with the proposed HWY 17 corridor improvements and nearby industrial property. The County is currently engaged in a project to develop a Gateway signage theme. Once completed, the County should install signage and make landscape improvements consistent with this plan.

Development Strategies
Focus on appearance with consistently themed signage, landscaping and other beautification measures. Manage access to keep traffic flowing. Use directory signage that is consistent with the Gateways signage theme. Develop a plan for each gateway to encourage the redevelopment of blighted properties, plan for signage and other beautification measures, to reduce the conflict between heavy commercial uses and surrounding neighborhoods, and to provide a transition between commercial and industrial uses.

Zoning Analysis	
The following zoning categories are currently permitted within the Community Gateway Areas. The suitability of these zoning categories, based on desired land use patterns, is described following this list.	
CP - CONSERVATION PRESERVATION	OC - OFFICE COMMERCIAL
FA - FOREST AGRICULTURAL	PD - PLANNED DEVELOPMENT
FC - FREEWAY COMMERCIAL	PDG - PLANNED DEVELOPMENT GENERAL
GC - GENERAL COMMERCIAL	PDR - PLANNED DEVELOPMENT RESIDENTIAL
GR - GENERAL RESIDENTIAL	PDS - PLANNED DEVELOPMENT SHOPPING
HC - HIGHWAY COMMERCIAL	R12 - ONE FAMILY RESIDENTIAL
LC - LOCAL COMMERCIAL	R20 - ONE FAMILY RESIDENTIAL
LI - LIMITED INDUSTRIAL	R6 - ONE FAMILY RESIDENTIAL
M12 - ONE FAMILY RESIDENCE	R9 - ONE FAMILY RESIDENTIAL
M20 - ONE FAMILY RESIDENCE	
The County should consider preparing plans for each of the exits and then rezoning these areas to be consistent with these plans. If each of these areas is to become a thriving commercial gateway for the County, low-density residential zoning and heavy industrial zoning may be inconsistent with future goals. Land uses should include commercial, higher density residential, mixed use, and light industrial uses. Streetscaping and gateway signage are needed.	

Country Club

This area includes the traditional neighborhoods that are adjacent to the Brunswick Country Club, commonly known as Country Club Estates. There is opportunity for residential and commercial redevelopment within this area. Development within this area should focus on providing a mix of residential densities, and improving access from the neighborhood to retail, services, and schools in the area.

Issues
Investment is needed within this area, and the County must also address issues with crime. There are no sidewalks in this area, leaving many residents without safe access to basic retail services and recreational activities.

Development Strategies
Focus on strategic public investments to improve conditions, incentivize appropriate infill development on scattered vacant sites, and encourage maintenance of existing properties. Public grants and private investment should be focused where needed to foster redevelopment and stabilization of the community. Work with regional partners to make public transportation services available to this area. Encourage apartment complex owners to maintain and upgrade rental properties. Strong pedestrian and bicycle connections should be provided to enable residents to safely walk/cycle to work, shopping, or other destinations in the area.

Vacant or blighted properties in the neighborhood offer an opportunity for infill development of new, architecturally compatible housing.

Zoning Analysis

The following zoning categories are currently permitted within the Country Club area. The suitability of these zoning categories, based on desired land use patterns, is described following this list.

CP - CONSERVATION PRESERVATION	MH - MOBILE HOME PARK
FA - FOREST AGRICULTURAL	MR - MEDIUM RESIDENTIAL
G - GOVERNMENT	OC - OFFICE COMMERCIAL
GC - GENERAL COMMERCIAL	PD - PLANNED DEVELOPMENT
GR - GENERAL RESIDENTIAL	PDG - PLANNED DEVELOPMENT GENERAL
HC - HIGHWAY COMMERCIAL	PDR - PLANNED DEVELOPMENT RESIDENTIAL
LC - LOCAL COMMERCIAL	R12 - ONE FAMILY RESIDENTIAL
M20 - ONE FAMILY RESIDENCE	R6 - ONE FAMILY RESIDENTIAL
M6 - ONE FAMILY RESIDENCE	R9 - ONE FAMILY RESIDENTIAL
M9 - ONE FAMILY RESIDENCE	

This area contains a mix of densities and housing types, so none of the zoning districts listed above are inherently inconsistent with the desired future development patterns. However, due to the proximity of this area to downtown Brunswick, there is an opportunity to encourage redevelopment with moderate to high residential density, that includes mixed use developments. The County should also decide if this urbanized area is the appropriate location for mobile home parks in the future as redevelopment occurs.

Employment Centers

These areas include the airports, the Federal Law Enforcement Training Center (FLETC), the Georgia Ports Authority (GPA), adjacent industrial land and the Industrial Development Authority's Industrial Park. A mix of commercial, public/institutional and clean industrial uses should be promoted in these areas with appropriate consideration for the surrounding neighborhoods. Multi-modal access via air, interstate transport, rail, and water will make these employment centers attractive to a variety of potential industrial users. These areas provide the best opportunity for job creation within a range of employment sectors that would expand and diversify the economy of Glynn County.

Issues
Many of the employment centers abut residential neighborhoods, which could create a conflict with certain types of industrial uses. Glynn County should identify and appropriately zone these areas to encourage clean, light industrial uses that will have minimal impact on adjacent residential uses and local environmental resources. The County should also encourage the establishment of support services and facilities. Some employment centers have vacant buildings and land that can be promoted for future redevelopment.

Development Strategies
Encourage the location of light industrial and clean/green manufacturing industries within industrial areas.

Encourage the redevelopment of underutilized industrial sites to provide a variety of employment opportunities within Glynn County.

Development within these areas should be master-planned where possible with appropriate architectural, landscaping, and design standards.

Allow for and encourage supporting commercial uses to buffer the industrial development from surrounding neighborhoods and to support the employers/employees at the industrial facilities.

Establish and implement stormwater master plans within these areas to prevent future impacts from impervious surfaces and potential stormwater pollution associated with industrial development.

Incorporate landscaping and site design to soften or shield views of buildings and parking lots, loading docks, etc.

Incorporate signage and lighting guidelines to enhance quality of development.

Use buffers to separate adjacent but different uses.

Encourage tree planning to mitigate the impacts of urbanization including heat island effect, air quality degradation, and stormwater runoff.

Assure permanent protection of environmentally sensitive areas.

Support the provision of transit service connecting employment centers to residential and commercial areas.

Residential land uses should be limited to the periphery where they will not create land use conflicts with existing or future planned industrial expansion.

Zoning Analysis	
The following zoning categories are currently permitted within the Employment Center areas. The suitability of these zoning categories, based on desired land use patterns, is described following this list.	
BI - BASIC INDUSTRIAL	HC - HIGHWAY COMMERCIAL
FA - FOREST AGRICULTURAL	MH - MOBILE HOME PARK
FC - FREEWAY COMMERCIAL	PD - PLANNED DEVELOPMENT
G - GOVERNMENT	PDG - PLANNED DEVELOPMENT GENERAL
GC - GENERAL COMMERCIAL	PDR - PLANNED DEVELOPMENT RESIDENTIAL
GI - GENERAL INDUSTRIAL	R9 - ONE FAMILY RESIDENTIAL
GR - GENERAL RESIDENTIAL	
Single-family residential development is inconsistent with the industrial/heavy commercial uses within these areas and could potentially create conflict that could disincentivize future industrial development. However, as these areas continue to build-out, single-family residential uses and associated zoning should change. Conservation preservation is not inconsistent with industrial uses; however, the County will need to take steps to ensure that future development within these areas does not adversely impact environmental resources, particularly those that have been preserved with conservation preservation zoning.	

Mixed Use

This area is located in central Glynn County and includes a variety of uses and residential development patterns. The age and character of residential development is variable throughout this region, as are the size of the lots. Several major thoroughfares run through this area, including Hwy 17 and Hwy 341, which host older light industrial and commercial development. Redevelopment and infill development should be encouraged, as much of this area is served by water and sewer. Neighborhood commercial and civic uses are appropriate within this area to provide residents better access to services and retail. Future development should be designed to include community amenities, and encourage pedestrian, bicycle and other forms of alternative transportation.

Issues
Dilapidated/abandoned properties are not uncommon, providing a significant opportunity for redevelopment. Water and sewer service is not continuous within this area and is still needed in some areas. There are also a lack of parks and other community amenities for residential developments within this area. Crime could be a potential deterrent to redevelopment. Some neighborhoods within this area are isolated due to the lack of connection to other areas of Glynn County.

Development Strategies
Provide a mix of residential types and densities. Encourage mix-used developments and redevelopment that provide work/live environments and support the daily needs of residents without necessitating long auto trips. Provide multi-modal connectivity between existing and residential and commercial areas to permit residents to walk/cycle to destinations in the area. Provide pocket parks, multi-use trails, sidewalks, streetlights, water access and other community amenities where possible. Streetscaping improvements should be made and landscaping standards should be established for new development. Reinforce stability of area by encouraging more homeownership, property maintenance and/or upgrade of existing properties. Vacant and dilapidated properties in the neighborhood offer an opportunity for residential and commercial re-development. Encourage redevelopment and infill development over the development of greenfield sites. Allow neighborhood-scale commercial development & activities at suitable locations, e.g. restaurants, grocery store, hardware store, and similar appropriately-scaled retail establishments serving neighborhood residents. Place restrictions on the number, size and design of signs and billboards.

Zoning Analysis	
The following zoning categories are currently permitted within the Mixed-Use area. The suitability of these zoning categories, based on desired land use patterns, is described following this list.	
BI - BASIC INDUSTRIAL	M9 - ONE FAMILY RESIDENTIAL
CP - CONSERVATION PRESERVATION	MED - MEDICAL
FA - FOREST AGRICULTURAL	MH - MOBILE HOME PARK
FC - FREEWAY COMMERCIAL	MR - MEDIUM RESIDENTIAL
G - GOVERNMENT	PD - PLANNED DEVELOPMENT
GC - GENERAL COMMERCIAL	PDG - PLANNED DEVELOPMENT GENERAL
GI - GENERAL INDUSTRIAL	PDI - PLANNED DEVELOPMENT INDUSTRIAL
GR - GENERAL RESIDENTIAL	PDR - PLANNED DEVELOPMENT RESIDENTIAL
HC - HIGHWAY COMMERCIAL	R12 - ONE FAMILY RESIDENTIAL
LC - LOCAL COMMERCIAL	R20 - ONE FAMILY RESIDENTIAL
LI - LIMITED INDUSTRIAL	R6 - ONE FAMILY RESIDENTIAL
M12 - ONE FAMILY RESIDENCE	R9 - ONE FAMILY RESIDENTIAL
M20 - ONE FAMILY RESIDENCE	
As this is a mixed-use area, none of the zoning districts above are inconsistent with the desired character. Any zoning ordinance updates in the future should work to attempt to eliminate disincentives for redevelopment within this area. The desired future land uses within this area include vibrant commercial corridors with connectivity to a wide range of housing options.	

Oak Grove

This is a planned, gated community with suburban development patterns, including curvilinear streets, larger single-family lots, limited pedestrian orientation, and large front setbacks. This development includes onsite amenities, recreational facilities, and water access for residents of the community, as well as view sheds of the marsh.

Issues
This area is not well connected to the rest of the community due partially to its geography as well as its gated status.

Development Strategies
Infill housing on existing development lots should be consistent with the existing neighborhood fabric. Protect and preserve natural resources in this area, including wetlands and coastal marshlands. Larger lots and less dense residential development is appropriate in this area.

Continue to provide neighborhood focal points by locating community amenities at suitable locations within walking distance of residences.

Zoning Analysis	
The following zoning categories are currently permitted within the Oak Grove area. The suitability of these zoning categories, based on desired land use patterns, is described following this list.	
BI - BASIC INDUSTRIAL CP - CONSERVATION PRESERVATION	FA - FOREST AGRICULTURAL PDG - PLANNED DEVELOPMENT GENERAL
The presence of the FA zoning category indicates that there is land available for development within this character area. Future development should be master-planned and consistent with and connected, where appropriate, to the existing development. Where possible, shared community amenities could be created maximizing the benefit to residents within each phase of development. BI zoning does not appear to be consistent with the intent of this character area. Additionally, any industrial development adjacent to this character area should be buffered.	

Southwest Glynn

This area includes part of unincorporated Glynn County that is bounded primarily by Fancy Bluff Creek, Hwy 99, Rozier Road, and the Glynn County boundary with Camden County. It contains a mix of uses but is primarily low-density residential. This area has seen growth in recent years and there continues to be development pressure. There is also limited commercial development along the major thoroughfares.

Issues
This area is adjacent to the Exit 29 Community Gateway areas and therefore does experience impact from the associated heavy commercial, truck-oriented uses. There is a need to provide community amenities, services, and sidewalk/trail connections for the growing residential community located here. The major thoroughfares, including HWY 82, have the potential to serve as future employment and commercial areas. There is some concern regarding the suitability of the soils for future development in parts of the character area.

Development Strategies
Promote low to moderate density residential subdivisions in the Traditional Neighborhood Development (TND) style or the Conservation Subdivision/cluster development style. New development should be a master-planned with mixed-uses, blending residential development with schools, parks, recreation, neighborhood retail businesses and services, linked in a compact pattern that enables walking and biking. Consider providing for the use of golf carts where appropriate. Provide vehicular and pedestrian/bike connections to retail/commercial services as well as internal street connectivity, connectivity to adjacent properties/subdivisions, and multiple site access points. Wherever possible, connect to regional network of greenspace and trails, available to pedestrians, bicyclists, and equestrians for both tourism and recreational purposes. Promote street design that fosters traffic calming such as narrower residential streets, on-street parking, and addition of bicycle and pedestrian facilities.

Separate and buffer transient uses associated with truck traffic and Exit 29. Reduce impacts of truck traffic on surrounding development.

Allow for residential development that offers a mix of housing types (single family homes, town homes, live/work units, and apartments), densities and prices in the same development.

Ensure that new development does not adversely impact sensitive natural features of this area.

Place restrictions on the number, design and size of signs and billboards.

Zoning Analysis	
The following zoning categories are currently permitted within the Southwest Glynn area. The suitability of these zoning categories, based on desired land use patterns, is described following this list.	
CP - CONSERVATION PRESERVATION	PDG - PLANNED DEVELOPMENT GENERAL
FA - FOREST AGRICULTURAL	PDI - PLANNED DEVELOPMENT INDUSTRIAL
GR - GENERAL RESIDENTIAL	PDR - PLANNED DEVELOPMENT RESIDENTIAL
HC - HIGHWAY COMMERCIAL	R20 - ONE FAMILY RESIDENTIAL
MH - MOBILE HOME PARK	PD - PLANNED DEVELOPMENT
The number and variety of zoning categories included in this character area demonstrates the need for a future area plan, perhaps in association with an Exit 29 Community Gateway Plan. Desired future land uses should not be in conflict with the neighborhoods and schools in this area. While commercial development is necessary to serve the needs of the residents and to service traffic at the I-95 Exit 29 interchange, heavy industrial and intensive trucking uses should be limited to the interchange. Gateway signage and landscaping is also needed.	

Spur 25 Commercial Corridor

This area includes Spur 25 to Hwy 17 and Hwy 17 south to Brunswick, as well as the land directly adjacent to these roadways, and functions as the commercial center of mainland, unincorporated Glynn County. Development should focus on restaurants, retail, services, neighborhood-scale commercial establishments, and family-friendly activities. Landscaping, signage and façade improvements are needed to improve the aesthetics of this corridor, to support existing development, and to provide a catalyst for commercial redevelopment. Multi-modal connections to nearby residential areas should be provided where feasible. Architectural standards for future development and façade renovations for existing structures is recommended. With appropriate planning and investment, this area could become a shopping destination, providing retail, restaurant, and entertainment opportunities for the residents of and visitors to Glynn County.

