GREATER LOWNDES 2030 COMPREHENSIVE PLAN

Community Agenda

Lowndes County and the Cities of Valdosta, Hahira, Lake Park, Dasher, and Remerton

Prepared by the
South Georgia
Regional Development Center
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1 INTRODUCTION

1.1 Purpose

As in many communities, the Greater Lowndes community has grown tremendously over the past two decades. Positive efforts to guide growth during this time occurred through comprehensive planning efforts in the early 1990's. While the original Plan was a valid and viable document at the time of its adoption, due to the tremendous growth and development over time it no longer reflects the growth trends of the Greater Lowndes area thus, the need for the *Greater Lowndes 2030 Comprehensive Plan.*

The Greater Lowndes community recognizes that growth and development in a scattered, unintended fashion can negatively impact our quality of life. Such growth may make it difficult for the community to plan for future development or effectively manage development-related environmental impacts, thus resulting in the kind of unplanned development known as "urban sprawl". Studies have shown that it is more expensive to provide public facility and services to developments that have sprung up in a haphazard, or leap-frog manner. Local governments can utilize their limited funds more efficiently by gradually expanding services from existing service areas in a rational and well-planned manner. Ultimately, when local governments find themselves in a position of reacting to new developments, it becomes difficult to anticipate and budget for the costs or providing needed new public facilities.

Thus, the purpose of the *Greater Lowndes 2030 Comprehensive Plan* is to guide elected officials and community leaders in long-term and day-to-day decision-making. The Plan illustrates an overall Community Vision; identifies Community Issues and Opportunities; and provides Goals, Policies, and Objectives, which should be followed to ensure the community's vision one day becomes a reality.

1.2 Community Assessment

As required by the Georgia Department of Community Affairs' Minimum Planning Standards for Comprehensive Planning, a complete *Community Assessment* was completed prior to the development of this *Community Agenda.* This *Assessment* provided an opportunity for each of the following community aspects to be inventoried and evaluated: Population, Economic Development, Housing, Natural and Cultural Resources, Community Facilities, Intergovernmental Coordination, Transportation, and Land Use. The results of this *Assessment* provided the groundwork for the development of this *Community Agenda.* As such, the information contained in the *Assessment* should be considered complimentary to that contained within the *Agenda.* Therefore, review of the *Assessment* is not vital to an understanding of this *Agenda*, however for those desiring additional information, a review of the *Assessment* is recommended.

1.3 Community Participation Program

In an effort to ensure extensive community involvement and civic participation, and in compliance with the State Department of Community Affairs' Minimum Planning Standards for Comprehensive Planning, a *Community Participation Program* was developed prior to commencing the *Community Agenda* portion of the planning process. This *Program* was utilized to guide community involvement throughout the planning process and ensure all stakeholder groups had an opportunity to contribute to the overall process.

1.3.1 Greater Lowndes Growth Advisory Committee

Throughout the development of the *Comprehensive Plan*, many positive developments in community involvement and civic engagement took place, including the formation of a *Greater Lowndes 2030 Advisory Committee.* This Committee included representation from the various governing bodies, economic engines, and stakeholder groups. Through its diverse representation, the Committee provided viable insight into the issues and opportunities facing the Greater Lowndes community. Now that the Plan is complete, the committee has the opportunity to transition into a *Greater Lowndes Growth Advisory Committee.* The existence of such a diverse body of community representatives will be a positive step in the direction of continued collaboration, which is vital to proactive Plan implementation. Further investigation regarding the structure and coordination of this committee should occur following the adoption of the Plan.

1.4 Community Agenda

In an effort to promote regional planning and collaboration, each of the Greater Lowndes communities committed to the development of a joint Comprehensive Plan. The goal was once again to develop a viable, living document that could be utilized by community leaders and stakeholders alike to guide the community's rapid growth and development. The development of this Plan was truly a joint community effort resulting in a variety of stakeholder involvement, including all governing bodies, and many community organizations and citizens. The result then, is a Plan which truly reflects the overall desires of the Greater Lowndes community.

1.5 Community Education

Throughout the *Greater Lowndes 2030* process there was a continuous effort to educate the community on the need for quality planning and development. During the two year period in which the Plan was written, citizens and community leaders alike became aware of the variety of impacts planning has on a community. Thus, a significant step in the right direction has occurred, opening the door for continued education and improvement.

1.6 Continued Planning

As with any community, planning represents a continuous challenge of collaboration within the Greater Lowndes area. Fortunately, the *Greater Lowndes 2030 Comprehensive Plan* serves as a guide in this ever changing field. However, this Plan should in no way be considered a final document. Although it is final in the sense that it has been adopted by each of the governing bodies and has been accepted by the State, we as a community know that it is only the first of many versions to come. Recognizing the need for quality planning in order to protect our valuable resources, the Greater Lowndes community is committed to updating and fine tuning this Plan on a regular basis. As greater collaboration continues to occur and more information is revealed, the Plan will be amended to reflect the community's growth and changing vision. Thus in no means should this document be considered an end to planning for our community's future; instead it is only the beginning, as we continue to come together to address the challenges of community growth and development while building on our valuable and unique resources.

2 COMMUNITY VISION

2.1 General Vision Statement

Throughout the Greater Lowndes 2030 planning process, the public has enjoyed many opportunities for active involvement. Through general public meetings, stakeholder group presentations, one-on-one discussions, bi-monthly newsletters, an informational website, and many dedicated members of the Advisory Committee, we were able to develop a vision statement for the Greater Lowndes community.

Concurrently with the Greater Lowndes 2030 Comprehensive Planning process, the community also underwent an image development campaign. Through the facilitation of two reputable Public Relations Firms, several community preference surveys were completed. Thus, the final vision statement also represents the results of both PR Firms.

Ultimately, the vision statement below addresses the desire to balance Lowndes County's quiet residential nature with progressive commercial and economic development. Through clear-sighted planning for the location, arrangement, and design of growth, Lowndes County can successfully balance its various land use needs and community goals. The following vision statement should serve as a guide in developing this balance.

> *In the year 2030, the Greater Lowndes Community will be a well-recognized leader in the South Georgia-North Florida region, as well as across the State. Due to the community's entrepreneurial and progressive mindset, it will have experienced substantial growth yet still have an unsurpassed quality of life due to its low cost of living, thriving regional institutions, and growing economic diversity. Recognizing and meeting the needs of a diverse population, the community's quality of life will be sustained through preservation of its natural resources; facilitation of active living through an interconnected system of parks, bicycle, and pedestrian facilities; and enhancement of its vibrant cultural resources. Through cooperation with the various educational institutions, the community will be able to sufficiently meet the employment demands of high-paying industries with high-school, college, and university graduates performing at or above state averages. Overall, the community's attractive family-oriented, small-town, rural nature will have been protected through a continued spirit of open communication and cooperation among our governing bodies and significant citizen engagement and community involvement.*

2.2 Future Growth and Development

In projecting future areas of growth and development, quality planning calls for those decisions to be based on infrastructure plans for transportation, water, and sewer; as well as the development suitability of land, existing land uses, and existing zoning.

2.2.1 Transportation Planning

Generally, long range transportation planning for the Greater Lowndes community is addressed through the Valdosta Lowndes Metropolitan Planning Organization (MPO). The MPO recently completed its *Valdosta-Lowndes Metro 2030 Long Range Transportation Plan (LRTP)*. Development of this document was based on a comprehensive data forecasting process for four main areas: population, housing, employment, and enrollment. Following the projection of a year 2030 total for each area, the anticipated number was allocated throughout over 400 Transportation Analysis Zones (TAZ).

These allocations were then loaded into an electronic Travel Demand Model, which is used to evaluate the effects proposed developments may have on the existing transportation network. Proactive utilization of this model helps ensure appropriate planning decisions are made both in the designation of future land uses and in improvements to the traffic infrastructure.