Issues
There is a desire for more family-friendly activities and diverse retail opportunities in Glynn County. There is vacant commercial space and disinvestment within this corridor, and the aesthetics of this corridor are lacking. There are existing light industrial and low-density residential uses along this corridor that can impede commercial redevelopment. There is also a significant stormwater drainage problem within this area. Better pedestrian access is needed.

Development Strategies
Establish architectural standards for development and redevelopment along this corridor. Encourage redevelopment and infill commercial development along this corridor. Improve the safety and aesthetics of the area through streetscaping (i.e. median islands, landscaping, street lighting, and signage.) Regulate commercial signage and billboards along this corridor. Consider the appropriateness of single-family residential uses and prohibit the intrusion of industrial uses along this corridor. Allow a diverse mix of higher-density housing types, adjacent to the commercial development, including multi-family townhomes, apartments, lofts, and condominiums. Encourage the development of family-friendly activities along this corridor, such as indoor sporting venues, bowling/gaming, skating, etc. Upgrade the appearance of existing older commercial buildings with façade improvement, new architectural elements and landscaping. Provide pedestrian and bicycling facilities, including covered walkways, benches, lighting and bicycle racks as well as access to surrounding residential developments. Invest in stormwater improvements in this area and ensure that new development is required to address post construction stormwater runoff in compliance with the Georgia Stormwater Management Manual. Retrofit existing parking lots with stormwater facilities such as pervious pavers and bio-retention cells that improve the drainage conveyance and aesthetics of the area. Encourage redevelopment of grayfield areas that convert underutilized commercial strip centers.

Zoning Analysis	
The following zoning categories are currently permitted within the Spur 25 Commercial Corridor area. The suitability of these zoning categories, based on desired land use patterns, is described following this list.	
CP - CONSERVATION PRESERVATION	M9 - ONE FAMILY RESIDENCE
FA - FOREST AGRICULTURAL	MH - MOBILE HOME PARK
GC - GENERAL COMMERCIAL	MR - MEDIUM RESIDENTIAL
GR - GENERAL RESIDENTIAL	OC - OFFICE COMMERCIAL
HC - HIGHWAY COMMERCIAL	PD - PLANNED DEVELOPMENT
HR - HIGH RESIDENTIAL	PDG - PLANNED DEVELOPMENT GENERAL
LC - LOCAL COMMERCIAL	PDR - PLANNED DEVELOPMENT RESIDENTIAL
LI - LIMITED INDUSTRIAL	PDS - PLANNED DEVELOPMENT SHOPPING
LM - LIMITED MEDICAL	R12 - ONE FAMILY RESIDENTIAL
M12 - ONE FAMILY RESIDENCE	R20 - ONE FAMILY RESIDENTIAL
M20 - ONE FAMILY RESIDENCE	R6 - ONE FAMILY RESIDENTIAL
	R9 - ONE FAMILY RESIDENTIAL
Low-density residential zoning does not support the commercial character of this area. Furthermore, industrial uses should be screened or required to meet landscaping standards so that these uses do not adversely impact the potential of this corridor. As the retail industry undergoes a transition from big-box commercial developments to on-line sales, Glynn County should begin considering how vacant commercial properties can be successfully converted in the future so that this corridor remains vibrant.	

West Glynn

This area includes rural unincorporated Glynn County that is defined primarily by the lack of water and sewer infrastructure to facilitate more intensive development. This area contains a mix of uses but is primarily rural residential with extremely limited commercial and industrial development along the major thoroughfares. There are major timber and agricultural operations in this area and significant wildlife preserves associated with the Altamaha River corridor. There is not significant development pressure due to the lack of infrastructure, and there is unlikely to be any pressure in the next decade.

Issues
The residential areas that do exist in this area are somewhat remote and not well connected to the rest of the community. However, in some cases this is likely preferred by the residents. Soils in some parts of West Glynn are not suitable for development. Major corridors in this area, particularly Hwy 82, could become the focus of limited commercial and/or industrial development in the future.

Development Strategies
Maintain rural atmosphere and character. Permit rural cluster or conservation subdivision design that incorporate significant amounts of open space. Architectural styles for new commercial should maintain the regional rural character and should not include “franchise” or “corporate” architecture. Wherever possible, create a regional network of greenspace and trails for pedestrians, bicyclists, and equestrians for both tourism and recreational purposes. Where possible, new development should include greater pedestrian orientation and access. Do not extend water and sewer to these areas. Protect farmland and open space by maintaining large lot sizes (greater than 1 acre). Promote the use of conservation easements by land owners. Widen roadways only when absolutely necessary, and carefully design the roadway alterations to minimize visual impact. Place restrictions on the number, design and size of signs and billboards.

Zoning Analysis	
The following zoning categories are currently permitted within the West Glynn area. The suitability of these zoning categories, based on desired land use patterns, is described following this list.	
BI - BASIC INDUSTRIAL	PD - PLANNED DEVELOPMENT
CP - CONSERVATION PRESERVATION	PDG - PLANNED DEVELOPMENT GENERAL
FA - FOREST AGRICULTURE	PDR - PLANNED DEVELOPMENT RESIDENTIAL
GI - GENERAL INDUSTRIAL	R12 - ONE FAMILY RESIDENTIAL
HC - HIGHWAY COMMERCIAL	R6 - ONE FAMILY RESIDENTIAL
M12 - ONE FAMILY RESIDENCE	RE - ONE FAMILY RESIDENTIAL ESTATE
MH - MOBILE HOME PARK	
Higher-density residential zoning categories are not appropriate in this area. Due to the limitations on lot size for any developments not served by community water or sewer system, R12 and R6 as well as M12 and MH6 are not likely supportable without private water and sewer systems, nor are these zoning categories consistent with a rural character. The County should consider making the minimum lot size in this area 1 acre or more.	

East Beach

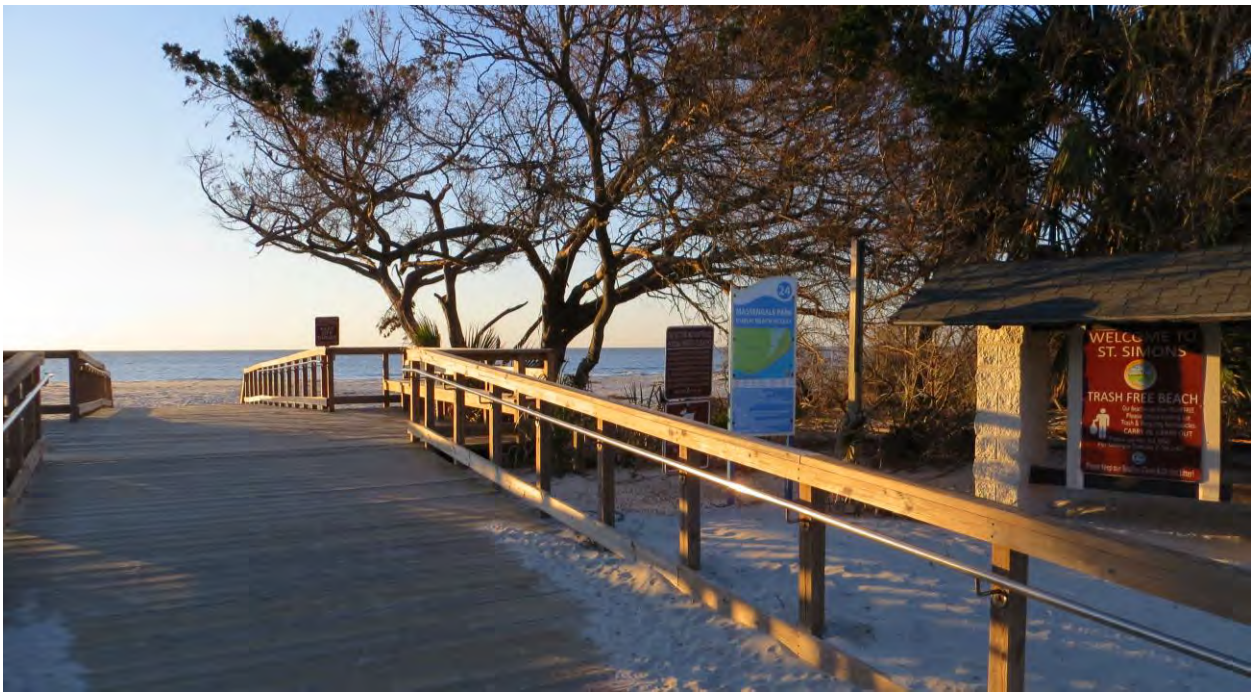
This area represents the land north of Arnold Road that lies between Bloody Marsh and the Atlantic Ocean. This area is literally defined by its beach access, and includes a mix of low density residential, non-traditional housing, beach cottages. Aside from the beach resort/hotel developments located south of the East Beach Causeway/ 1st Street, there is no commercial development.

Issues
Due to the location of this area, there is significant pressure for development, redevelopment, and infill development. Desired land uses include lower density residential development interspersed with resort-type development. There are several public beach access points and beach resorts within this area, and adequate parking during the summer season can be an issue. As a neighborhood with beach access there are a significant number of short term rentals and second homes. East Beach's low-lying topography and its location between two major waterbodies, makes this area vulnerable to flooding related to king tides, storm surge, and major rain event. Stormwater and adequate drainage is an issue in this area.

Development Strategies
Identify opportunities to provide additional parking near beach access points, even if its temporary and seasonal. Develop standards for new development and redevelopment to make sure the design, height and mass of new development is consistent with the surrounding neighborhood. Maintain existing low density residential development patterns north of East Beach Causeway/1st Street. Perform an analysis of the drainage system in this area and develop a plan to make drainage improvements to reduce flooding.

Identify opportunities to elevate or perform other types of flood mitigation for structures currently subject to flooding and/or located within a Special Food Hazard Area.

Enforce dune system protection measures to ensure the structural integrity and storm abatement benefits of these systems are maintained.



Zoning Analysis

The following zoning categories can currently be found within the East Beach area. The suitability of these zoning categories, based on the desired development patterns, is described following this list.

CP - CONSERVATION PRESERVATION	R12 - ONE FAMILY RESIDENTIAL
G - GOVERNMENT	R6 - ONE FAMILY RESIDENTIAL
GC - GENERAL COMMERCIAL	R9 - ONE FAMILY RESIDENTIAL
LC - LOCAL COMMERCIAL	RR - RESORT RESIDENTIAL
PD - PLANNED DEVELOPMENT	

Single family and resort residential zoning is appropriate within this area, however R6 allows for small lot development that could increase residential density within this area. Commercial and planned development zoning in association with the beach resort properties will likely continue, but additional commercial zoning is not desired within this area.

Mid-Island

This area is located on St. Simons Island, and includes the land north of Demere Road, east and west of Frederica Rd, and south of the Lawrence Rd. traffic circle. It is sometimes referred to as Mid Island south and north, with the divide occurring at Sea Island Road, but for the purposes of this plan these sub-areas are both included as Mid-Island. This area includes a mixture of residential densities and ages and is largely built-out. New residential development is primarily tear-downs and rebuilds and infill development on small lots.

There are existing neighborhood commercial centers at the intersections of Frederica Road with Demere Road and Sea Island Road. There is also some commercial land located at the intersection of Harrington Road and Frederica Road, where Benny's Red Barn is located, that has the potential to serve as a small commercial center. Defining characteristics in this area include public water access, the historic African-American Harrington community, the substantial tree canopy, and the golf courses that weave throughout the residential neighborhoods.

Issues
Traffic congestion on Frederica Road, the only north-south thoroughfare, is a major concern in this area. Golf cart usage on this road is exacerbating traffic issues. Tree canopy preservation is also a concern that is somewhat related, as increasing capacity along Frederica Road would potentially impact the trees and multi-use trails along this route. Tree canopy preservation and tree protection during development are also issues in this area. The residential community is relatively stable, however there is a lack of recreational amenities, street lighting, and sidewalk connectivity within neighborhoods. In fact,

connections between the various residential developments is sometimes lacking, which further reinforces traffic issues on Frederica as all developments in this area feed into this one road.

Development pressure in this area is primarily related to infill residential development, which is increasing residential densities in an area where the transportation network and water infrastructure is at or above capacity. Pressure for residential redevelopment is of particular concern in the historic Harrington community where few historic homes and structures still exist. While traffic on Frederica Road is an immediate concern on this area, the impacts of increasing residential development on the islands resources and infrastructure as a whole is of concern. Evacuations with increased population on F. J. Torras Causeway will become more difficult, especially as the effects of sea level rise and storm surge become more significant.

Development Strategies

Protect historically or architecturally significant structures from demolition and encourage rehabilitation with appropriate incentives.

Consider the benefits of allowing neighborhood-scale commercial development at the Frederica Road – Harrington Road intersection. Commercial uses, such as a small grocery store, that allow residents of north St. Simons Island to fulfill their daily needs at this location would reduce potential traffic on Frederica Rd.

New development and redevelopment should be of scale and architectural design to fit well into the fabric of this area.

Sidewalks, multi-use trails, pocket parks, and other recreational amenities could be provided to enhance quality of life in this area. Multi-use trails also provide opportunities for alternative transportation that do not impact traffic on major roadways.

Identify areas where there is little to no wastewater collection system capacity, and steer development away from these areas.

Identify opportunities to connect the street network to reduce trips onto Frederica Road.

Acquire, where possible, vested development rights to reduce future residential density within this area.

Focus commercial development on SSI at the 3 existing commercial nodes, but identify opportunities for modest, neighborhood scale commercial development at the intersection of Harrington Rd and Frederica.

Zoning Analysis

The following zoning categories can currently be found within the Mid Island area. The suitability of these zoning categories, based on the desired development patterns, is described following this list.

CP - CONSERVATION PRESERVATION	PD - PLANNED DEVELOPMENT
FA - FOREST AGRICULTURAL	PDG - PLANNED DEVELOPMENT GENERAL
GC - GENERAL COMMERCIAL	PDR - PLANNED DEVELOPMENT RESIDENTIAL
HC - HIGHWAY COMMERCIAL	R12 - ONE FAMILY RESIDENTIAL
LC - LOCAL COMMERCIAL	R20 - ONE FAMILY RESIDENTIAL
MH - MOBILE HOME PARK	R6 - ONE FAMILY RESIDENTIAL
MR - MEDIUM RESIDENTIAL	R9 - ONE FAMILY RESIDENTIAL
OC - OFFICE COMMERCIAL	R9 - RESIDENTIAL
PC - PLANNED COMMERCIAL	RR - RESORT RESIDENTIAL

Small lot single family residential zoning (R6 in particular) and multi-family zoning is inconsistent with the stated vision of low-density residential, traditional neighborhoods within this area. Furthermore, infrastructure limitations make dense residential development largely infeasible. There are vested development rights associated with the planned development zoning categories that could also significantly increase residential densities in this area. Lastly, while there are commercial uses within the neighborhood commercial centers, Highway Commercial zoning is inappropriate.

North Island

This area includes the land north of the traffic circle at Frederica Road and Lawrence Road and also north of the Harrington community. This area includes a substantial amount of conservation land mixed with low-density residential development. There are also planned subdivisions that are still developing with available lots. These communities are centered around community facilities, such as golf courses, stables, and marinas. This area is proximate to coastal marshlands and has public water access. It also is home to the historic Fort Frederica National Monument and German Village.