Federal mandates require that the LRTP be updated every 5 years to reflect changes in the community's growth and development. During this update, the Travel Demand Model is also updated to reflect the population, housing, employment, and enrollment changes within each TAZ. Concurrent with the LRTP update, the Future Development Maps of the Comprehensive Plan should also be updated.

As the community continues to grow rapidly, a highly functioning transportation network will become more important to maintaining and improving the community's desired quality of life. In order to ensure land use and transportation planning decisions are made concurrently, collaboration between the governing bodies, the Greater Lowndes Planning Commission, and the Valdosta-Lowndes Metropolitan Planning Organization is vital.

2.2.2 Water and Sewer Planning

The County and Cities' future plans regarding the extension of water and sewer services should also be relied on heavily for the depiction of future growth and development. Areas in which services are expected to be provided should receive more intense land use designations and provide for greater density. To assist in future water and sewer planning the City of Valdosta and Lowndes County both have Utility Master Plans to aid in the administrative, technical, and economical decisions, which must be made to ensure their respective water/sewer systems maintain appropriate capacity and a high-level of quality.

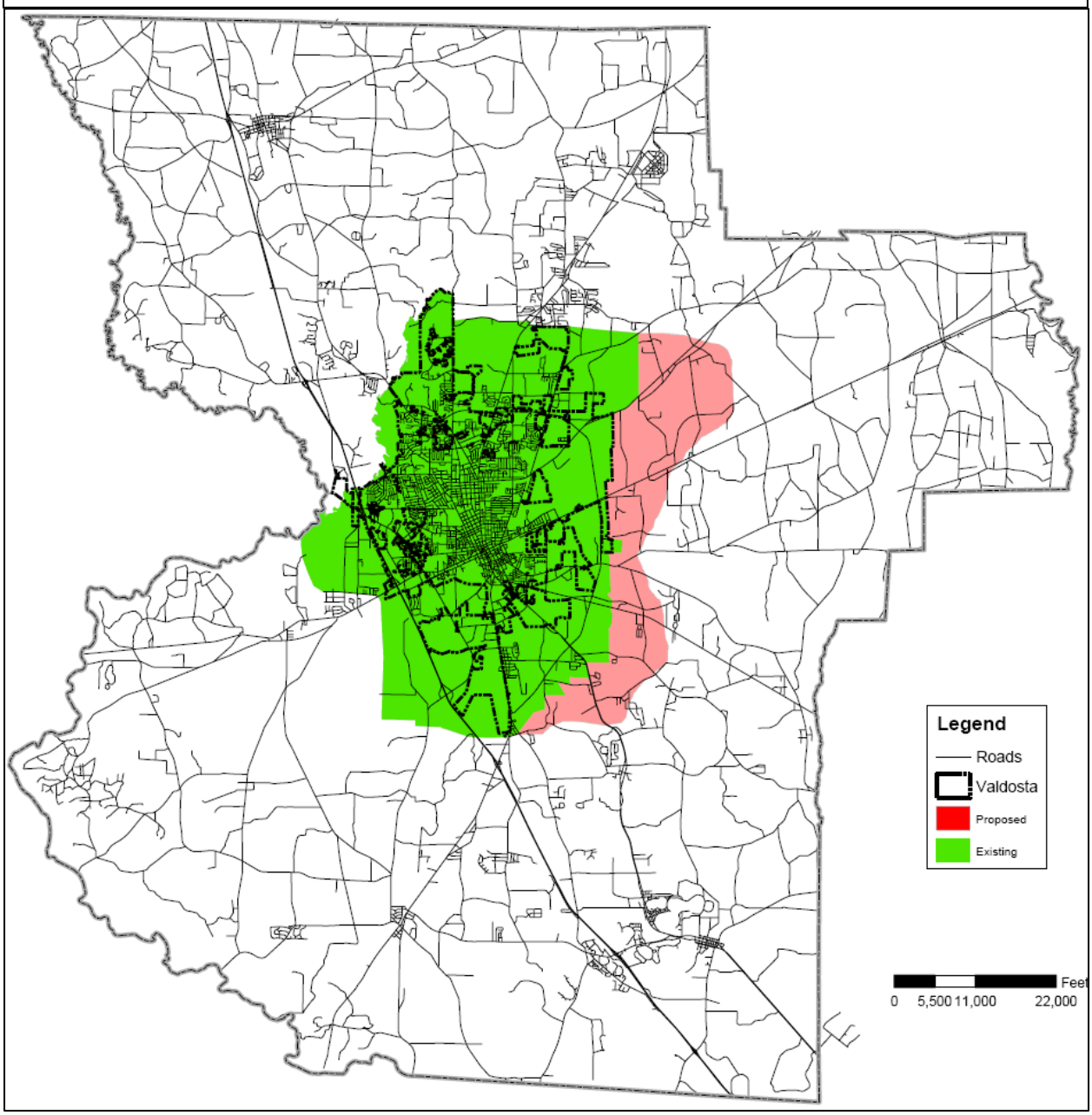
2.2.2.1 Lowndes County Utility Plans

Information regarding the utility extension plans and associated service areas for Lowndes County can be found under the Lowndes County Capital Improvement Element Section 4.3 of this Plan.

2.2.2.2 City of Valdosta Utility Plans

In an effort to add redundancy to the City of Valdosta's water and sewer system, and improve water quality through a looping of water lines, the City maintains an active Water/Sewer Master Plan. To guide in the extension of its water and sewer infrastructure, the City has delineated a current and future service area as illustrated by the map on the next page.

CITY OF VALDOSTA WATER AND WASTEWATER SERVICE AREA EXISTING AND PROPOSED



In order to provide water and wastewater services to the existing and proposed service areas in a manner that is administratively, technically, and economically feasible, the City of Valdosta anticipates completion of the following system expansions and improvements:

City of Valdosta Water Supply Planned Capital Projects and Costs		
Project	**Planned Start Year**	**Estimated End Year**
Water Supply Treatment		
Valdosta Water Treatment Plant	2005	2007
Water Supply Treatment - Well Field		
Refurbish Wells #2 & #3	2007	2007
Land	2007	2007
Raw Water Main Piping	2008	2010
Installation of new wells (5 wells)	2008	2010
Water Transmission/Distribution		
Scott Park Elevated Tank	2007	2008
Water Transmission Expansion		
Water Plant from Existing 30-inch main to Inner Perimeter Rd.	2006	2008
Jaycee Shack Rd. from Inner Perimeter Rd. to Northside Dr.	2007	2008
Inner Perimeter Rd. from U.S. 84 to existing 16-inch main	2007	2008
E. Park Ave. from Inner Perimeter Rd. to existing 12-inch main	2007	2008
U.S. 84 E. from Inner Perimeter Rd. to Clay Rd.	2007	2008
Inner Perimeter Rd. from Jaycee Shack Rd. to U.S. 84	2007	2008
N. Oak Street from Gornto Rd. to W. Brookwood Dr.	2011	2012
W. Brookwood Rd. from N. Oak St. to Patterson St.	2011	2012
Patterson Street from W. Brookwood Road to Old Clyattville Rd.	2011	2012
W. Savannah Ave. from Patterson St. to S. Briggs St.	2011	2012
Old Clyattville Rd. from Patterson St. to S. St. Augustine Rd.	2011	2012
Baytree Rd. from N. Oak Street to Gornto Rd	2011	2012

City of Valdosta Wastewater Planned Capital Projects and Costs		
Project	**Planned Start Year**	**Estimated End Year**
Wastewater Collection/Transmission System		
Sewer System Rehabilitation	2008	2018
Wastewater Collection - Sewer Extensions:		
Eastwind Sewer Lift Station Replacement	2007	2008
Valdosta Mall Sewer Outfall Replacement	2007	2009
Knights Creek	2007	2009
Lankford Drive Sewer Lift Station	2008	2010
Mud Creek Trunk Sewer	2008	2010
Dukes Bay Canal Outfall Rehab and Replacement	2008	2010
Cherry Creek Outfall	2008	2010
Wastewater Treatment		
Mud Creek WPCP Improvements	2006	2009
Withlacoochee WTP Improvements	2008	2011

Completion of these service area improvements will not only provide additional service to accommodate the City's projected population growth, but will also assist the City in meetings its goal of providing ISO Class 1 fire protection within its service area.