Issues
Most of the undeveloped land on St. Simons Island is within this character area, and the development pressure is substantial. There are existing subdivisions with available lots, which means that residential densities will increase. There is currently a lack of access to commercial areas, so existing residents must travel to other areas of the island to take care of their daily needs. There is a need to protect historic and environmental resources, as well as existing residential neighborhoods, from the impacts of development. There are still significant opportunities for land conservation, and where development occurs, tree canopy should be protected.

Development Strategies
Perform an analysis of the wastewater collection system capacity in this area and identify any improvements needed to serve existing permitted lots.

Promote the use of conservation easements, landowner assistance programs, tax incentives, alternative development strategies and other similar types of land protection options.

Limit the creation of additional subdivisions in this area to lessen the potential impacts of increasing population and the associated traffic impacts.

Zoning Analysis	
The following zoning categories are currently permitted within the North Island area. The suitability of these zoning categories, based on the desired land use patterns, is described following this list.	
CP - CONSERVATION PRESERVATION	PDR - PLANNED DEVELOPMENT RESIDENTIAL
FA - FOREST AGRICULTURAL	R12 - ONE FAMILY RESIDENTIAL
PD- PLANNED DEVELOPMENT	R6 - ONE FAMILY RESIDENTIAL
PD - PLANNED DEVELOPMENT	RE - ONE FAMILY RESIDENTIAL ESTATE
PDG - PLANNED DEVELOPMENT GENERAL	
The desired future land uses within this area include low-density residential and conservation, both publicly accessible parkland and private easements. While R6 and R12 single-family residential zoning is not necessarily inconsistent with existing uses in this area, the County should not permit anymore small-lot residential subdivisions in this area as increasing populations and the associated infrastructure impacts are an issue in this area.	

Sea Island

This is a corporately-owned, planned community that operates as a resort as well as a permanent residence for homeowners. This community includes onsite amenities such as golf courses, restaurants, beach clubs, recreational facilities, and water access for residents of the community, as well as beach access and view sheds of the marsh. The homes are mostly owner-occupied and orientation to the water, either beach or marsh, is a key amenity.

Issues
Issues within the Sea Island character area include a lack of nearby affordable housing options for employees of the resort, which is exacerbated by the lack of parking and transit for employees.

Development Strategies
Work with the owner of Sea Island Company to identify opportunities for island employees to park on the mainland.

Provide alternative forms of transportation that also reduce traffic on St. Simons Island.

Ensure that future development doesn't outpace the capacity of island infrastructure.

Ensure that future development does not adversely impact coastal environmental resources.

Zoning Analysis

The following zoning categories are currently permitted within the Sea Island area. The suitability of these zoning categories, based on the desired land use patterns, is described following this list.

CP - CONSERVATION PRESERVATION	PDR - PLANNED DEVELOPMENT RESIDENTIAL
FA - FOREST AGRICULTURAL	R12 - ONE FAMILY RESIDENTIAL
PD - PLANNED DEVELOPMENT	R9 - ONE FAMILY RESIDENTIAL
PDG - PLANNED DEVELOPMENT GENERAL	RR - RESORT RESIDENTIAL

The presence of the FA zoning category indicates that there is land available for development within this character area. Future development should be masterplanned and consistent with existing development, and the County should continue to support their continued smart planning.

Courtesy of www.golfadvisor.com

South Island

This area encompasses the area of St. Simons Island that is south of Demere Road and west of Frederica Road, and includes several golf courses and the gated residential communities that surround those amenities. Homes within this area are primarily owner occupied, enjoy marsh views and have access to community amenities including the golf courses and marinas.

Issues
The planned development text for this area does allow for a small number of additional dwelling units. The homeowners' associations (HOAs) within this area must maintain sufficient reserves to maintain the community amenities.

Development Strategies
Protect and preserve natural resources in this area, including wetlands and coastal marshlands. Ensure that future development does not adversely impact coastal environmental resources. Follow established development patterns including larger lots and less dense residential development. Ensure that future development doesn't outpace the capacity of island infrastructure.

Zoning Analysis	
The following zoning categories are currently permitted within the South Island area. The suitability of these zoning categories, based on desired land use patterns, is described following this list.	
FA - FOREST AGRICULTURAL	PD - PLANNED DEVELOPMENT
MR - MEDIUM RESIDENTIAL	PDG - PLANNED DEVELOPMENT GENERAL
PC - PLANNED COMMERCIAL	PDR - PLANNED DEVELOPMENT RESIDENTIAL
The planned zoning districts are consistent with the private, gated residential developments that can be found in this area. Future desired land uses are consistent with the low density residential and recreational uses already found here. The FA zoning will ensure future development review for any newly proposed developments in areas with this zoning classification.	

Village

St. Simons Island Village area is located at the south end of St. Simons Island and is a center of island activity. This area functions as a tourist destination and the commercial downtown, and offers a variety of arts and cultural activities, restaurants, retail, and recreational opportunities. The residential areas of the Village are primarily low to moderate density single family uses with "beach cottage" type architecture. There are some historical structures within this area, and the development layout follows a traditional grid street pattern, with sidewalks and pedestrian facilities. As the center for tourist activity on the island there are a significant number of vacation rentals within this area, and there is development pressure that threatens to transition the old, beach cottage style of architecture.

Issues
While there are pedestrian facilities within this area, the condition and connectivity could be improved. Parking is an issue within this area, as there is currently no time limit and some visitors park for the entire day while they go fishing. Improved maintenance of the public areas and facilities is desired. Housing within this area is in transition and old beach cottages are being replaced by vacation rental housing, which is often used as short-term vacation rentals. This is resulting in an increase in the residential population of this area, which could ultimately exceed the capacity of transportation and wastewater infrastructure in this area. There are flooding issues within this area due to the density of development and its location adjacent to the ocean on a barrier island.

Development Strategies
Encourage adaptive reuse of historic structures as opposed to replacement. Require development and redevelopment to be compatible in terms of architecture, mass, scale and lot location within the Village. Identify opportunities to improve the facilities and aesthetics of Neptune Park. Require architectural standards that preserve the historic fabric of the Village. Streetscapes should be improved to pedestrian-oriented, with walkable connections, lighting and wayfinding signage. Where possible, road edges should be clearly defined by locating buildings at roadside with parking in the rear or side of buildings. Historic properties should be maintained or rehabilitated/restored according to the Secretary of the Interior's Standards for Rehabilitation. Develop standards to better preserve the tree canopy and reduce the impact of construction on existing trees. Identify opportunities to provide additional parking, or to facilitate parking space turn-over in existing parking areas. Consider opportunities includes off-site employee parking or a parking garage.

Zoning Analysis	
The following zoning categories are currently permitted within the Village area. The suitability of these zoning categories, based on desired land use patterns, is described following this list.	
CP - CONSERVATION PRESERVATION	PD - PLANNED DEVELOPMENT
FA - FOREST AGRICULTURAL	PDG - PLANNED DEVELOPMENT GENERAL
GC - GENERAL COMMERCIAL	PDR - PLANNED DEVELOPMENT RESIDENTIAL
GR - GENERAL RESIDENTIAL	R12 - ONE FAMILY RESIDENTIAL
HC - HIGHWAY COMMERCIAL	R20 - ONE FAMILY RESIDENTIAL
LI - LIMITED INDUSTRIAL	R6 - ONE FAMILY RESIDENTIAL
MR - MEDIUM RESIDENTIAL	R9 - ONE FAMILY RESIDENTIAL
P - PUBLIC	RR - RESORT RESIDENTIAL
PC - PLANNED COMMERCIAL	VMU - VILLAGE MIXED USE
	VR - VILLAGE RESIDENTIAL
Desired land uses within the Village are low and medium-density residential, neighborhood commercial, mixed-use, and public/institutional uses that cater to the islands residents as well as tourists. The only zoning category that appears directly inconsistent in terms of use with the Village character area is Highway Commercial. Future zoning should include standards for new development or redevelopment that is consistent with existing development in terms of mass, scale and architecture of surrounding buildings. The existing street grid pattern within this area should be preserved, and future development should connect to this network and include pedestrian and bicycle facilities.	

Scenic Corridors

These linear corridors are shown on the Character Area Map and include Lawrence Road, Frederica Road south to Demere Road, Kings Way, Ocean Road, Sea Island Road from Demere Road to Frederica Road, Old Demere Road, and Bruce Drive. These roads have fairly continuous tree canopy and provided attractive transportation routes for residents and visitors.

Issues
Traffic is an issue on some of these routes, Frederica Road in particular, and recommended transportation improvements may have an adverse impact on the tree canopy. Commercial development directly abutting the road should be limited along these routes. Safe bike/pedestrian access along these routes and a policy concerning the use of golf carts is needed. Existing pathways and trails should be connected where possible without adversely impacting the tree canopy, if possible.

Development Strategies
Encourage landscaped, raised medians to provide vehicular safety, aesthetics, as well as a pedestrian crossing refuge. Provide pedestrian facilities/sidewalks to adjacent and nearby residential or commercial districts. Where possible, provide a physical separation between bike lane or multi-use trail and the roadway. Establish guidelines on development to protect the tree canopy and scenic value of these corridors. Enact guidelines for new development that enhances the scenic value of the corridor and addresses landscaping and architectural design. Manage access to keep traffic flowing; using directory signage to clustered developments.

Future Land Use

Based on the Character Areas described within the previous section, Glynn County has developed the Future Land Use Map shown in Figure 8. Other sources of data that were considered during the formation of the Future Land Use Map included the 2015 Future Land Use Map, input from both the Mainland and Islands Steering Committee, and the current Zoning Map. The Future Land Use Map is intended to guide future land use decisions including rezoning requests and any updates to the County's Zoning Ordinance. This map was created utilizing the basic land use classification scheme described below. The narratives are provided to allow readers of this plan to interpret the map and each land use category.

⇒ **Rural.** This category is for land previously or currently used for agriculture (fields, pastures, farmsteads, etc.), commercial timber or pulpwood harvesting. This also includes rural, low density residential, with limited industrial and commercial uses along major thoroughfares. The line between rural and low density residential is intended to be a "growth limit," the point beyond which public water and sewer infrastructure is not currently located and should not be extended. Residential lots in this area will generally be served by private wells and septic systems and therefore must be 1.0 acres in area or greater. Consideration should also be made for greater minimum lot sizes, where appropriate.

⇒ **Residential.** The predominant use of land within the residential category is for single-family and multi-family dwelling units organized into general categories of densities including low, medium and high density residential.

- Low Density Residential generally defines areas appropriate for low-density single family residential development, with existing zoning primarily consisting of R20 or larger, i.e. lot areas greater than 20,000 square feet.

- Medium Density Residential generally defines areas appropriate for moderately dense single family residential development, with existing zoning categories primarily consisting of R9 to R20, i.e. lot areas of approximately 9,000 square feet to 20, 000 square feet.

- High Density Residential generally defines area appropriate for the most urbanized residential development, including small-lot single family residential (i.e. R6) and multi-family. High density residential land uses are generally appropriate in transition zones between low density residential and commercial areas and may also contain mixed-use commercial and residential uses, where appropriate.

⇒ **Commercial.** This category is for land dedicated to non-industrial business uses, including retail sales, office, service and entertainment facilities, organized into general categories of intensities. Commercial uses may be located as a single use in one building or grouped together in a shopping center or office building. This category is broken down into neighborhood commercial and commercial to indicate the desired intensity of commercial uses. Neighborhood commercial land uses are generally less intense and should primarily serve local residential areas and have pedestrian/bicycle connections. Commercial land uses may be mixed with higher-density residential uses or have more of a regional draw and auto-orientation.

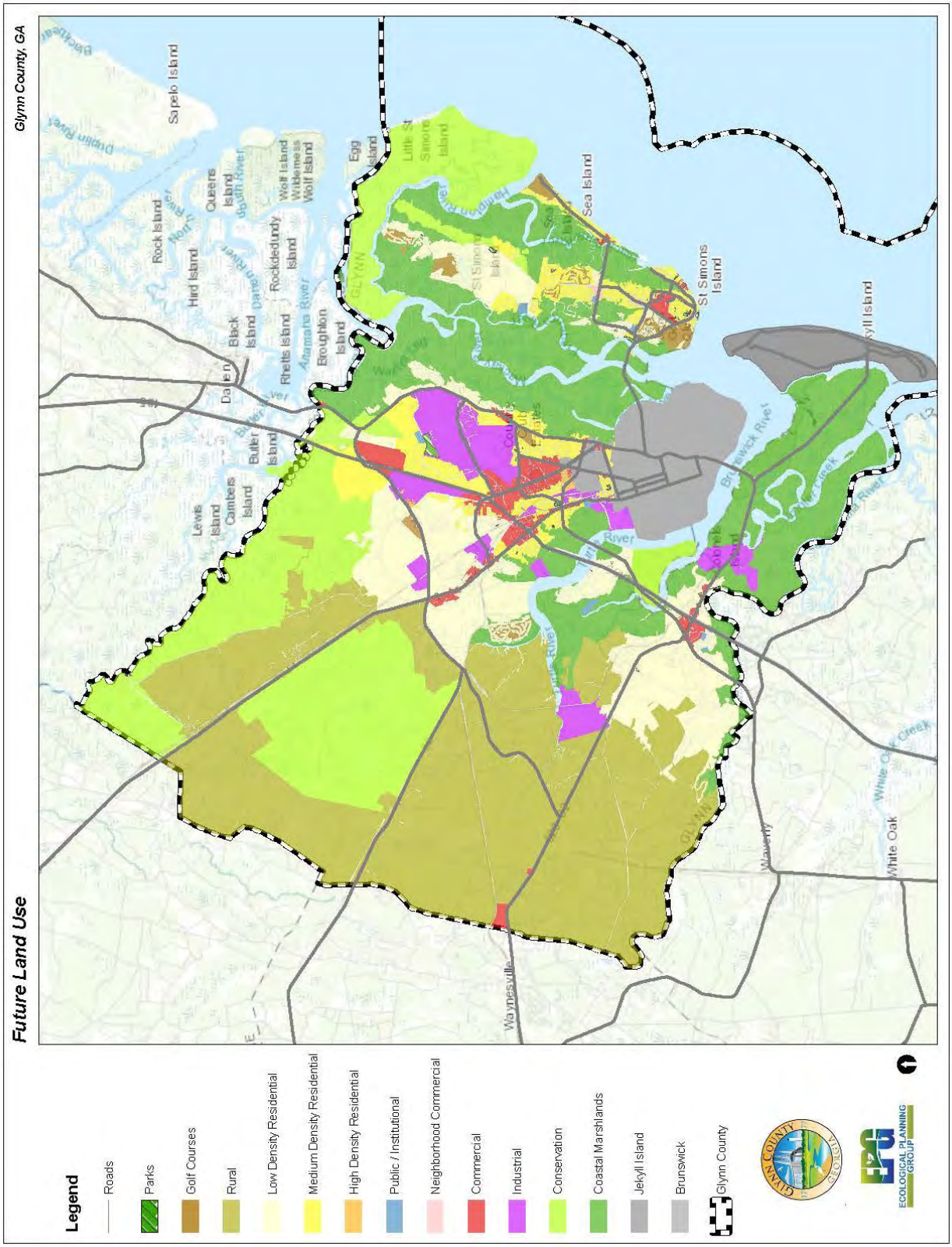
⇒ **Industrial.** This category is for land dedicated to manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities, or other similar uses.

⇒ **Public/Institutional.** This category includes certain state, federal or local government uses, and institutional land uses. Government uses include government building complexes, police and fire stations, libraries, prisons, post offices, schools, military installations, etc. Examples of institutional land uses include colleges, churches, cemeteries, hospitals, etc.

⇒ **Conservation.** This category is for land dedicated to preserved land with passive and/or active recreational uses. These areas may be either publicly or privately owned and may include public parks, nature preserves, wildlife management areas, national forests, conservation easements, or similar uses.

⇒ **Coastal Marshland.** This category includes those areas regulated by the Coastal Marshland Protection Act, as well as lands adjacent to those areas.

Figure 8: Future Land Use Map



7 Transportation

The Transportation Element of the Glynn County Comprehensive Plan evaluates all modes of transportation operating within the study area, including vehicular travel, transit, bicycle, pedestrian, aviation, boat, and train, as well as freight movements. These modes are evaluated both independently and as a coordinated and comprehensive transportation network. Issues and opportunities relating to transportation are identified and guide the development of recommendations for the Plan's work program.

Existing Transportation Network

Roadways

The Glynn County roadway system consists of a network of federal, state, and local facilities, each of which is functionally classified. Functional classification groups roadways into classes, or systems, according to the character of service they are intended to provide, and the amount of traffic carried. Functional classification categories include Interstate/Freeway, Arterials, Collectors, and Local Roads.

- ⇒ Interstate or freeways are roadways that are fully accessed controlled. These roadways are designed to carry large volumes of traffic at high speeds and are typically for long distance travel.
- ⇒ Arterial roads are designed to carry large amounts of traffic at relatively high speeds and typically over longer distances. Often, access management elements are incorporated. The arterial roads are further stratified as Principal or Minor Arterials based on the amount and type of traffic.
- ⇒ Collector roads are designed to carry less traffic at lower levels of speed, typically for shorter distances. These roadways "collect" traffic from the local network and provide access to the arterial system. These roadways provide a balance between access and mobility.
- ⇒ Local roads are the most common and are not otherwise classified. They are designed specifically to have high accessibility and to connect to collector and arterial roads and are typically utilized for local trips rather than for through traffic.

Glynn County is served by a network of federal, state, county, and local roadways. There are approximately 1,392 miles of roadways including 172 miles of state routes classified as arterials and collectors and 1,178 miles of local roads maintained by local government. Interstate 95, as well as major US and State Highway Routes such as US 17, US 82, US 341, and GA 25 facilitate the majority of trips to and from the County.

Interstates

According to the Brunswick Area Transportation Study (BATS) 2040 Metropolitan Transportation Plan, "Interstate 95 corridor has the highest travel to and from the Glynn County area. The high use of I-95 is due to the connectivity provided by the north-south orientation directly connecting to east-west I-16 in the Savannah area (70 miles northeast) and eventually to Macon and Atlanta via I-75. I-95 also allows for higher speeds and ease of travel afforded by the interstate compared to other regional roadways. Trucks are also flexible in terms of being able to handle various shipment sizes and the ability to provide door-to-door service."

US Highway 17 (Jekyll Island Road) is primarily a four-lane roadway separated with a grass and paved median that is the main north south route for movement in eastern Glynn County. Access to the Colonel's Island Terminal is provided via a signalized intersection with separate right- and left-turn lanes.

US 25/US341/GA 27 (New Jesup Highway) is a multilane road (three/four lanes per direction with separate turn lanes) narrowing to two lanes per direction south of Glyndale Drive with a center left-turn lane. South of the Ross Street ramp, the roadway is two lanes per direction separated by a center grass median. After the Norwich Street/Newcastle Street split, Newcastle Street provides two lanes per direction with a grass median until the 9th Street intersection where the median transitions to a center left-turn lane.

US Highway 82 crosses southern Georgia from Eufaula, Alabama running east to Albany, Tifton and Brunswick. In Glynn County, it intersects US 17/GA 25 (Costal Highway) and GA 303 also known as Blythe Island Highway just west of I-95 in southern Glynn County. US 82 overlaps with US 17/ GA 25 for one half mile between Blythe Island Highway and Interstate 95 at Exit 29.

There are no state or federally maintained highways on St. Simons Island or Jekyll Island, although the causeways leading to the islands are state facilities.

Local Roadways

Local roadways are found throughout Glynn County, including those located on Jekyll Island and St. Simons Island. The Glynn County Metropolitan Planning Organization (MPO) is not responsible for planning and/or maintaining local roadways, which are maintained by local governments through a variety of local sources and state grant resources specifically designated for local facilities.

Bike and Pedestrian Transportation

There is a well-established and highly utilized bicycle and pedestrian network located within Glynn County, primarily found within the City of Brunswick and on St. Simons Island and Jekyll Island. These facilities include sidewalks, multi-use trails, and state designated bicycle facilities. Georgia designated 14 State Bicycle Routes (SBR) in 1997, two of which are located in Glynn County. State Bike Routes 10 (SBR 10/Southern Crossing), which follows US 82 and 95 (SBR 95/Coastal Corridor), which follows US 17/GA 25. Signage designating these bike routes have been installed and paved shoulders and bike lanes have also been added to these SBRs as part of regularly scheduled road widening and major reconstruction projects.

The local trail network also includes segments that are critical linkages to regional networks, such as the Coastal Georgia Greenway Trail. Figure 9 shows the location of the bicycle and pedestrian facilities within the County. While a robust framework currently exists, Glynn County and the City of Brunswick recognize there are existing infrastructure gaps that limit the ability to use the network as a viable form of transportation. The recently completed MPO Bicycle and Pedestrian Plan was developed to address these

gaps and provide an accessible, connected multimodal network. Recent multimodal investments include safety crossing infrastructure on freight corridors, sidewalk and trail construction, and ongoing maintenance of existing facilities.

Transit

The Coastal Regional Commission operates a regional rural public transit system serving the 10 counties and 35 municipalities within the coastal region, including Glynn County. However, it is only available in the rural areas of the region and Glynn County due to the system's funding requirements. The Coastal Regional Coaches service is a demand-response, advance-reservation regional rural public transit program. The service operates Monday through Friday 7:00 A.M. through 5:00 P.M. Coastal Regional Coaches vehicles are fully equipped for handicapped and wheelchair passengers.

Glynn County does not currently operate an urban fixed route transit system, although several studies have been conducted to analyze the need and feasibility for a system. The Brunswick Area Transportation Study, which is the MPO, has recently coordinated with the Georgia Department of Transportation (GDOT) Intermodal Programs Division to process Federal Transit Administration Section 5303 grant funding that can be used to conduct planning to reevaluate the initial transit feasibility studies. These efforts will screen the previous transit plans and assess the current transits needs for the region.

Aviation

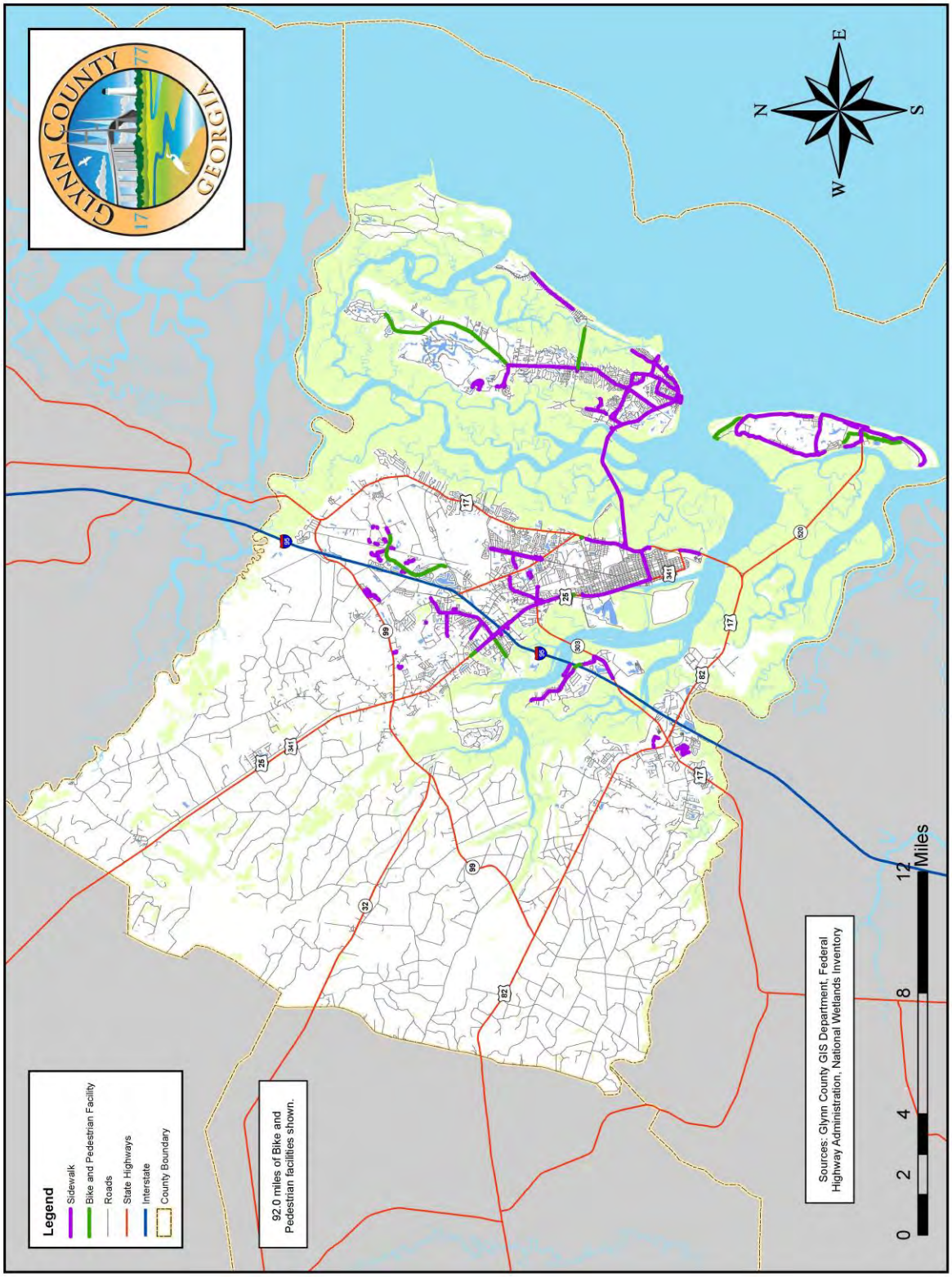
Glynn County is served by the Brunswick Golden Isles Airport and the McKinnon-St. Simons Island Airport. The Glynn County Airport Commission, established in 1980, manages and develops opportunities for both County airports.

"The Brunswick-Golden Isles Airport located just five miles north of downtown Brunswick, in the Golden Isles region of southeast Georgia, is a commercial service airport. The Airport has been a fixture of the area since its creation as Naval Air Station Glynco in 1942. Converted into a public use airport in 1975, the Airport now serves as an important transportation infrastructure resource and an economic engine for the area, state, and nation."[1]

The Brunswick Golden Isles Airport has one of the longest runways in the State of Georgia, measuring 8,000 feet long by 150 feet wide, allowing it to serve large and small aircraft. Recent upgrades were made to the terminals to accommodate increasing levels of activity and to improve passenger service and security. The McKinnon-St Simons Airport is a publicly owned airport serving primarily business and vacation travelers on St Simons Island. It has two active runways which measure 5,800 feet long and 3,313 feet long. Both are general aviation airports and rely on airport revenues, federal grant funds, GDOT funding assistance, and private funding to pay for upgrades and improvements at these airport facilities. Brunswick Golden Isles Airport also functions as a commercial airport. The Brunswick Golden Isles Airport has recently completed a master plan update. The plan highlights several project recommendations that focuses on meeting safety, efficiency, environmental and fiscal sustainability goals.

[1] http://www.flygcairports.com/images/TerrasUploads/Projects/BQKMasterPlan-July2017.pdf

Figure 9. Non-Motorized Facilities



Ports and Freight

The movement of freight through the Port of Brunswick forms a vital part of Glynn County's economy. The Georgia Ports Authority (GPA) oversees the Port of Brunswick which is comprised of three terminals. These terminals include Mayor's Port Terminal and Colonel's island Terminal, which are owned and operated by GPA, and a third known as the Marine Ports Terminal which is also owned by GPA, but leased to Logistec U.S.A. The Colonel's Island Terminal is the largest of the Brunswick terminals and is primarily focused on agricultural-bulk (agri-bulk) and roll-on/roll-off (Ro/Ro) cargo. This Ro/Ro terminal is one of the busiest US ports for Ro/Ro cargo and imports, is expected to continue to grow and has room for expansion. All three of Brunswick's cargo sectors saw marked growth in fiscal year 2017.

Colonel's Island Terminal

Already known as the nation's largest auto port, and one of the country's most environmentally conscious ports, the Colonel's Island Terminal is now the second busiest port in the US for total Ro cargo, and second busiest for Ro Imports. In 2017, the terminal had 60,000 spaces for automobile processing and has since increased by 50 percent in a period of 12 months (October 2016- October 2017), adding an additional 30,000 spaces. In Fiscal Year 2017, the port handled a total of 607,227 units of roll-on/ roll-off cargo. The Colonel's Island Terminal, served by nine ocean carriers, offers three modern Ro/Ro berths and four on-terminal auto processors, handling cargo for more than 30 auto and heavy equipment manufacturers. The Port of Brunswick currently has an annual capacity of 800,000 vehicles with a full build-out providing 150,000 additional spaces for automobile processing, for an annual capacity of 1.4 million cars, trucks and tractors.

The Colonel's Island Terminal is also amongst the largest deep-water agri-bulk operations in the US South Atlantic. According to the Georgia Ports Authority, the facility features a dedicated agri-bulk berth and can accommodate a diverse group of agri-products in combined flat and vertical storage and offers a turnkey service for US Midwest and Southeastern agribusiness.

Mayor's Port Terminal

According to GPA, the Mayor's Point Terminal specializes as a distribution center for products such as wood pulp, linerboard, plywood and paper products. The 1,750 feet of deep-water berthing with adjacent warehousing served by covered rail allows for fast and efficient processing of cargo shipments.

Marine Ports Terminal

According to GPA, the Marine Port Terminal is a deep-water facility that specializes in the handling of a diverse mix of breakbulk and bulk commodities serving the biomass, fertilizer and salt markets. It consists of 145-acre with 2,415 of berthing and 491,000 square feet of covered storage.

Source: http://www.gaports.com/PortofBrunswick/MarinePortsTerminal.aspx

Approximately 95 percent of freight volume within the County is carried by truck, with the vast majority of truck travel occurring on I-95. Additional truck travel occurs off the Interstate system, including on US 17 which facilitates northeastern freight movements, and on US 82 which provides access to the western regions of South Georgia.

The 2040 Metropolitan Transportation Plan states that any local developments and infrastructure projects that adversely impact freight trucking could jeopardize potential economic benefits the freight industry has established in the region. It further states that the MPO, GDOT, and other local stakeholders must carefully weigh the cost/benefit, safety, and quality of life issues associated with proposed projects that could potentially impact freight movement. Freight movement within the Brunswick/Glynn County area is discussed in detail in the Freight and Intermodal Transportation Chapter of the MTP.

Rail Network

Rail service in Glynn County is provided by two Class I railroads and one short line operator. The Class I rail networks include Norfolk Southern (NS) and CSX. The short line operator, Golden Isle Terminal Railroad (GITR), is a 12.6-mile short line freight railroad serving the Georgia Ports Authority and interchanging with CSX Transportation and NS northwest of the Port of Brunswick. Both the Class I and short line operators in Glynn County work to support the import and export needs of the Port of Brunswick and local manufacturers.