2.2.2.3 City of Hahira Utility Plans

At the time of developing this Comprehensive Plan, the City of Hahira was attempting to resolve some severe capacity issues in regards to their sewer system. While there was adequate capacity to meet the day-to-day water demands, the demand on the City's sewer system was greater than its capacity. In determining future growth and development for the City of Hahira a very conservative view was taken until the limiting capacity issues could be resolved. Most of the growth depicted in the Hahira area is large-lot residential in nature. (Following resolution of these issues, this portion of the Comprehensive Plan and the respective area of the Future Development Map should be updated.)

2.2.2.4 City of Lake Park Utility Plans

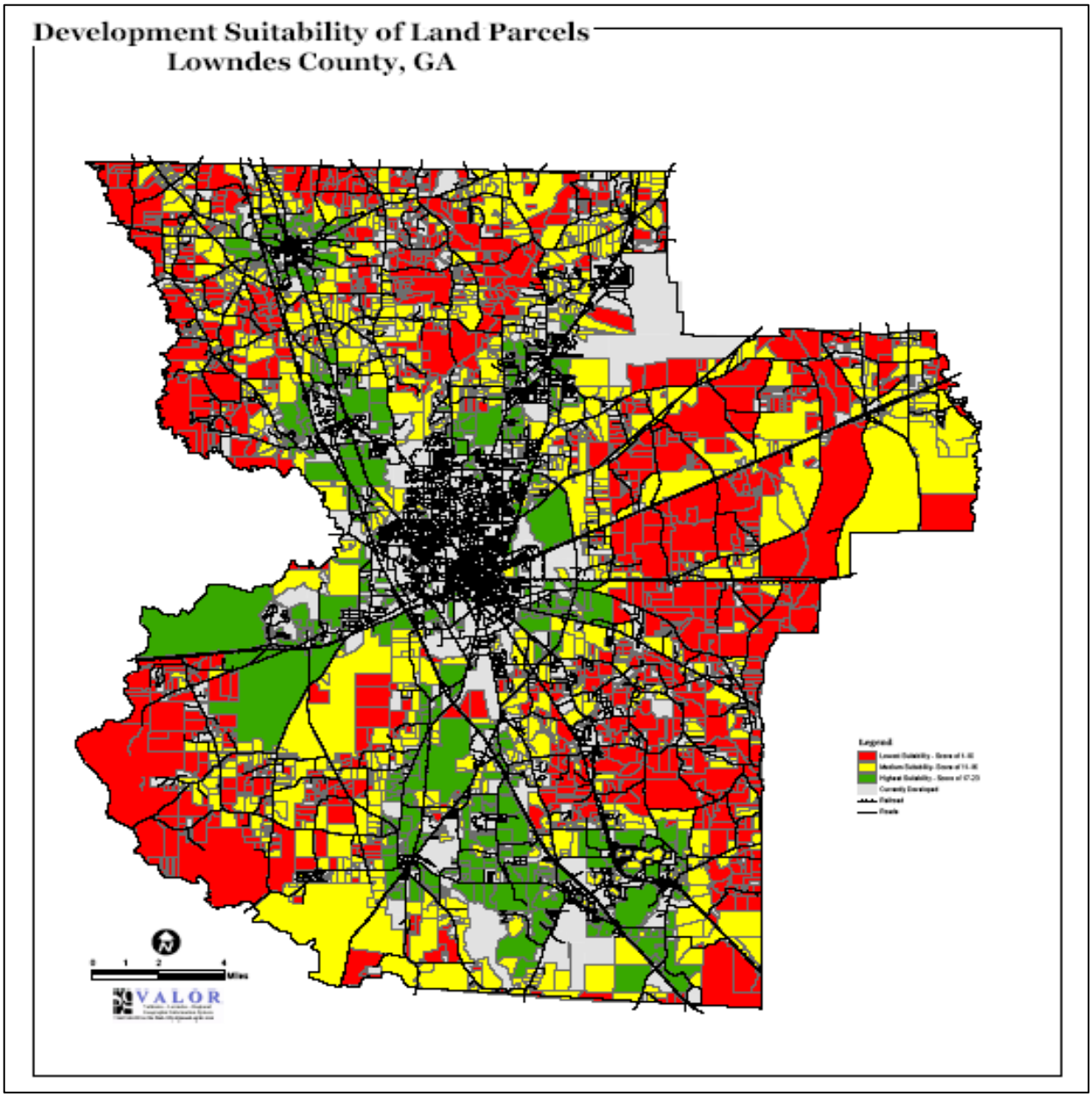
As stated in the *Community Assessment*, the City of Lake Park currently operates a public water system but does not offer any public sewer. The community does not aggressively extend its existing system and instead investigates extensions only as requested or required due to new development. A comprehensive study regarding the feasibility of a sewer system or connection to the County's sewer system should be completed.

2.2.2.5 City of Remerton Utility Plans

As stated in the *Community Assessment*, the City of Remerton operates its own water transmission and wastewater collection system. The City's wastewater is then treated by the City of Valdosta. More information regarding this system can be found in Appendix E of the *Community Assessment.*

2.2.3 Development Suitability of Land Parcels

In conjunction with the MPO's TAZ allocation process mentioned in section 2.2.1, a Development Suitability Map was produced based on each parcel of land's overall suitability for development. This determination was based on several factors including: the land's proximity to existing or planned water and sewer infrastructure, the land's access to the transportation network, and the presence of flood hazard, wetland, or groundwater recharge areas on the land. Following the manipulation of several GIS data layers, an ultimate 'score' was generated which illustrated the land's "development friendliness." The following map reflects the resulting scores.


Development Suitability of Land Parcels
Lowndes County, GA
Legend
0 1 2 4
Miles
VALOR

2.2.4 Existing Land Use

Prior to development of the Future Development Map, a comprehensive land use inventory was completed. Through this inventory clear trends in the development of residential, commercial, and other various land use categories could be observed. Understanding the influence of the market on future growth and development, these existing land use trends were also taken into consideration. The complete Existing Land Use map can be found in the *Community Assessment* portion of the *Comprehensive Plan.*

2.2.5 Existing Zoning

In some areas of the community, the existing land use is not consistent with the existing zoning, resulting in a situation of non-conformance. In these instances, the existing zoning was considered for the development of the Future Development Map. In most cases the adoption of this zoning by the various governing bodies set a clear policy as to the type of growth that is encouraged for the particular area; thus, future development should be consistent with this policy.

2.3 Future Development Maps

Having considered the above-mentioned items, a series of Future Development Maps were created. These maps, found on the following four pages, represent the intended style of growth and location of land uses for each of the Greater Lowndes Communities. As required by State Planning Standards, each area within the community has been delineated into a designated Character Area. Information about each of these areas can be found in section 2.4.

2.3.1 Urban Service Area (USA)

In an effort to control the timing, location and scale of new development and to avoid a situation of "playing catch-up" in the provision of public facilities and infrastructure, the Greater Lowndes communities have established an Urban Service Area, which is reflected in the following Future Development Maps.

An Urban Service Area (USA) is a geographically defined boundary that specifies where the local governments will provide urban services, such as water supply or sewage treatment, in the future. By delineating an USA, the community is effectively saying that it will support new urban density development only within the delineated area. Promotion of the USA will encourage higher density infill development within the boundaries, while helping to conserve natural resources and maintain the rural character of areas lying outside the boundary. (Areas outside of the USA boundary are often referred to as the Rural Service Area (RSA).