Transportation Planning

The MPO for Glynn County, known as the Brunswick Area Transportation Study (BATS), was established in 1990 following release of the US Census data. A Metropolitan Planning Organization is a federally designated transportation planning agency that addresses transportation planning within an urbanized area that exceeds a population of 50,000, as well as those areas expected to become urbanized in the next twenty years. The Lead Planning Agency, responsible for the BATS planning process, is the Glynn County Planning Department. In addition, GDOT provides technical support to, and coordinates with, the MPO throughout the transportation planning process.

As the designated MPO for Glynn County, BATS is responsible for overseeing transportation planning within the MPO planning area to ensure continued accessibility, connectivity, efficiency, mobility, and safety for the movement of people and goods. BATS works collaboratively with partner agencies in order to address transportation needs by leading planning efforts and directing the flow of federal and state transportation funds.

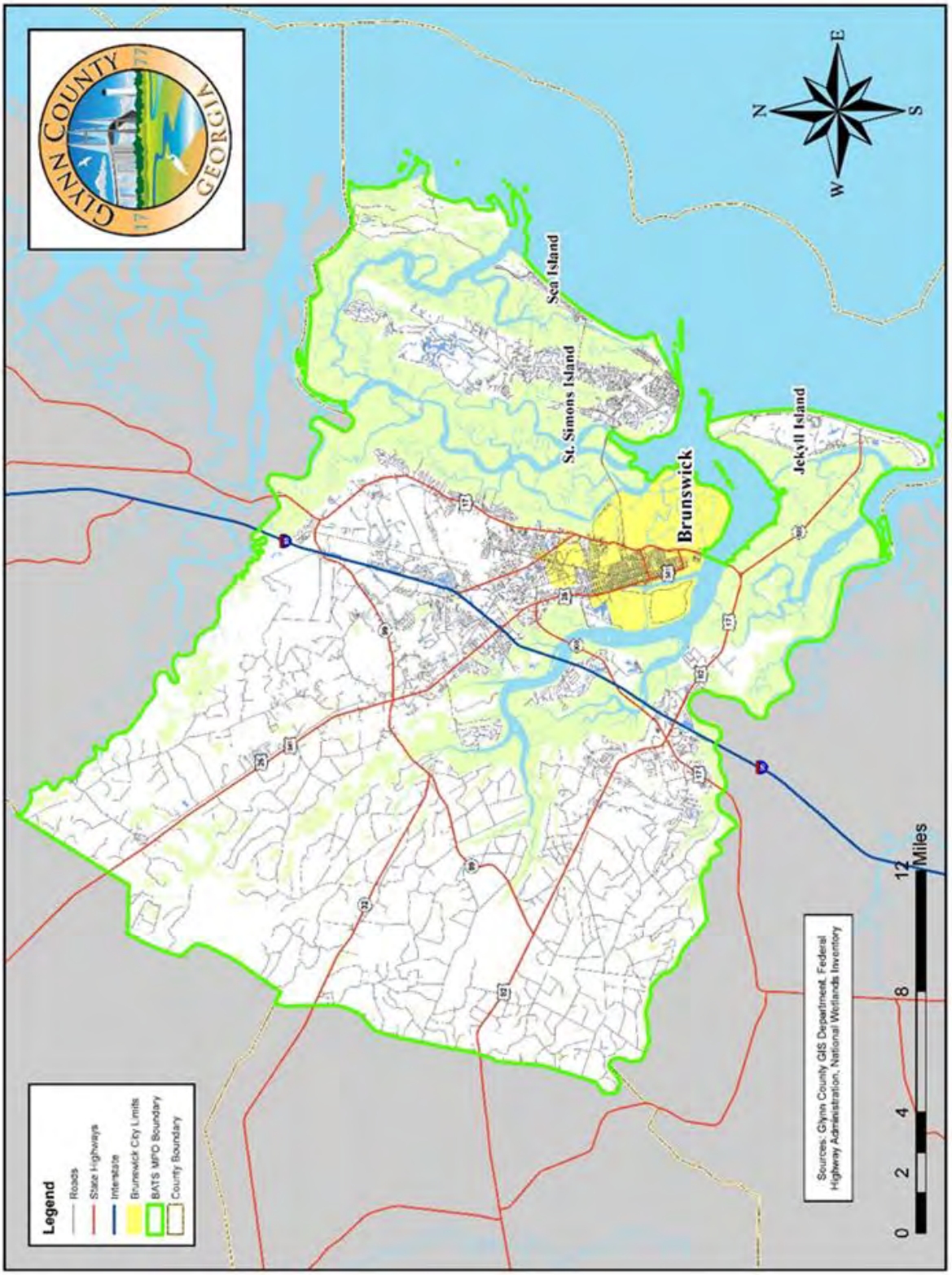
The BATS MPO consists of three committees that meet approximately six times per year; the Citizens Advisory Committee, the Technical Coordinating Committee, and the Policy Committee. These committees and their role in the transportation planning process are outlined below.

The Citizens Advisory Committee (CAC) has been non-functional in recent years. However, the BATS MPO is reconstituting the membership in order for the committee to resume its regularly scheduled meetings. The CAC will be comprised of citizens from throughout Glynn County who have indicated their interest in participating and will provide a forum to address the needs, concerns and questions of the public.
The Technical Coordinating Committee (TCC) consists of federal, state, city and county staff members and representatives of local organizations. The members of this committee provide technical input for the transportation planning process.

The Policy Committee (PC) is the decision-making body for the MPO, comprised of elected officials, managers from the County and City, appointees from planning commissions, and representatives from GDOT. Decisions made by the Policy Committee are informed by technical input provided by professional transportation staff, and local input provided by citizens. Significant tasks of the Committee include: setting priorities for maintenance, improvement, and expansion of the overall, multi-modal network; adoption of various plans and programs; and, coordination with the FHWA and GDOT, in order to efficiently and effectively carry out transportation planning responsibilities. The PC is the committee that approves the federally required planning documents produced by the MPO, including the Long-Range Transportation Plan (LRTP)/Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP).

The work of the BATS MPO serves as the fundamental foundation of the comprehensive plan's transportation element. The following figure shows the MPO planning area boundary which includes all of Glynn County, as well as the City of Brunswick, St. Simons Island, Sea Island, Jekyll Island, and Little St. Simons Island.

Figure 10. Glynn County Metropolitan Planning Area



Summary of Existing Transportation Plans

Over the years, BATS, along with other local agencies and groups, have conducted planning studies to aid with monitoring existing transportation conditions and address transportation related issues. The documents also provide overviews of future transportation policies, goals, and projects for fulfilling the need to move people and goods within the Glynn County. These transportation related studies are described below.

2040 Long Range Transportation Plan

The current long-range transportation plan, or Metropolitan Transportation Plan was developed in 2016 with a horizon year of 2040. This planning document serves as the blueprint for all transportation needs and development within the county for the next twenty years. The Metropolitan Transportation Plan supports the federal planning factors that define long range transportation planning objectives for the US. In addition, the plan also establishes goals, objectives, and strategies that will help strengthen Glynn County's economy, provide enhanced mobility and connectivity, and improve safety and security.

As outlined in the 2040 Metropolitan Transportation Plan, the significant transportation related issues facing Glynn County include:

- ⇒ Preserving of freight access and connectivity to and from freight generators, including port facilities, which serves as a critical component of the local economy.
- ⇒ Improving mobility for people and goods to ensure the transportation network will be able to adequately accommodate anticipated future growth.
- ⇒ Identifying alternative transportation modes, such as bicycle and pedestrian facilities, that will provide mobility options to the various segments of the population within the county.
- ⇒ Protecting the numerous natural and cultural resources that exist throughout the County in order to preserve and maintain a high quality of life.
- ⇒ Emphasizing safety and security throughout the planning area as infrastructure improvements are made, and as development and economic conditions continue to change and evolve.

Through active public engagement, community surveys, and meetings with the BATS, other concerns and needs related to transportation within the County have been highlighted and include:

- ⇒ The desire and need for public transportation and transit shuttles.
- ⇒ The need for adequate bicycle and pedestrian facilities and proper maintenance of the existing multipurpose paths.
- ⇒ Beach access points lack bicycle racks and pedestrian facilities and establishing these will mitigate the lack of public parking.
- ⇒ The need for additional boat facilities to support volume of traffic generated by mainland residents and visitors.

⇒ Inadequate emergency and evacuation routes.

⇒ Updated land use map reflecting and supporting road classifications.

⇒ Future transportation projects should have minimal environmental impacts and avoid encroachment on public parks.

⇒ The need for updated transportation studies as some existing transportation studies are not consistent with community visions and goals.

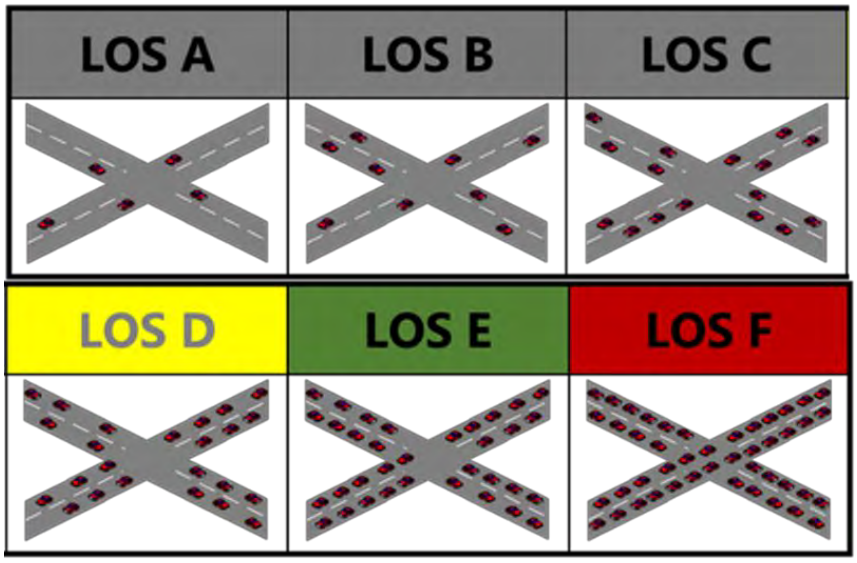
⇒ Alternatives to roundabouts that will address traffic congestion and promote safety for pedestrians.

According to the 2040 MTP, in 2016, daily traffic volumes ranged from about 47,600 (18% trucks) per day in northern Glynn County to approximately 45,200 (20% trucks) per day in southern Glynn County. Other daily traffic volumes reported in 2016 include approximately 12,400 vehicles (8.8% trucks) on US 17 east of I-95, 13,100 (6.8% trucks) on US 17 (Glynn Avenue), about 21,000 (8.9% trucks) on US 25 east of I-95, and 4,100 vehicles (8.4% trucks) along Bay Street in the vicinity of the Mayor's Point Terminal.

An accepted method of evaluating system performance is by measuring Level of Service (LOS), which is the assessment of traffic flow on a facility. Level of Service provides an indication of the degree and efficiency of service provided by a facility based on its operational characteristics. It is measured on a scale from A to F, with LOS A being free flowing traffic conditions, and LOS F being heavily congested or failing. The following diagram demonstrates the level of congestion for each LOS classification.

Figure 11. Roadway Level of Service Classification

Source: Georgia Department of Transportation



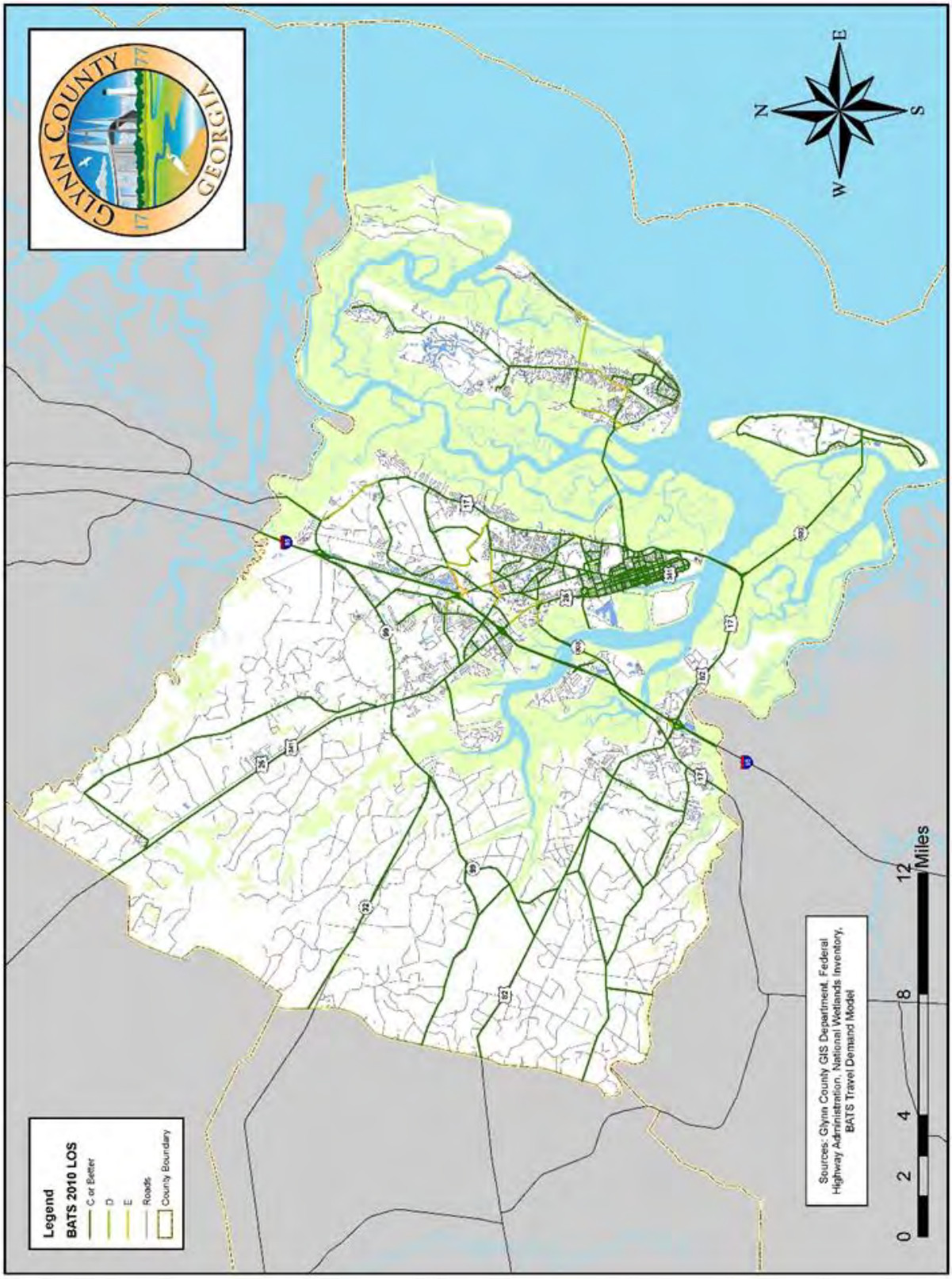
In order to assess the performance of the local transportation network, the MTP developed a travel demand model, in close collaboration with the GDOT. The travel demand model depicts the existing traffic based on the 2010 socio-economic data obtained from the US Census, which is geographically distributed for both population and employment. The existing conditions show that the majority of the roadway network in Glynn County is currently operating at Levels of Service A - C. Areas of the county demonstrating degraded LOS can be seen in the following figure. Roadways experiencing LOS D and E in

the 2010 base year model include US 17, US 341, SR 303, Glynco Parkway, Chapel Crossing/Walker Road, Sea Island Road, and Frederica Road.

BATS developed future population and employment data as an input for the existing travel demand model to project transportation conditions in 2040. Various scenarios were then tested to demonstrate where roadway investments effectively reduced travel delay and congestion in Glynn County. The MTP projects were then prioritized and fiscally constrained.

It should be noted that a complete MTP update is scheduled to begin in the summer of 2018 and will build upon updated socioeconomic data. This update will include a new transportation demand model that will better reflect current and future conditions.

Figure 12. 2010 Roadway Level of Service



Currently, there are over thirty federally and state funded projects outlined in the MTP. These projects are set to be completed over the next twenty years and are targeted towards addressing the stated transportation issues. Four of those transportation projects have been funded and are underway. These projects include the widening of SR 99 from SR 27/US 17, the widening and reconstruction of US 17/SR 25, bridge reconstruction for Torras Causeway @McKay River and SR 32 @ Little Buffalo Creek.

The table below highlights a list of the transportation projects that were included in the short-term priority band of the MTP.

Table 5: Brunswick Area Transportation Study (BATS) 2040 Short-Term Project List

Project Identification Number	Road Name	Starts	Ends	Project Type	Development Type
0001036	SR 99 from SR 27/US	US 341	I-95	Widening	Short-Term
532650	SR 25/US 17	Yacht Drive	SR 99	Widening/Reconstruction	Short-Term
1	Canal Road	Glynco Pkwy	Spur 25	Widening	Short-Term
0000422	SR 99/Grants Ferry Road	East of I-95	US 17	Widening	Short-Term/Midterm
3	Sea Island Road/Frederica Road Roundabout	-	-	Intersection	Short-Term/Midterm
2	Glynco Parkway	US 17 North	Spur 25	Widening	Short-Term/Midterm
0005879	Sea Island Road @ Dunbar Creek	Sea Island Road	-	Bridge	Short-Term/Midterm
N6	SR 303 / US 341 Intersection	-	-	Intersection Improvements	Short-Term

In addition, GDOT and the County have started railroad signing, striping and pavement marking upgrade projects at various locations on I-95/SR 405, and milling and resurfacing on US 341/SR 27. Additional projects expected to be carried out as a part of the MTP are listed in the table below.

Table 6: Brunswick Area Transportation Study (BATS) 2040 Future Projects List

Project Identification Number	Road Name	Starts	Ends	Project Type	Development Type
0007022	Torras Causeway @McKay River	McKay River	-	Bridge	Mid-Term
*** N1**	1-95 Interchange at SR 25 Spur (Exit 38)	-	-	Interchange Improvements/Reconstruction	Mid-Term
*** N2**	I-95 Interchange at SR 520/US 82 (Exit 29)	-	-	Interchange Improvements/Reconstruction	Midterm/Long-Term
N3	US 341/SR 27/ 25	South of Glyndale Circle	SR 303	Widening/Access Management	Mid-Term
N4	SR 25 SPUR	Cate Rd	Walker Rd/Chapel Crossing Rd	Widening	Mid-Term
N5	Walker Road/Chapel Crossing Road	Old Jesup Road	Altama Ave.	Widening	Mid-Term
0005008	Torras Causeway Extension	SR 25 West	K Street	Widening	Mid-Term
0008038	SR 99	US 82	SR 32	Widening	Mid-Term
Project Identification Number	**Road Name**	**Starts**	**Ends**	**Project Type**	**Development Type**
0008039	SR 303	US 82	Blythe Island Drive	Widening	Mid-Term

N6	SR 303	Blythe Island Drive	SR 341	Widening	Mid-Term
550520	CR 141/Fourth Street	Altama Ave	US 17	Widening	Midterm/Long-Term
562120	Jekyll Causeway @ Latham River	Latham River	-	Bridge	Mid-Term
0006018	Sidney Lanier Bridge Lighting	-	-	Lighting	Long-Term
4	Old Jesup Road	N. Sheffield	Everett	Widening	Long-Term
511095	I-95 Widening/Restriping	US 17 South	CR 586/RR	Widening/Restriping	Long-Term
511105	I-95 Restriping	North of CSX	North of Altamaha River	Restriping	Long-Term
0008920	Terry Creek Bridge	Torras Causeway	-	Bridge	Long-Term
0004814	SR 32	US 341	SR 99	Widening	Long-Term
0004815	SR 32	SR 99	Brantley County	Widening	Long-Term

Glynn County Bike and Multipurpose Trails Study

The Bike and Multipurpose Trail study was designed to identify gaps in Glynn County's existing bicycle and pedestrian network and establish a comprehensive list of recommended projects and initiatives. These recommended projects were intended to support alternative modes of transportation, as well as improved and additional recreational opportunities, for residents and visitors to Glynn County. Findings from the study indicated that the majority of individuals would consider walking or biking more if improved facilities were available. Recommendations included the implementation of various facility types, as well as major and minor trail networks alongside development corridors. Detailed information was provided as it relates to safety features for these new improvements throughout the study area. A list of the 2016 BATS Bicycle and Multi-purpose projects is shown in the Appendix.

Brunswick Golden Isles Airport Master Plan

The Brunswick Golden Isles Airport Master Plan outlines clear guidelines for general aviation expansions and land use alternatives, as well as all future development of the airport. Given the airport's current needs and conditions, the establishment of mixed fleet separation over a time frame of twenty years was suggested as a more fiscally responsive approach. Key recommendations from this study include the grouping of facility requirements into primary and secondary elements, according to their specific functional value to the Airport, and proposed development in five areas, estimated to cover approximately 620 acres of land.

Urban Transit Plans

In 2004, Brunswick and Glynn County partnered to conduct a transportation needs and opportunity study that focused on identifying potential transit markets within the area. The study confirmed the need, and presence of a market, for public transportation and a fixed route bus service was recommended to serve downtown Brunswick, Golden Isles Parkway, and St. Simons Island. In 2008 through 2009, a transit implementation plan was developed to reaffirm the potential markets that were identified in the previous study and refine the three-route transit service model. The Transit Implementation Plan Report was presented to and approved by the BATS Policy Committee in December 2008. A subsequent presentation was made to the Glynn County Board of Commissioner's Finance Committee in February 2009. However, that meeting resulted in an indefinite deferral of the transit program due to the current economic environment.

Coastal Georgia Greenway Study

The Coastal Georgia Greenway (CGG) is a multijurisdictional trail network, designed to link towns, attractions, recreational and cultural sites along Georgia's coastal region. This trail is part of a larger East Coast Greenway and will accommodate users of various non-motorized modes. The Glynn County segment of the CGG consists of four sections totaling approximately 21.8 miles of the 450 total Greenway miles. US 17, from the McIntosh County line, marks the beginning of the Glynn County portion of the Greenway. As of this writing, CGG representatives are continuing ongoing efforts to establish a collaborative funding approach to construct segments of the Greenway, where possible.

St. Simons Island Traffic Study

This study was initiated by the MPO to identify issues and opportunities relating to projected traffic increases on St. Simons Island. The study includes detailed traffic count data collection and analysis, along with project recommendations and initiatives over short term, midterm, and long-term periods. Data collection was done during peak periods by means of turning movement counts and segment tubes and compared to historic daily volumes from GDOT and the BATS MPO. This study identified projects and recommended implementation for the short term, mid-term projects, and long, as well as coordination with the ongoing BATS planning efforts.

Local Transportation Projects

Special Purpose Local Option Sales Tax, or SPLOST programs, are a capital improvement funding mechanism used by local governments to support local infrastructure investments, using sales tax as a collection method. Glynn County utilizes SPLOST to fund a significant number of local transportation projects, including improvements to roadways, bridges, sidewalks, and intersection improvements. In 2016, Glynn County voters approved a local SPLOST referendum, authorizing the collection of a 1% sales tax to support capital investments in their community. The 2016 SPLOST allocated 57% of the funding to projects in Glynn County, 21% to the Joint Water & Sewer Commission projects, 19% to projects in the City of Brunswick, and the remaining 3% to Jekyll Island Projects. According to the detailed SPLOST project list, 39% of the funds will be spent on roadway projects and a cumulative 30% is allocated to be spent on bridge, intersection, and sidewalk projects. The approved SPLOST projects, and descriptions developed by Glynn County, are included below[2].

Roads

- ⇒ Road Resurfacing and Road Shoulder Widening. Resurfacing of at least 10 miles of roads per year for at least five years for a total of 50 miles will take place in various locations throughout Glynn County. Resurfacing priorities will be based on a Pavement Evaluation Management System. Additionally, asphalt shoulders 2 feet in width should be considered on all arterial and collector roads evaluated for resurfacing to prevent dangerous edge drop off issues.

[2] *Source: https://www.glynncounty.org/1869/SPLOST-2016-for-Roads-Sidewalks-Bridge*

⇒ Road Reconstruction and Resurfacing on Old Jesup Road near Everett City. This section of Old Jesup Road is in poor condition due to failures of the underlying base materials. This road will be rebuilt in place and requires removal of the existing asphalt. Several options are available to restore a stabilized base including, but not limited to, concrete, or recycled in place road stabilization.

⇒ Canal Road. Project Improvements. This project will tie into the improvements and widening that were previously installed. The remaining section to Glynco Parkway will be widened to four lanes, drainage improvements, multi-use trail, and intersection improvements at Glynco Parkway.

⇒ Extension of Dungeness Drive. The project will consist of all engineering, surveying, r/w acquisitions, plan development, and construction required to tie the current end of Dungeness Drive to Southport Parkway to facilitate access from the commercial area of Southport Parkway directly to the traffic signal on U.S. Highway 17 at Dungeness Drive.

⇒ Dirt Road Paving. There are needs identified in various locations throughout Glynn County.

⇒ Resurfacing of roads on Jekyll Island. This project covers 10 miles of street and public parking lots.

Sidewalks

⇒ Gateway Center Boulevard. Design and install sidewalk and lighting along Gateway Center Boulevard from Glynco to Canal Road and a small section of Canal Road.

⇒ Harry Driggers Boulevard. This project will complete the multi-use trail along Harry Driggers Boulevard by tying into the existing trail and extending it east to U.S. Highway 17.

⇒ Urban sidewalk maintenance improvements and crosswalks along Ocean Boulevard.

⇒ Sidewalk Improvements along Frederica Road. Urban sidewalk maintenance and improvements.

⇒ Sidewalk along US 341. This project continues the US 341 sidewalk from McKenzie Drive to Sterling.

⇒ Sidewalk in Harrington area on St. Simons Island.

⇒ Sidewalk along Chapel Crossing Road. Multipurpose trail and signage from Golden Isles Parkway to US 17/Coastal Georgia Greenway Trail.

Bridge

⇒ Construction of a bridge over the South Palm drainage ditch on US 17.

Intersection Improvement Projects

⇒ Sea Island Road and Hamilton Road

⇒ Frederica Road and Demere Road

⇒ Frederica Road and Riverview Drive

⇒ Frederica Road and Sea Island Road

⇒ Ocean Boulevard and Mallory Street

⇒ Sea Island Road and Hamilton Landing Drive

⇒ East Beach Causeway and Ocean Boulevard

⇒ East Beach Causeway and Demere Road

⇒ Sea Island Road and Demere Road

⇒ Kings Way and Frederica Road

⇒ GA 25 Spur and Altama Connector

⇒ Frederica Road Traffic Flow Improvements

Needs and Opportunities

Throughout the development process of the comprehensive plan update, issues and opportunities were identified through feedback received from the public and stakeholders. The following table details the issues and opportunities defined during the planning process, along with potential strategies.

Table 7: Transportation Issues and Opportunities

IDENTIFIED ISSUES	OPPORTUNITIES/STRATEGIES
Golf Carts • Local road congestion on St. Simons Island (SSI) resulting from low travel speeds of golf carts in vehicular travel lanes. • Lack of golf cart accessible facilities and amenities on Saint Simons Island.	• Perform a golf cart accessibility analysis to identify specific issues and opportunities pertaining to golf cart driver behaviors and potential infrastructure investments on St. Simons Island. • Develop public information materials for distribution, regarding local laws and safety considerations. • Coordinate with local police department to promote enforcement of laws pertaining to golf cart accessibility.

IDENTIFIED ISSUES	OPPORTUNITIES/STRATEGIES
Transit • Traffic during peak hours (7:30 -8:00) to and from SSI indicates a need for commuter transit (on and off island trips). • Sea Island's shuttle operates between a lot on SSI near the waste treatment plant. This only reduces traffic within Sea Island and is not a benefit for the workers. • Job Corps does not allow students to leave the campus on foot. Public transportation would be an ideal option for these individuals. • Public transit to SSI for employment based travel is needed. • On-Island transit shuttle to support access to beach from high density developed area (Village, Coast Guard, Condos). Similar to old tram. • Countywide Public Transportation is needed. Federal funding is available and should be used for this.	• Support Brunswick Area Transportation Study efforts to assess the need and market for public transportation in Glynn County. Assessment should include a thorough review of supporting alternative transportation options that can support a fixed route transit program, such as ride-share van and trip voucher programs. • Continue collaborative planning efforts to identify a project sponsor and local funding source(s) for the operation of a public transit system. • Continue to work with Coastal Regional Commission to improve the underutilized rural transit services currently available to Glynn County residents.
Bicycle/Pedestrian • Existing multipurpose paths are in need of improvement / maintenance. • All beach access points (approximately 40) should have bicycle racks and pedestrian facilities to mitigate lack of public parking. • Pedestrian's walk on Old Jesup Highway with no sidewalks or trails; it is dangerous. • Existing bike paths and trails are not protected by physical barrier or sufficient separation. • Very much in favor of Canal trail project for safe bicycle/pedestrian travel and economic development.	• Perform maintenance audit for non-motorized facilities and incorporate in Glynn County Capital Improvement Project list for maintenance and upgrades. • Utilize Glynn County's GIS database to map the location and existing infrastructure at public beach access points on SSI. Establish screening and prioritization criteria for use in developing a beach access investment list. Identify funding sources to support these access upgrades and implement based on priority, as funding is secured. • Support BATS efforts to identify corridors on the Federal Highway System and State Routes locally targeted for bicycle and pedestrian facilities and coordinate with GDOT to identify feasibility and opportunities for incorporation of bicycle and pedestrian facility enhancement.

	• Utilize the Glynn County Trail and Multipurpose Path study's project list to establish local investment priorities for bicycle and pedestrian infrastructure improvements. • Utilize Glynn County Grant Writing Administrator to apply for funding to construct sidewalks, trails, and related multimodal infrastructure.
<u>Recreation/Boating</u> • Blythe Island is the only place on the mainland with a motorized boat launch, additional facilities would be helpful for Mainland residents and visitors. • Protecting existing neighborhood character is vital to maintaining our community's quality of life. The County should develop a procedure to evaluate proposed developments and redevelopments to identify and mitigate potential negative impacts on existing land uses. The evaluation should address, but not be limited to: public safety, traffic, water, wastewater, stormwater and environmental impacts.	• Continue to support local planning efforts for appropriate and sustainable public access to natural resources; including recreational boating. • Conduct a comprehensive recreational water accessibility analysis to assess existing/planned access points and identify additional areas in Glynn County appropriate for investments in water access and boat launch infrastructure.