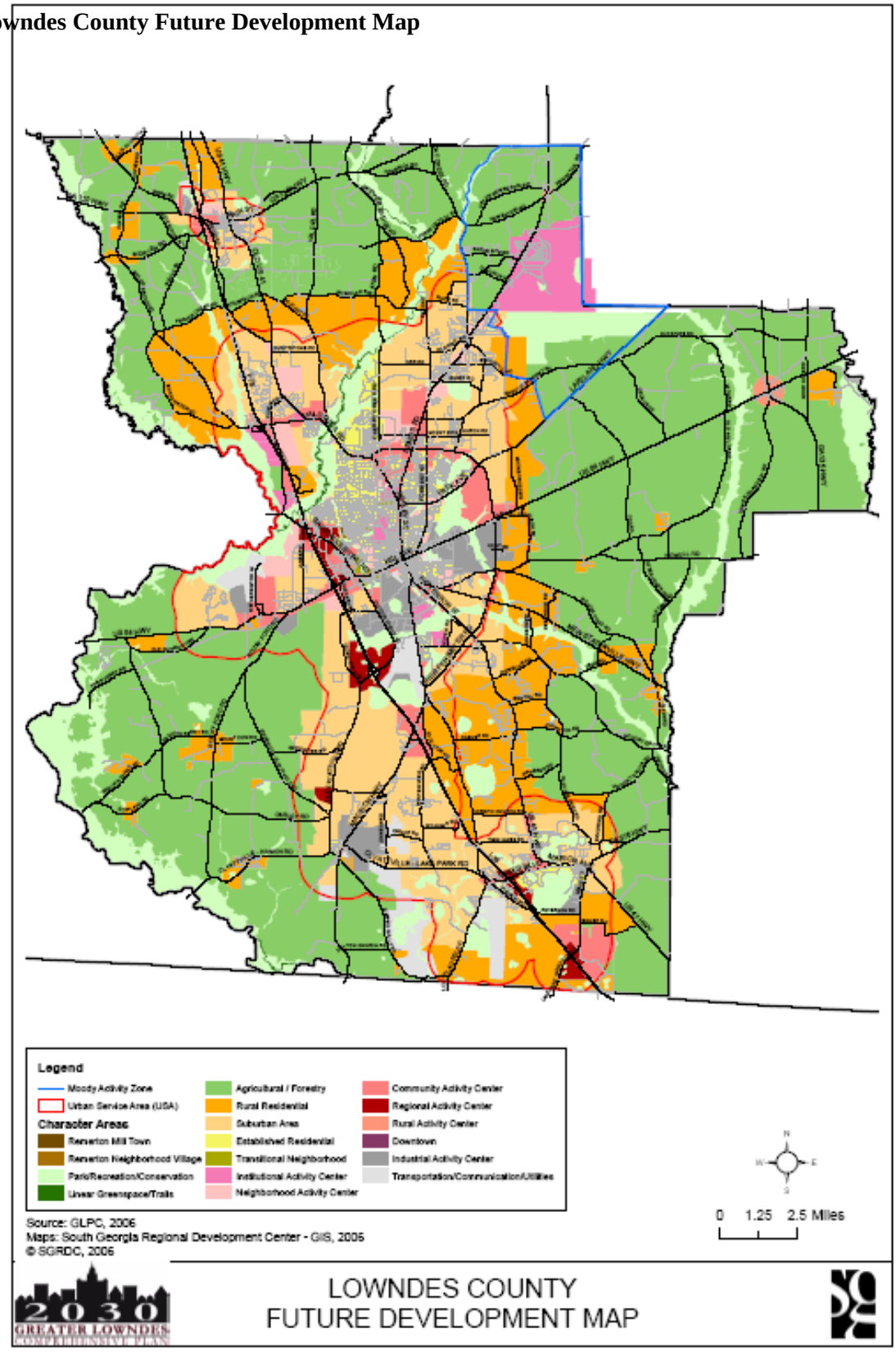
The USA boundaries delineated in following Future Development Maps should not be considered a projection to the year 2030. Currently, the USA boundaries are based on a 1-mile buffer from existing (2006) water and sewer infrastructure and/or plans for immediate extensions. It is the intent of this Comprehensive Plan to ensure that the USA boundaries do not conflict with the Service Areas agreed to by the Greater Lowndes governing bodies, within the Service Delivery Strategy. With that in mind, the USA should be updated on a regular basis to reflect the growth of each community's utility systems in addition to any time the Service Areas for each local government are amended.

2.3.2 Moody Activity Zone (MAZ)

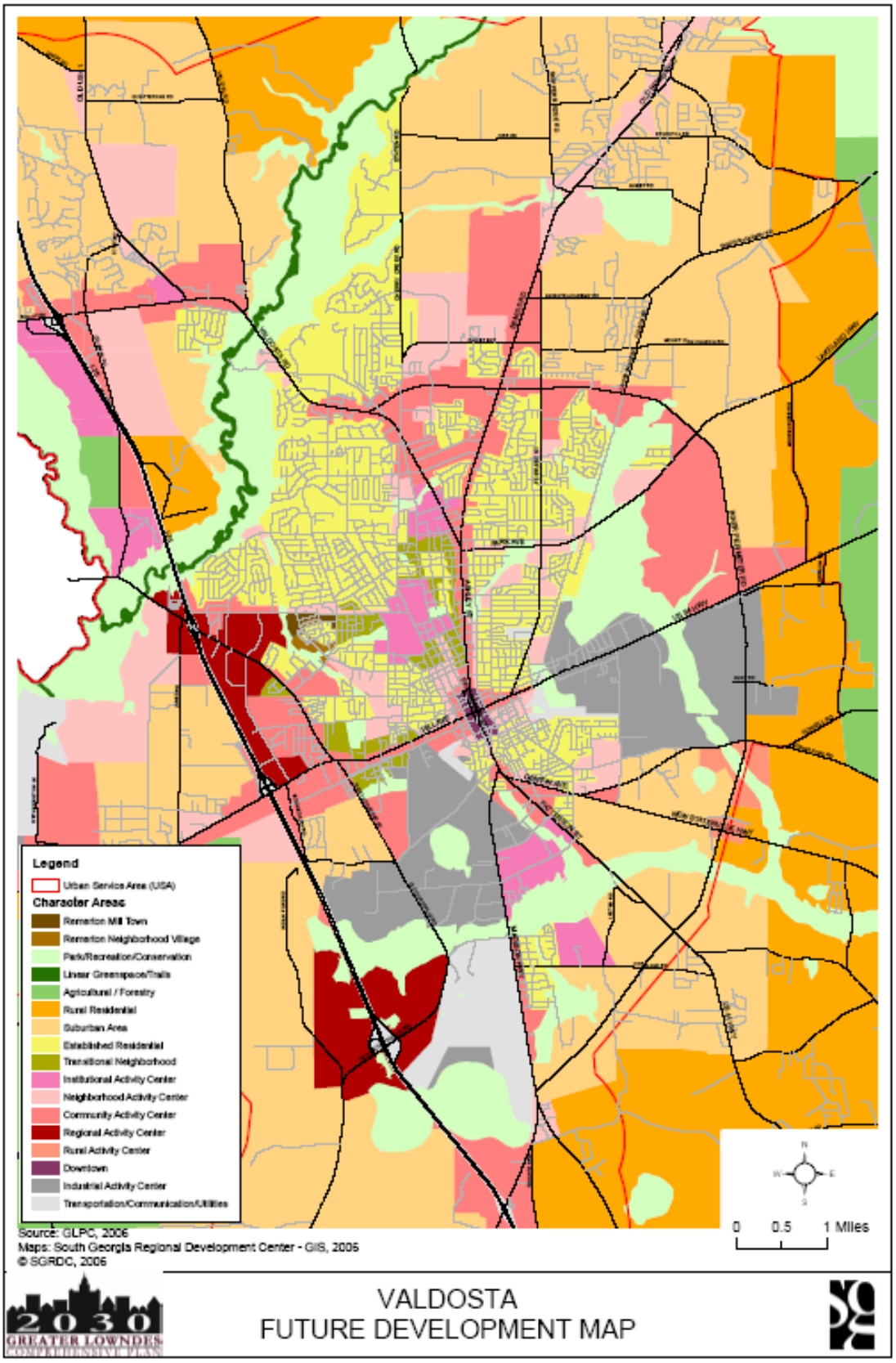
The Moody Activity Zone (MAZ) reflects the area surrounding Moody Air Force Base (MAFB) located in the northeastern portion of the County. The MAZ includes the Clear Zone, the Accident Potential Zones, and the areas of higher noise decibels from Base activities, as identified by the Base. Recognizing the value of MAFB to the community, the MAZ serves to protect the Base from incompatible uses, which could inhibit the Base's mission.

In addition to protecting the Base in future growth and development plans, Lowndes County recently adopted three additional zoning districts to regulate uses around and adjacent to the Base. These districts were developed in conjunction with planners at the Base to ensure their highest compatibility. Additionally, MAFB personnel will be included in all growth and development decisions for properties located within the MAZ. As growth and development continues to occur in our rapidly growing community, the enforcement of the MAZ will ensure MAFB remains a viable economic engine for our community.

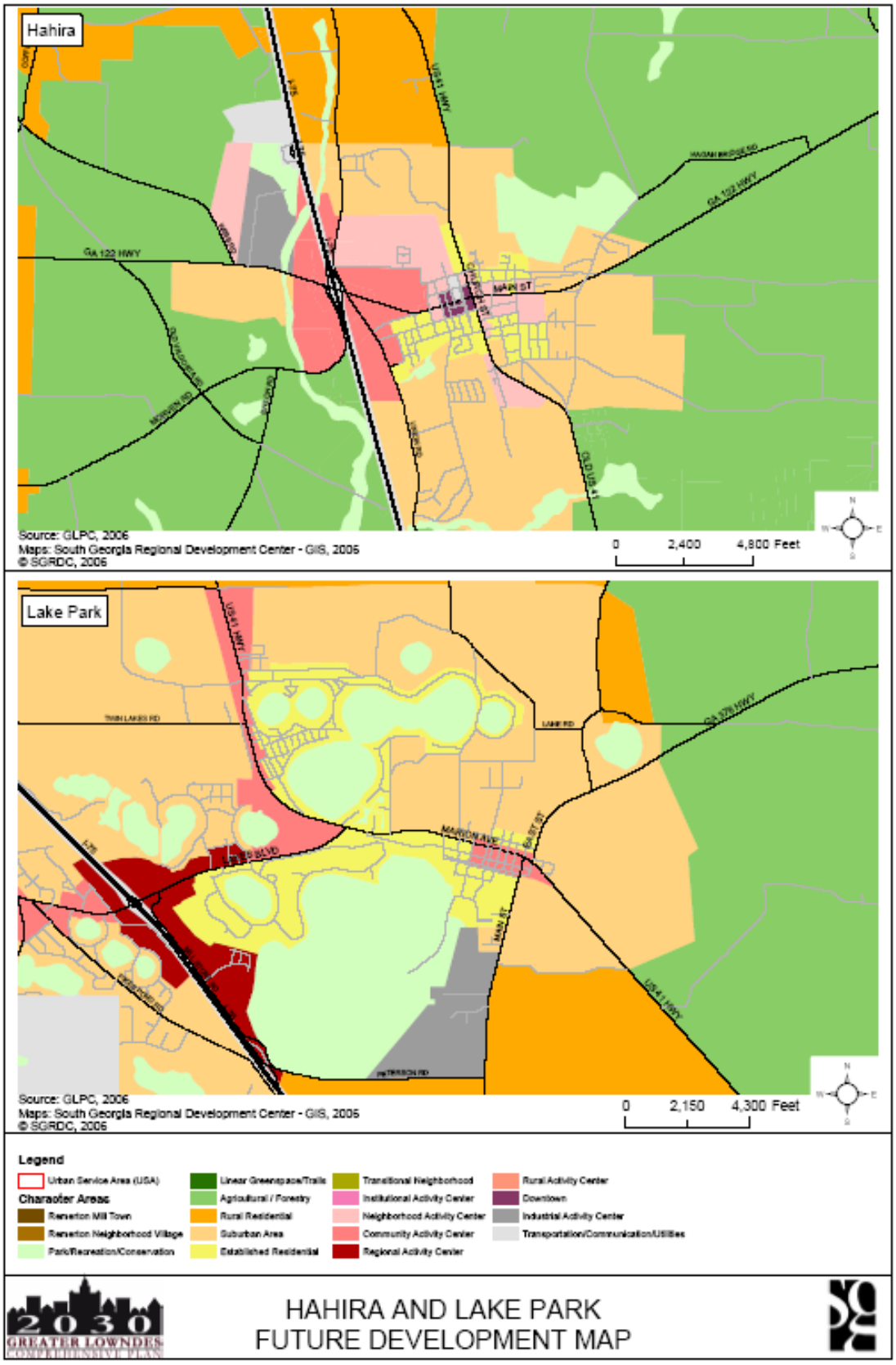
2.3.3 Lowndes County Future Development Map



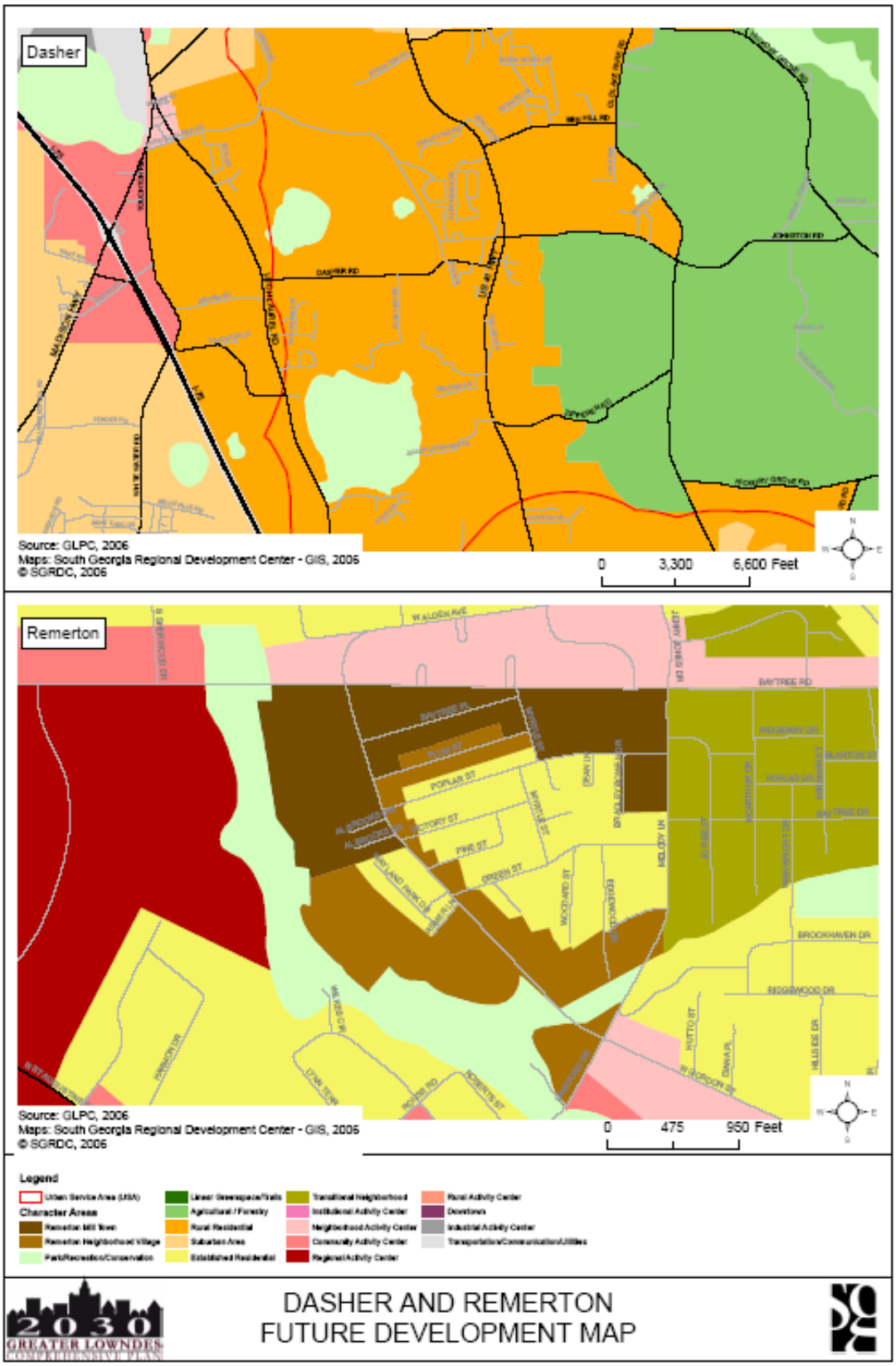
2.3.4 City of Valdosta Future Development Map