8 Community Work Program

The Community Work Program (CWP) presents the specific action items designed to address each of the needs and opportunities. It is important to note that there are numerous actions items listed within this plan and that implementation of all these elements within the 10-year time frame may not be realistic. However; the County has elected to include all recommended action items with the understanding that circumstances that currently limit options may change (e.g. future development, federal and state infrastructure programs, tax legislation, debt restructuring, etc.) and that such changes may give the County an opportunity to consider additional action items in the future. Therefore, a complete listing of desired activities and programs is included within this plan.

The CWP includes the following information for each listed action item:

⇒ *Action Item*: Brief description of the activity.

⇒ *Responsible Party*: Parties identified as being responsible for the implementation of the action items include County departments, agencies, and authorities. The responsible parties identified within this workplan are listed by the following acronyms:

BOC	Glynn County Board of Commissioners
BATS	Brunswick Area Transit Study
BGCDA	Brunswick and Glynn County Development Authority
BJCC	Brunswick Job Corps Center
CD	Glynn County Community Development Department
PW	Glynn County Public Works Department
JWSC	Brunswick Glynn County Joint Water and Sewer Commission
COB	City of Brunswick
CC	Brunswick Golden Island Chamber of Commerce
CVB	Golden Isles Convention and Visitors Bureau
RP	Glynn County Recreation and Parks Department
EMA	Glynn County Emergency Management Agency
CRC	Coastal Regional Commission
GDOT	Georgia Department of Transportation
BOE	Glynn County Board of Education
GICA	Golden Isles Career Academy
CPTC	Coastal Pines Technical College
SSLT	St. Simons Land Trust
SRTA	State Road & Tollway Authority
TAB	Glynn County Tree Advisory Board
GA DNR	Georgia Department of Natural Resources

⇒ *Cost*: Estimated cost, if known, for implementation of the identified action item.

⇒ *Potential Funding Source*: Potential or recommended funding source. It may be a specific County fund or a grant/loan program.

⇒ *Priority*: With an understanding that the County has limited resources to dedicate to implementation of the CWP, the County has assigned a priority status to each action item in an effort to assist with identification of the most urgent, necessary, and/or desired programs. Input on priority issues provided by the Steering Committees (summarized in Chapter 4) has informed the County's process of assigning priority status. However, it is important to recognize that all action items included herein relate to needs and opportunities identified in the plan. The three priority levels are: 1) Immediate 2) Near-Term and 3) Future. The timeframe for initiating each action item is related the assigned priority status and is as follows: 1) Immediate priority activities should be initiated within 1-2 years, 2) Near-Term priority activities should be initiated within 2-5 years, and 3) Future priority activities should be initiated within 5-10 years.

Table 8: Community Work Program

Action Item		Responsible Party	Estimated Cost	Potential Funding Source	Priority
Economic Development					
1	Work with the BGCDA to target aeronautical-related industries to locate in Glynn County at the airport industrial sites, and work with the technical colleges to offer industry specific training for aeronautics.	BGCDA	Staff Time	BGCDA, General Fund	Immediate
2	Work with local industries, Brunswick Job Corp Center, Career Academy, and Coastal Pines Technical College to create a viable apprenticeship program.	BGCDA, BJCC, GICA, CPTC	Staff Time	BGCDA, General Fund	Near-Term
3	Develop a marketing campaign to market economic development opportunities in Glynn County to a national/international audience.	BGCDA	TBD	BGCDA	Near-Term
4	Work with JWSC to ensure that there is adequate water and sewer access for commercial and industrial developments, and that the rate structure/tap fees is not a disincentive for businesses wanting to locate in Glynn County.	CD, GIS, JWSC	Staff Time	General Fund	Immediate
5	Develop a formal packet of information regarding the various economic incentives offered to projects of different magnitudes. This should be developed as marketing material and be pre-approved by the BOC.	BGCDA	TBD	SPOST, General Fund, Loans, Bonds	Immediate

Action Item		Responsible Party	Estimated Cost	Potential Funding Source	Priority
6	Continue to update the inventory and clearinghouse of all the existing workforce training resources in the County and their offerings.	BGCDA, BJCC	Staff Time	BGCDA	Near-Term
7	Update and promote inventory of available commercial and industrial properties (both vacant structures and vacant land), with sufficient infrastructure, and market these to regional businesses.	BGCDA	Staff Time	BGCDA	Immediate
8	Establish strategies for incentivizing investment along US 17 to attract community-scaled commercial development including restaurants and retail businesses.	BGCDA	Staff Time	BGCDA	Near-Term
9	Develop a plan for repurposing and revitalizing underutilized big-box commercial developments on Spur 25.	BGCDA	Staff Time	BGCDA	Future
10	Work with regional partners to participate in the GRAD (Georgia Ready for Accelerated Development) program for available industrial parks.	BGCDA, CC	Staff Time	BGCDA	Near-Term
Land Use					
11	Create special area plans for the Community Gateways at I-95 Exits. Address impacts of truck traffic on residential development at Exit 29, including the possible addition of sound barriers.	CD, BGCDA, CVB	$150,000	General Fund, BGCDA, Hotel Motel Tax	Immediate

Action Item		Responsible Party	Estimated Cost	Potential Funding Source	Priority
12	Create special area plans for St. Simons Island that include updated population information, future approved developments, and transportation issues, where appropriate. Consider the use of Overlay Districts to implement plan recommendations.	CD	$75,000 per year, Staff Time	General Fund	Immediate
13	Research the potential to sunset Planned Development texts where feasible, and/or initiate a program to purchase or transfer development rights on St. Simons Island.	CD	TBD	General Fund, STD	Near-Term
14	Complete GIS database of legal lots and tax parcels. Use this information as needed to develop a policy related to residential infill on SSI.	CD	Staff Time	General Fund	Near-Term
15	Establish data sharing protocol between Community Development and the GIS Department to ensure all future proposed developments are geocoded to include parcel data, development densities, and current development status to ensure accurate and efficient future socio-economic data collection and support efforts to document growth trends in the community.	CD, GIS	Staff Time	General Fund	Near-Term
16	Update the County development buildout status report and perform updates on a regular schedule to demonstrate vested developments approved for construction.	CD	Staff Time	General Fund	Immediate

Action Item		Responsible Party	Estimated Cost	Potential Funding Source	Priority
17	Update County Zoning and Subdivision Ordinances in accordance with the recommendations of this plan. Allow for and incentivize alternative subdivision design, including Conservation Subdivision, Traditional Neighborhood Development, and Agricultural Conservation Subdivision.	CD	$200,000	General Fund	Immediate
18	Establish design criteria for commercial, mixed use, multi-family, and planned developments as part of this ordinance update.	CD	Part of Ordinance Update	General Fund	Immediate
19	Develop "green" standards, which describe the characteristics or criteria for desirable, sustainable development as part of the ordinance update. Consider expanding requirements for riparian buffer protection, where appropriate.	CD	Part of Ordinance Update	General Fund	Immediate
20	Work with JWSC to identify where there is limited or no capacity in the wastewater system and limit new development in those areas.	CD, JWSC	Part of Ordinance Update	General Fund Water & Sewer Fees	Immediate
21	Consider limiting or incentivizing the reduction of impervious surfaces, as part of the ordinance update.	CD	Part of Ordinance Update	General Fund	Immediate
22	Update the zoning and development review process to include screening of properties adjacent to the Brunswick Golden Isles Airport to ensure that new development doesn't exceed the Airport Master Plan's height obstruction recommendations and affect the viability of the airport's Runway Clear Zones.	CD	Staff Time	General Fund	Near-Term

Action Item		Responsible Party	Estimated Cost	Potential Funding Source	Priority
23	Continue working with partners to implement the wayfinding signage design plan and seek funding for plan implementation.	CD, CC, CVB, COB	TBD	Grants, Hotel Motel Tax, General Fund, COB	Near-Term
24	Staff review of the potential benefits and impacts of new ordinances.	CD	Staff Time	General Fund	Near-Term
Housing					
25	Administer regulations to ensure housing quality per adopted codes via a comprehensive inspection program, property maintenance standard enforcement, and strengthened condemnation efforts.	CD	Staff Time	General Fund, Fees	Immediate
26	Continue to utilize the Community Housing Improvement Program (CHIP) grant program to fund housing rehabilitation.	CD	$300,000	CHIP grant	Immediate
27	Work with JWSC to identify areas where there is capacity to serve moderate to high density residential development.	CD, JWSC	Staff Time	General Fund Water & Sewer Fees	Immediate
28	Perform a housing condition assessment to better understand the condition of housing in the County. Include identification of historically relevant housing in the County.	GIS, CD, Tax Assessor	Staff Time	General Fund	Future

Action Item		Responsible Party	Estimated Cost	Potential Funding Source	Priority
29	Develop standards for preservation of historic homes, if appropriate.	CD	TBD	General Fund	Future
30	Perform a housing study to determine the need for various housing types and identify incentives to encourage needed types of housing.	CD	Staff Time	General Fund	Future
Natural, Historic, and Cultural Resources					
31	Develop a County Greenspace Plan to identify and prioritize natural areas for future protection and address connectivity between exiting greenspace and community facilities by utilizing rights-of-way. This plan should be coordinated with the Coastal Georgia and East Coast Greenways, the Lower Altamaha River Corridor, and transportation projects to better leverage existing funding and resources.	CD, RP, SSLT, GA DNR	$50,000	General Fund, Grants	Immediate
32	Review the potential to preserve County control of Altamaha Canal and invest in its rehabilitation as part of the Greenspace Plan. Reengage the Altamaha Canal committee to focus on this project.	CD	Staff Time	Grant	Future
33	Develop Groundwater Recharge Area protection standards and include in the ordinance update.	CD, BOC	Part of Ordinance Update	General Fund	Immediate
34	Update inventory of historic and cultural structures, locations, and districts. Develop a system for prioritizing resources for preservation, rehabilitation, maintenance, etc.	CD, Volunteers	Staff time	General Fund	Near-Term

Action Item		Responsible Party	Estimated Cost	Potential Funding Source	Priority
35	Based on the results of the historic and cultural resources inventory, determine if there is a need to implement a Historic Preservation Ordinance.	CD	Staff Time	General Fund	Future
36	Identify African American cultural resources and promote Glynn County's location and designation on the Gullah Geechee Cultural Heritage Corridor.	CD, CVB	$15,000	Grant	Near-Term
37	Create a web-application guide for tourists to promote Glynn County's natural, cultural and historic resources.	GIS, CVB	Staff Time	General Fund	Future
38	Adopt and enforce a new Tree Ordinance for the County, which may incorporate different strategies by jurisdiction and neighborhood.	CD, BOC, TAB	Part of Ordinance Update	General Fund	Immediate
39	Provide education on how to protect tree canopy before, during, and after construction.	CD, TAB	Staff Time	General Fund	Immediate
40	Consider updating beach usage and management ordinances, such as a leash law, litter control, alcohol usage, and parking strategies.	CD	Part of Ordinance Update	General Fund	Immediate
County Facilities, Services and Funding					
41	Develop Capital Improvements Program (CIP) Plan and update annually.	CD, PW, Finance	Staff Time	General Fund	Immediate

Action Item		Responsible Party	Estimated Cost	Potential Funding Source	Priority
42	Implement Impact Fees to fund infrastructure improvements needed to accommodate new development.	CD	$50,000	General Fund	Immediate
43	Perform study and establish a Stormwater Utility in coordination with Brunswick's Stormwater Utility program.	CD, BOC	$150,000	Stormwater Utility	Near-Term
44	Adopt the Coastal Stormwater Supplement.	CD, PW, BOC	Staff Time	General Fund	Immediate
45	Develop a Master County Drainage Plan.	CD	$250,000	Stormwater Utility	Near-Term
46	Maintain and replace storm-damaged beach-access cross overs and signage.	PW	TBD	General Fund, Grants, Hotel Motel Taxes	Immediate
47	Identify funding sources to support beach access upgrades and implement, based on priority, as funding is secured.	CD, PW	Staff Time	Hotel Motel Taxes, Grants, SPLOST	Near-Term
48	Upgrade beach access points on St. Simons Island to include bicycle racks and pedestrian facilities to mitigate lack of public parking.	PW	TBD	Public - Privat Partnerships	Near-Term
49	Maintain, improve, and expand the network of bike paths and multipurpose trails	CD, PW, BATS	TBD	General Fund, BATS, Grants	Immediate

Action Item		Responsible Party	Estimated Cost	Potential Funding Source	Priority
50	Develop a Recreation Master Plan that includes a park level of service assessment, development of additional recreational facilities, access to coastal resources, parking, marina and boat facilities, blueway trails, and areas to be set aside for protection and/or lower-impact uses.	RP	$75,000, Staff Time	General Fund	Near-Term
51	Conduct a comprehensive recreational water accessibility analysis to assess existing/planned access points, identify a system of blueway trails, and identify additional areas in Glynn County appropriate for investments in water access and boat launch infrastructure.	RP	$60,000	Hotel Motel Taxes	Near-Term
52	Enhance transparency related to County government by making the website more user friendly, promoting public engagement opportunities, and cross referencing resources on public information platforms.	BATS, PIO	Staff Time	General Funds	Near-Term
53	Research the need to construct and provide programming for a Senior Center for unincorporated Glynn County.	RP	TBD	General Fund, Grants	Future
Resiliency					
54	Review building and relevant land development codes to determine if additional regulations are needed to better protect buildings from wind and flooding due to coastal storms and sea level rise.	CD	Staff Time	General Fund	Near-Term

Action Item		Responsible Party	Estimated Cost	Potential Funding Source	Priority
55	Develop a plan for beach protection that addresses the dune system and rock barriers.	CD, Finance, PW, EMA	$50,000, Staff Time	Coastal Incentive Grant, General Fund	Immediate
56	Work with conservation agencies to create a prioritized inventory of lands to be preserved. Priority should be based on opportunities to mitigate flooding by preserving floodplains, marshlands and other low-lying areas, as well as opportunities to protect undeveloped lands within the Lower Altamaha River Corridor and Little Satilla River Corridor.	CD, RP, SSLT, GA DNR	In association with the Greenspace Plan	General Fund, Grants	Immediate
57	Request that DOT perform a study to determine if improvements are needed to make F.J. Torras Causeway more resistant to sea level rise, flooding and other storm-related impacts.	BATS, GDOT	TBD	BATS, Grants	Immediate
58	Work to improve Glynn County's Community Rating System score and reduce flood insurance premiums by evaluating and implementing action items that mitigate the community's flood risk.	CD, PW	Staff Time	General Fund	Near-Term
59	Using knowledge and experience from recent storms and incorporating model practices from other communities, improve and update the Emergency Response and Recovery Operations Plan, the Disaster Response and Redevelopment Plan, and the Multi-Hazard Mitigation Plan.	GCEMA, CD	$15,000, Staff Time	General Fund	Immediate

Action Item		Responsible Party	Estimated Cost	Potential Funding Source	Priority
60	Ensure that appropriate policies, including the contract for debris removal and debris removal monitoring, are in place prior to hurricane season.	GCEMA, CD	Staff Time	General Fund	Immediate
Intergovernmental-Interagency Coordination					
61	Seek funding to perform Consolidation Study for Brunswick-Glynn County.	BOC	$150,000	State	Immediate
62	Work with the City of Brunswick to support downtown revitalization.	BOC	TBD	COB, BOC	Near-Term
63	Consider partnering with Brunswick for building inspections and planning services.	CD	TBD	COB	Near-Term
64	Work with JWSC to update the Masterplan for water and sewer services so that it is affordable and consistent with the County's desired future land use.	CD, JWSC	Staff Time	General Fund	Immediate
65	Consider additional funding sources to fund water and sewer improvements.	BOC, BGCJWSA	TBD	SPLOST	Immediate
66	Revise the public utility service area during the Service Delivery Strategy (SDS) update to reflect the desired limit of urban growth, limit public water and sewer infrastructure expansions outside of the urban area, and allow residents in West Glynn to utilize sanitary sewer and wells, when appropriate.	CD, JWSC, COB	Staff Time	General Fund	Immediate
Transportation					