2.3.5 Cities of Hahira and Lake Park Future Development Maps



2.3.6 Cities of Dasher and Remerton Future Development Maps



2.4 Character Area Narratives

As required by the State Minimum Planning Standards, every part of the Greater Lowndes Community was delineated into specific Character Areas. Each of the following character area narratives was developed based on stakeholder input, existing land uses, anticipated development, planned infrastructure improvements and expansions, and guidance found in the *State Planning Recommendations*, As with the Plan in general, these character area descriptions and goals should not be considered final. As the community gains a greater understanding of the role and value of character areas, their descriptions should be fine tuned. Additionally, as the community continues to grow, specific character area depictions may need adjusting.

Each Character Area narrative has a unique ***Description*** stating either the existing or desired qualities for that area. (Please note the associated picture for each area represents the current state of the specific area and should not be construed to necessarily represent the desired state, although for some descriptions this may be the case.) The stated ***Development Strategy*** should serve as a guide for all development and redevelopment taking place in the Character Area. Adherence to these development strategies will ensure consistent and complimentary development, which promotes a greater sense of place and overall improved quality of life. The listing of ***Permitted Zonings*** provides guidance as to the type of land uses encouraged within each Character Area. While many of the differences between uses can be masked through site design and development standards, there are certain uses which are incompatible with surrounding uses and should not be permitted. As required by the State, the ***Quality Community Objectives*** demonstrate the unique ideals established for each Character Area. While there is certainly a value to regional planning, planning on the neighborhood (or character area) level allows for greater implementation of specific objectives, which ultimately promotes an improved quality of life. The ***Implementation Measures*** are the specific activities or programs which could take place within each of the Character Areas. While the suggested list of measures may or may not currently exist in the Greater Lowndes Community, their implementation in appropriate areas would help achieve the established objectives and overall development strategy for each Character Area. In most cases, these measures should be considered joint efforts between the local government, development community, and citizens alike.

The table to the right represents the breakdown of County acreage within each of the 17 Character Areas

CHARACTER AREA	***ACREAGE (approx.)***
Park/Recreation/Conservation	36,670
Linear Greenspace/Trails	2,460
Agricultural/Forestry	150,771
Rural Residential	44,497
Rural Activity Center	832
Established Residential	8,761
Transitional Neighborhood	555
Suburban Area	45,908
Neighborhood Activity Center	4,837
Community Activity Center	9,581
Regional Activity Center	2,554
Downtown	110
Institutional Activity Center	6,210
Industrial Activity Center	5,419
Transportation/Communication/Utilities	6,549
Remerton Mill Town	49
Remerton Neighborhood Village	45
TOTAL ACREAGE (approx.)	**325,808**

2.4.1 Park/Recreation/Conservation Area

DESCRIPTION: Undeveloped, natural lands with significant natural features including floodplains, wetlands, watersheds, wildlife management areas and other environmentally sensitive areas not suitable for development of any kind

DEVELOPMENT STRATEGY: The natural, rural character should be maintained by not allowing any new development and promoting use of conservation easements. Roadways in these areas should be widened only when absolutely necessary. Roadway alterations should be carefully designed to minimize the visual impact. These areas should be promoted for passive-use tourism and universally designed recreational destinations.

***PERMITTED ZONINGS*:**	Conservation (CON) Environmental Resource (E-R) Estate-Agricultural (E-A)

QUALITY COMMUNITY OBJECTIVES:

1) **Heritage Preservation Objective**: The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.
2) **Open Space Preservation Objective**: New development should be designed to minimize the amount of land consumed and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors.
3) **Environmental Protection Objective**: Air quality and environmentally sensitive areas should be protected from negative impacts of development. Environmentally sensitive areas deserve special protection, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.

IMPLEMENTATION MEASURES:

1) **Appropriate Zoning Districts:**
   a. **Conservation (CON) and Environmental-Resource (E-R) Zoning Districts:** Properties within unincorporated Lowndes County and the City of Valdosta may retain or request these zoning districts to provide for the long-term protection and preservation of environmentally sensitive natural resource systems. Development within the Conservation District should be limited to buildings that are supportive of and accessory to the conservation land uses.
   b. **Estate-Agriculture (E-A) Zoning District:** Properties within unincorporated Lowndes County may retain or request this zoning district in order to protect agricultural activities, including those related to crops, livestock, and timber; from the effects of suburban residential development.
2) **Interconnected network of greenspace/green infrastructure:** Can be created utilizing public land, privately donated land, and existing river and stream corridors.

3) **Conservation Easements:** An arrangement where private landowners donate the development rights of their property to a qualified conservation organization or government agency, in exchange for tax savings. This permanently protects the property from development and thereby ensures that it remains as open space or farmland.
4) **Transfer of Development Rights (TDR) or Purchase of Development Rights (PDR):** A Transfer of Development Rights (TDR) program is an arrangement whereby private landowners located in designated sending areas sell their development rights to private landowners located in designated receiving areas. Sending and receiving areas are delineated by the local government based on future land use and infrastructure plans. A Purchase of Development Rights (PDR) program is an arrangement whereby private landowners sell the development rights of their property to a qualified conservation organization or government agency, in order to permanently protect the property from development and thereby ensure that it remains as open space. Neither system currently exists within Lowndes County.
5) **Acquisition of land:** Potential park/recreation/conservation areas can be acquired through donations, SPLOST funds, grants or low-interest loans through programs such as the Georgia Land Conservation Program, or outright purchase.

2.4.2 Linear Greenspace and Trails

DESCRIPTION: Areas of protected open space that follow natural and manmade linear features for recreation, transportation, and conservation purposes and link ecological, cultural and recreational amenities.

DEVELOPMENT STRATEGY: Linear greenspaces and trails should be linked into a pleasant network of accessible greenways, set aside for pedestrian and bicycle connections between schools, churches, recreation areas, community centers, residential neighborhoods and commercial areas. These greenways will provide safe, efficient pedestrian linkages and give all users an opportunity to enjoy the natural environment. They may also serve as an alternative transportation network, accommodating commuting to work or shopping as well as recreational biking, skateboarding, walking, and jogging.

PERMITTED ZONINGS:	Conservation (CON) Environmental Resource (E-R) Estate-Agricultural (E-A) Any zoning if public access easements are utilized for connectivity

QUALITY COMMUNITY OBJECTIVES:

1) **Open Space Preservation Objective**: New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors.
2) **Environmental Protection Objective**: Air quality and environmentally sensitive areas should be protected from negative impacts of development. Environmentally sensitive areas deserve special protection, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.
3) **Transportation Alternatives Objective**: Alternatives to transportation by automobile, including accessible mass transit, bicycle routes and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.

IMPLEMENTATION MEASURES:

1) **Appropriate Zoning Districts:**
   a. **Conservation (CON) and Environmental-Resource (E-R) Zoning Districts:** See description above in 2.4.1
   b. **Estate-Agriculture (E-A) Zoning District:** See description above in 2.4.1
2) **Interconnected network of greenspace/green infrastructure:** Can be created utilizing public land, privately donated land, and existing river and stream corridors.
3) **Conservation Easements:** An arrangement where private landowners donate the development rights of their property to a qualified conservation organization or government agency, in exchange for tax savings. This permanently protects the property from development and thereby ensures that it remains as open space or farmland.

4) **Transfer of Development Rights (TDR) or Purchase of Development Rights (PDR):** A Transfer of Development Rights (TDR) program is an arrangement whereby private landowners located in designated sending areas sell their development rights to private landowners located in designated receiving areas. Sending and receiving areas are delineated by the local government based on future land use and infrastructure plans. A Purchase of Development Rights (PDR) program is an arrangement whereby private landowners sell the development rights of their property to a qualified conservation organization or government agency, in order to permanently protect the property from development and thereby ensure that it remains as open space. Neither system currently exists within Lowndes County.
5) **Acquisition of land:** Potential park/recreation/conservation areas can be acquired through donations, SPLOST funds, grants or low-interest loans through programs such as the Georgia Land Conservation Program, or fee simple purchase.
6) **Rails to Trails Program:** Use of state and federal funding for acquisition of abandoned rail right of ways.
7) **Scenic Byways Designation:** State designation of byways with significant historic resources
8) **Right of Way Improvements:** Any type of public improvement made in a roadway's "right-of-way," which is the strip of land that includes the road itself and the narrow band of publicly owned property on either side of the road where sidewalks, curbing, and utility lines are typically located. As roads are repaved or widened, they should be assessed for the addition of universally designed pedestrian/bicycle facilities connecting with the larger network.

2.4.3 Agricultural Area

DESCRIPTION: Lands in open or cultivated state or sparsely settled, including woodlands and farmlands.

DEVELOPMENT STRATEGY: The rural character should be maintained by strictly limiting new development and protecting farmland and open space by maintaining large lot sizes and promoting use of conservation easements. Residential subdivisions should be severely limited and any minor exceptions should be required to follow a rural cluster zoning or conservation subdivision design. New development should not utilize "franchise" or "corporate" architecture but instead should use compatible rural architectural styles. Roadways should be widened only when absolutely necessary. Roadway alterations should be carefully designed to minimize visual impact. These areas should be promoted for passive-use tourism and recreational destinations.

PERMITTED ZONINGS:	Conservation (CON) Estate-Agricultural (E-A) Residential Agriculture (R-A) Crossroads-Commercial (C-C)

QUALITY COMMUNITY OBJECTIVES:

1) **Heritage Preservation Objective**: The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.
2) **Open Space Preservation Objective**: New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors.
3) **Environmental Protection Objective**: Air quality and environmentally sensitive areas should be protected from negative impacts of development. Environmentally sensitive areas deserve special protection, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.

IMPLEMENTATION MEASURES:

1) **Appropriate Zoning Districts:**
   a. **Conservation (CON) Zoning Districts:** See description above in 2.4.1
   b. **Estate-Agriculture (E-A) Zoning District:** See description above in 2.4.1
   c. **Residential-Agricultural (R-A) Zoning District:** Properties within unincorporated Lowndes County may retain or request this zoning district to preserve the mixed agricultural and residential character of land while providing a transition between rural and agricultural land and suburban and urban land.
   d. **Crossroads-Commercial (C-C) Zoning District:** Properties within unincorporated Lowndes County may retain or request this zoning district to provide locations for limited retail and service uses to satisfy the common and frequent needs of residents of nearby residential and agricultural areas. These uses should be part of a crossroads commercial convenience center.

2) **Conservation Easements:** An arrangement where private landowners donate the development rights of their property to a qualified conservation organization or government agency, in exchange for tax savings. This permanently protects the property from development and thereby ensures that it remains as open space or farmland.
3) **Transfer of Development Rights (TDR) or Purchase of Development Rights (PDR):** A Transfer of Development Rights (TDR) program is an arrangement whereby private landowners located in designated sending areas sell their development rights to private landowners located in designated receiving areas. Sending and receiving areas are delineated by the local government based on future land use and infrastructure plans. A Purchase of Development Rights (PDR) program is an arrangement whereby private landowners sell the development rights of their property to a qualified conservation organization or government agency, in order to permanently protect the property from development and thereby ensure that it remains as open space. Neither system currently exists within Lowndes County.
4) **Conservation Subdivisions**: Residential or mixed-use developments in which a significant portion of the site is set aside as undivided, permanently protected open space, while houses are clustered on the remainder of the property. Lowndes County's Unified Land Development Code (ULDC) authorizes the development of new conservation subdivisions on sites proposed by a developer, provided the development plans meet certain criteria specified in the ordinance.

2.4.4 Rural Residential

DESCRIPTION: Rural, undeveloped land likely to face development pressures for lower density (one unit per 2.5 acres) residential development. These areas will typically have low pedestrian orientation and access, very large lots, open space, pastoral views, and a high degree of building separation.

DEVELOPMENT STRATEGY: The rural atmosphere should be maintained while accommodating new residential developments utilizing rural cluster or conservation subdivision design that incorporates significant amounts of open space. Compatible architecture styles should be encouraged to maintain the regional rural character. "Franchise" or "corporate" architecture should be discouraged. Where possible, there should be connections to regional networks of greenspace and trails, available to pedestrians, bicyclists, and equestrians for both tourism and recreational purposes.

PERMITTED ZONINGS:	Estate-Agricultural (E-A) Residential Agriculture (R-A) Low Density Residential (R-1) Crossroads-Commercial (C-C)

QUALITY COMMUNITY OBJECTIVES:

1) **Open Space Preservation Objective**: New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors.
2) **Environmental Protection Objective**: Air quality and environmentally sensitive areas should be protected from negative impacts of development. Environmentally sensitive areas deserve special protection, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.
3) **Housing Opportunities Objective**: Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community.

IMPLEMENTATION MEASURES:

1) **Appropriate Zoning Districts:**
   a. **Estate-Agriculture (E-A) Zoning District:** See description above in 2.4.1
   b. **Residential-Agricultural (R-A) Zoning District:** See description above in 2.4.3
   c. **Low Density Residential (R-1) Zoning District:** Properties within unincorporated Lowndes County may retain or request this zoning district to provide for single-family residential dwellings on individual lots at a low density of development, consistent with the use of private wells and septic tanks.
   d. **Crossroads-Commercial (C-C) Zoning District:** See description above in 2.4.3
2) **Conservation Easements:** An arrangement where private landowners donate the development rights of their property to a qualified conservation organization or government agency, in exchange for tax savings. This permanently protects the property from development and thereby ensures that it remains as open space or farmland.

3) **Transfer of Development Rights (TDR) or Purchase of Development Rights (PDR):** A Transfer of Development Rights (TDR) program is an arrangement whereby private landowners located in designated sending areas sell their development rights to private landowners located in designated receiving areas. Sending and receiving areas are delineated by the local government based on future land use and infrastructure plans. A Purchase of Development Rights (PDR) program is an arrangement whereby private landowners sell the development rights of their property to a qualified conservation organization or government agency, in order to permanently protect the property from development and thereby ensure that it remains as open space. Neither system currently exists within Lowndes County.
4) **Conservation Subdivisions**: Residential or mixed-use developments in which a significant portion of the site is set aside as undivided, permanently protected open space, while houses are clustered on the remainder of the property. Lowndes County's Unified Land Development Code authorizes the development of new conservation subdivisions on sites proposed by a developer, provided the development plans meet certain criteria specified in the ordinance.