Action Item		Responsible Party	Estimated Cost	Potential Funding Source	Priority
67	Support Brunswick Area Transportation Study's ongoing efforts to utilize 5303 transit planning funding provided by the Federal Transit Administration to analyze the demand for and feasibility of transit service in Glynn County.	CD, COB, BATS	$51,344/year	5303/5307 Grant Funding	Immediate
68	Identify potential public-private partnership stakeholders, with mutual interest in implementing public transit services in Glynn County, and establish a local project sponsor.	CD, COB, BATS, CRC	Staff Time Consultant	5303/5307 Grant Funding	Immediate
69	Consider a study to determine if a toll road system for the F. J. Torras Causeway for SSI could help fund infrastructure improvements.	BATS, CD, GDOT, STRA	$75,000	General Fund, Federal PL Funding	Immediate
70	Incorporate road classification into the Glynn County zoning and development approval process to ensure supporting road networks are adequately sized to support proposed development.	PW, GIS, CD	Staff Time	General Fund	Immediate
71	Establish criteria for developer-funded traffic impact analysis, and that establishes methods, valuation, and limits for transportation impact fees/investments. Clear thresholds should be established, along with a framework for impact fees and/or developer responsibilities to mitigate development-related impacts.	CD	Part of Ordinance Update	General Fund	Immediate
72	Using Bike and Multipurpose Trails Plan recommendations, establish a prioritized project list, identify funding mechanisms for construction and provide the public with updates regarding program status.	CD, BATS	Staff Time	General Fund	Near-Term

Action Item		Responsible Party	Estimated Cost	Potential Funding Source	Priority
73	After the completion of current SPLOST transportation projects, conduct a Comprehensive Traffic Study to determine new roadway level of service and if additional transportation improvements are needed.	CD	$200,000	General Fund	Near-Term
74	Perform a parking study to assess the capacity of parking infrastructure for St. Simons Island, including surface parking expansion and parking garage facilities.	CD	$80,000	General Fund	Near-Term
75	Work with BATS MPO and Georgia Department of Transportation (GDOT) to determine if a traffic optimization analysis is warranted for Frederica Road, including a coordinated signal timing analysis.	BATS, CD	$45,000	General Fund, Federal PL Funding	Immediate
76	Implement a local Golf Cart Ordinance that provides clear rules and prohibitions.	CD	Part of Ordinance Update	General Funds	Immediate
77	Develop an approved golf cart route map based on ordinance standards and make it available to St. Simons Island residents and visitors so permissible golf cart use is clearly defined.	CVB	TBD	Hotel Motel Taxes	Immediate
78	Support BATS efforts to identify corridors on the Federal Highway System and State Routes to target for bicycle and pedestrian facilities. Coordinate with GDOT to identify feasibility and opportunities for incorporation of bicycle and pedestrian facility enhancement.	BATS, CD	Staff Time	General Fund, Federal PL Funding	Immediate

Action Item		Responsible Party	Estimated Cost	Potential Funding Source	Priority
79	Work with the BOE to establish a Safe Routes to Schools program that helps support proactive bicycle and pedestrian investment for new schools and identifies solutions to safety problems created by school location.	BATS, CD, BOE, BOC	$40,000	General Fund, Federal PL Funding	Near-Term
80	Coordinate with City of Brunswick to establish a consistent Complete Streets Policy that ensures a continuation of mobility enhancements for corridors that cross jurisdiction boundaries.	CD, COB	Part of Ordinance Update	General Fund	Near-Term
81	Reestablish the Citizen Advisory Committee for BATS.	BATS, CD	Staff Time	General Fund, Federal PL Funding	Immediate

Appendix: Report of Accomplishments

Per DCA Requirements, Glynn County has completed the Report of Accomplishments to identify the current status of each activity in the Community Work Program submitted in 2013. Activities are reported as one of the following:

- Completed
- Underway
- Postponed
- Not Accomplished

Activities that are reported as being underway, or postponed, are included in the 2018 Community Work Program. Activities that were accomplished are no longer activities that Glynn County no longer intends to undertake, and an explanation is provided below.

Table 9: Report of Accomplishments

Project or Activity	Status	Comments
PLANNING - GENERAL		
Develop a county-wide Greenprint Plan to make the best use of existing and planned greenspace areas by creating linkages and using greenspace areas for aesthetic, economic, recreational, and environmental functions.	Postponed	The County is planning to undertake a Greenspace Master Plan as part of the new Community Work Program.
Airport & FLETC Area - Collaborate on a long-term master plan for FLETC and the surrounding area to anticipate and prevent land use conflicts.	Completed	Airport Master Plan was completed.
Central Glynn - Create corridor redevelopment plan for Spur 25	Not Accomplished	County priorities have changed, and this will now be a Redevelopment Plan for Exit 36 area.

Project or Activity	Status	Comments
West Glynn - Plan for compatible and/or transitional land uses around the existing industrial node in the Sterling area.	Not Accomplished	This project is no longer a 5 -year priority for the County.
Central Glynn - Create special area plan for the Exit 29 area	Postponed	The County is planning to create this plan in the next 5-year period.
West Glynn - Develop a special area plan for the US 341 corridor	Not Accomplished	This project has been replaced with the Exit 36 Area Redevelopment Plan.
West Glynn - Develop a special area plan for the US 82 corridor	Not Accomplished	The project is no longer a 5-year priority for the County.
Develop Capital Improvements Program and update annually	Underway	The County will be creating and annually updating a CIP in the next 5 years.
Update Comprehensive Plan - adopt in 2018	Underway	This plan is currently under development.
LAND USE		
Develop a Conservation Subdivision Ordinance or updated Planned Unit Development Ordinance	Completed	
Develop residential infill ordinance for SSI	Underway	The County is currently working on developing a GIS database of legal lots and tax parcels. This information is needed to develop a policy related to residential infill on SSI.
Feasibility Study for Impact Fees to fund infrastructure	Postponed	This activity is planned for 2019.
Update county subdivision regulations to reflect the Georgia Department of Natural Resource's Green Growth Guidelines	Postponed	The County will consider Green Growth Guideline standards as part of the Zoning and Subdivision Code updates, scheduled to begin in 2018.
Develop a Groundwater Recharge Area protection ordinance	Postponed	The County will consider Groundwater Recharge Areas as part of the Zoning Code update, scheduled to begin in 2018.

Project or Activity	Status	Comments
Development regulations shall be adopted that establish design criteria for commercial and multi-family developments	Postponed	The County will consider adopting design criteria for commercial and multi-family developments as part of the Zoning Code Update, scheduled to begin in 2018.
Administer and enforce subdivision regulations, building codes, zoning ordinance requirements	Completed	This is a policy and will be included in that section of the Comprehensive Plan.
NATURAL AND HISTORIC RESOURCES		
Establish long term historic preservation program involving researching eligibility for National Register Status.	Postponed	This action item will be changed in the new Community Work Program to be an update of the inventory of historic and cultural resources.
Preserve county control of Altamaha Canal and invest in its rehabilitation.	Postponed	The County will consider this item as part of the Greenspace Master Plan identified above.
Assist in the restoration of County- owned properties	Underway	This item is addressed by the County as part of their ongoing maintenance program for County facilities.
Continue closure and post closure activities on discontinued landfills.	Underway	This item is underway but is unnecessary to include in the future Work Program, as it is a regulatory requirement.
Designation of Historic Protection Ordinance based on Georgia DNR standards	Postponed	The County needs to complete an inventory of historic resources and districts prior to consideration of any Historic Protection Ordinances.
Marsh encroachment study	Not Accomplished	This is a DNR project and not a County- project and will therefore be eliminated from the Community Work Program.
Implementation of Marsh Study findings	Postponed	The County will evaluate the finding of the Marsh Study, once it is complete.
Develop a beach access policy and ocean scenic view preservation policy	Not Accomplished	This is a low priority for the County and therefore not included in the future Community Work Program.

Project or Activity	Status	Comments
Assist in the restoration of County- owned historic properties	Postponed	This is postponed until after the completion of the historic and cultural resources inventory.
Consider hiring development review staff dedicated to enforcing environmental regulations and ordinances	Accomplished	The County has hired additional staff that can assist with this effort.
ECONOMIC DEVELOPMENT		
Continue to support the clean-up of existing hazardous waste sites and prevention of new pollution.	Underway	This is a policy statement not an action item. It is ongoing.
Work with community partners to develop and/or expand technical centers, charter schools, the college and Job Corps.	Underway	This is a policy statement not an action item. It is ongoing.
Cooperate with Development Authority efforts to market to target industries in communications, transportation, general machinery and high tech.	Underway	This is a policy statement not an action item. It is ongoing.
Develop transportation studies to resolve parking and other problems limiting economic development. Special study of US 17 from 1-95 to Brunswick.	Completed	DOT has an ongoing project on HWY 17.
Develop "green" standards which describe the characteristics or criteria for desirable industrial development of Glynn County.	Postponed	This will be considered as part of the future Zoning Ordinance Update.
Collaborate with the Georgia Ports Authority to establish benchmarks for Port productivity and monitor the effectiveness of the Port relative to those benchmarks.	Not Accomplished	Glynn County coordinates with GPA but is not responsible for monitoring and benchmarking their productivity. This will be moved to a general policy statement.
HOUSING		
Administer regulations to ensure housing quality per adopted codes via a comprehensive inspection program.	Postponed	The County plans to address property maintenance standards and strengthen condemnation efforts in the next five years.

Project or Activity	Status	Comments
Revise and implement new ordinance requirements as needed.	Underway	This is a policy statement not an action item. It is ongoing.
Evaluate available housing rehabilitation programs and implement those that are appropriate.	Underway	The County has received a CHIP grant for this purpose and plans to continue this program.
Enforce health and on-site sewage requirements.	Not Accomplished	This a County Health Department function, and they are a division of the State of Georgia. It will be removed from the Community Work Program.
Encourage rehabilitation of the housing stock in Glynn County and apply for grants as appropriate.	Underway	The County has received a CHIP grant for this purpose and plans to continue this program.
INFORMATION TECHNOLOGY/GEOGRAPHIC INFORMATION SYSTEMS		
IT/GIS - Continue to develop Information Systems to supportCounty mission.	Underway	The County is in the process of purchasing Project Docs software for plan review record keeping in 2018 for $187,000. This general policy statement will be included in that section of the Comprehensive Plan.
Keep the County's Record Retention Program in compliance with the standards of the Georgia Department of Archives and History.	Underway	This is a requirement and therefore it is unnecessary to list it in the Community Work Program.
PUBLIC SAFETY		
Maintain the state of the art automation of case management in the Police and Fire Department.	Accomplished	
Ensure that Fire Department equipment is in compliance with national standards and codes.	Underway	This is a policy statement not an action item. It is ongoing.
Develop and implement a natural disaster resiliency plan.	Accomplished	Completed DRRP in 2016.
TRANSPORTATION -TRANSIT MANAGEMENT		

Project or Activity	Status	Comments
Evaluate opportunities for cost effective regional transit and participate where appropriate.	Underway	This is included in the BATS Work Program for 2019.
Develop and adopt a county Thoroughfare Plan.	Not Accomplished	This is no longer a priority for the County.
Develop and adopt a county bicycle plan.	Accomplished	The County completed the Glynn County Bike and Multipurpose Trail Study in 2016.
Evaluate the feasibility and impacts of developing a second causeway to St Simons Island.	Postponed	The County has determined that this project to be infeasible at this time and does not consider this to be a priority at this time.
Create a traffic management plan for key intersections along SSI.	Accomplished	The County completed a Traffic Study in 2015
Develop and implement a Transportation Demand Management (TDM) strategy for travel to St. Simons Island.	Underway	This will part of the regional transit study included in the BATS Work Program.
TRANSPORTATION - ROADS		
Continue to seek funding to beautify the Gateways	Underway	County currently working with CVB and Brunswick to fund a Gateway signage design plan. The County will seek funding in the future Community Work Program to implement signage plan.
Seek funding for traffic safety programs	Underway	Safety projects are currently included in the 2040 MTP and funded in the 2016 SPLOST.
TR-BATS-TIP - County road safety projects	Underway	Safety projects are currently included in the 2040 MTP and funded in the 2016 SPLOST.
STORMWATER MANAGEMENT		

Project or Activity	Status	Comments
Implement NPDES II Plan as required by EPA.	Underway	This is underway but is not necessary to include in the Community Work program as it is a regulatory requirement.
Develop a Master County Drainage Plan.	Postponed	This will be included in the future County Work Program.
Feasibility Study for Stormwater Utility.	Postponed	The County will consider this upon completion of the Brunswick Study.
SOLID WASTE		
Assist in public education programs regarding solid waste techniques and regulations	Accomplished	The County is coordinating with KGIB and Brunswick on a new litter program and focused code enforcement.
Implement a new Solid Waste and Waste Reduction System - Pay as you throw (PAYT).	Not Accomplished	The County has elected to renew contract with the current solid waste hauler who charges residential customers a flat rate by the bin.
PARKS & RECREATION		
Consider the feasibility of a county owned tree farm/nursery at Blythe Island Regional Park in order to provide plant material for county properties throughout the county.	Not Accomplished	This is no longer a priority for the County.
Provide reliable beach access on St. Simons Island.	Underway	The County is currently maintaining and replacing storm-damaged cross overs and signage. This policy statement will be moved to the appropriate location.
Maintain bike paths and multipurpose trails.	Underway	There are line items in the 2016 SPLOST that will address this item.
Develop a Master Plan for Blythe Island Regional Park, which considers the development of additional recreational facilities, access and parking, and areas to be set aside for protection and/or lower-impact uses.	Postponed	The County has proposed a Recreation Master Plan as part of the Community Work Program, and this item will be addressed as part of that effort.

Project or Activity	Status	Comments
Research the potential long-term demand for marina and boat facilities at Blythe Island and plan expansion of these facilities accordingly.	Postponed	The County has proposed a Recreation Master Plan as part of the Community Work Program, and this item will be addressed as part of that effort.
Develop a plan for marinas, boat access, access to waterways, and wetlands close to existing population centers.	Postponed	The County has proposed a Recreation Master Plan as part of the Community Work Program, and this item will be addressed as part of that effort.
Negotiate a joint access agreement with Glynn County Schools for school recreational facilities. Encourage schools to be developed for multiple purposes and to serve as community centers.	Not Accomplished	The County coordinates with the Board of Ed for use of school buildings for emergency purposes, but not for recreation.
Implement a county-wide inland marina/boat ramp program.	Postponed	The County has proposed a Recreation Master Plan as part of the Community Work Program, and this item will be addressed as part of that effort.
UTILITIES		
Watershed Assessment SSI	Accomplished	In compliance with NPDES Permit.
SSI - New WWTP (North End)	Not Accomplished	Removed as part of Master Plan.
Watershed Assessment MLS	Accomplished	In compliance with NPDES Permit.
SSI Sewer Rehab/Upgrade	Underway	Part of BGCJWSC Master Plan.
SSI Water Rehab/Upgrade	Underway	Part of BGCJWSC Master Plan.

Project or Activity	Status	Comments
Mainland Upgrade	Underway	Part of BGCJWSC Master Plan.