2.4.5 Rural Activity Center

DESCRIPTION: Commercial activity area located at a highway intersection. Typically automobile focused, but with care, can be designed for greater pedestrian orientation and access. More character can be achieved with attractive clustering of buildings within the center leaving surrounding area as open space. These villages include a mixture of uses serving highway passers-by, rural and agricultural areas.

DEVELOPMENT STRATEGY: The rural atmosphere should be maintained while accommodating retail and commercial uses within the village center. Compatible architecture styles should be encouraged to maintain the regional rural character. "Franchise" or "corporate" architecture should be discouraged. Where possible, there should be connections to regional networks of greenspace and trails, available to pedestrians, bicyclists, and equestrians for both tourism and recreational purposes.

PERMITTED ZONINGS:	Conservation (CON)	Estate-Agricultural (E-A)
	Residential Agriculture (R-A)	Single-Family Residential (R-1)
	Country Crossroads (C-C)	

QUALITY COMMUNITY OBJECTIVES:

1) **Appropriate Businesses Objective**: The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.
2) **Employment Options Objective**: A range of job types should be provided in each community to meet the diverse needs of the local workforce.
3) **Open Space Preservation Objective**: New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors.
4) **Environmental Protection Objective**: Air quality and environmentally sensitive areas should be protected from negative impacts of development. Environmentally sensitive areas deserve special protection, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.

IMPLEMENTATION MEASURES:

1) **Appropriate Zoning Districts:**
   a. **Conservation (CON):** See description above in 2.4.1
   b. **Estate-Agricultural (E-A):** See description above in 2.4.1
   c. **Residential Agriculture (R-A):** See description above in 2.4.3
   d. **Single-Family Residential (R-1):** See description above in 2.4.4
   e. **Country Crossroads (C-C):** See description above in 2.4.3

2) **Access Control Measures:** To ensure commercial properties are interconnected to allow for greater traffic circulation and increased public safety.

3) **Cluster Development:** Commercial, residential or mixed-use developments in which a significant portion of the site is set aside as undivided, permanently protected open space, while the buildings (houses, shops, etc.) are clustered on the remainder of the property.

2.4.6 Established Residential Area

DESCRIPTION: Typically an older neighborhood having relatively well-maintained housing, possessing a distinct identity through architectural styles, lot and street design, and having higher rates of home-ownership. These areas are typically located closer to the core of the community and may be located next to areas facing intense development pressures.

DEVELOPMENT STRATEGY: Focus should be on reinforcing stability by encouraging more homeownership and maintenance or upgrade of existing properties. Vacant properties offer opportunity for infill development of new, architecturally compatible housing. Strong pedestrian and bicycle connections should be provided to enable residents to walk/bike to work, shopping, or other destinations in the area.

PERMITTED ZONINGS:	Low Density Residential (R-1) Medium Density Residential (R-21) and (R-15) Suburban Density Residential (R-10) Single-Family Residential (R-6S) Planned Development (P-D)

QUALITY COMMUNITY OBJECTIVES:

1) **Housing Opportunities Objective**: Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community.
2) **Sense of Place Objective**: Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.

IMPLEMENTATION MEASURES:

1) **Appropriate Residential Zoning Districts:**
    a. **Low Density Residential (R-1):** See description above in 2.4.4
    b. **Medium Density Residential (R-21) and (R-15):** Properties may retain or request these zoning districts to provide for single-family residential dwellings on individual lots at a moderate density of development, consistent with the use of either community water systems or community sewerage disposal systems or both. The use of on-site septic systems may be permissible.
    c. **Suburban Density Residential (R-10):** Properties may retain or request this zoning district to provide locations for single-family dwellings on small individual lots, based on the availability of both community water and community sewerage systems to serve the development.
    d. **Single-Family Residential (R-6S):** Properties may retain or request this zoning district to provide higher density single-family or two-family residential areas.

   e. **Planned Development (P-D):** This zoning district allows for innovative land use and development that positively benefits the community. Developments are more likely to have a unique sense of place and to promote ideals of sustainability. Developer's plans are approved only if they meet specified community standards.

2) **Flexible Subdivision Regulations:** Revising subdivision regulations to enable infill development where existing lot sizes may not meet current requirements but where development on such a lot would not negatively impact the public health, safety, or welfare or negatively impact surrounding properties.
3) **Infill Development Program:** A comprehensive strategy for encouraging infill development in particular areas of the community, while also regulating this development to ensure protection of quality of life in affected neighborhoods. An effective program will include both: a) development incentives, improvements to public facilities and services, and streamlined regulations to encourage infill development; b) guidelines for appropriate design, density and location of new infill projects.
4) **Right of Way Improvements:** Any type of public improvement made in a roadway's "right-of-way," which is the strip of land that includes the road itself and the narrow band of publicly owned property on either side of the road where sidewalks, curbing, and utility lines are typically located. Such improvements will take into account protection of the existing residential properties.
5) **Traffic Calming:** Physical improvements designed to decrease traffic speed and increase the pedestrian-friendliness of roadways. Typical traffic-calming improvements include raised crosswalks, narrower traffic lanes, fewer lanes, on-street parking, bump-outs, pedestrian refuges, and landscaped medians.

2.4.7 Transitional Neighborhood Area

DESCRIPTION: An area that has most of its original housing stock in place but housing conditions may be worsening due to low rates of homeownership and/or decline of property maintenance. There may be a lack of neighborhood identity and gradual invasion of different type and intensity of uses that may be incompatible with the neighborhood residential use. These areas are typically located in the older, core areas of the community.

DEVELOPMENT STRATEGY: Focus should be on strategic public investments to improve conditions, allow appropriate infill development on scattered vacant sites, and encourage more homeownership and maintenance or upgrade of existing properties. Public assistance and investment should be focused where needed to ensure that the neighborhood becomes a more stable, mixed-income community with a larger percentage of owner-occupied housing. Vacant properties offer an opportunity for infill development of new, architecturally compatible housing. Strong pedestrian and bicycle connections should be provided to enable residents to walk/bike to work, shopping, or other destinations in the area.

PERMITTED ZONINGS:	Medium Density Residential (R-21) and (R-15) Suburban Density Residential (R-10) Single-Family Residential (R-6S) and Multi-Family Residential (R-6) Residential-Professional (R-P) Office-Professional (O-P) / Office Institutional (O-I) Neighborhood-Commercial (C-N) Planned Development (P-D)

QUALITY COMMUNITY OBJECTIVES:

1) **Housing Opportunities Objective**: Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community.
2) **Sense of Place Objective**: Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.

IMPLEMENTATION MEASURES:

1) **Appropriate Residential Zoning Districts:**
   a. **Medium Density Residential (R-21) and (R-15):** See description above in 2.4.6
   b. **Suburban Density Residential (R-10):** See description above in 2.4.6
   c. **Single-Family (R-6S) and Multi-Family (R-6) Residential:** See description above in 2.4.6
   d. **Residential-Professional (R-P):** Properties may retain or request this zoning district to provide areas in which residential, professional, educational and institutional uses not normally involving the sale of merchandise can be compatibly mixed while maintaining a healthy living environment for the residents of the district.

e. **Office-Professional (O-P) and Office-Institutional (O-I):** Properties may retain or request these zoning districts to allow development of business and professional activities, medical and dental facilities, and the development and maintenance of public owned lands and structures, parks and recreation areas, public schools, and buildings used principally for government functions. Limited retail uses normally associated with office or institutional uses, accessory structures, and essential public services are also permissible.
f. **Neighborhood-Commercial (C-N):** Properties may retain or request this zoning district to provide locations for a variety of retail and service uses to satisfy the common and frequent needs of residents in immediately adjacent neighborhoods.
g. **Planned Development (P-D):** See description above in 2.4.6

2) **Flexible Subdivision Regulations:** Revising subdivision regulations to enable infill development where existing lot sizes may not meet current requirements but where development on such a lot would not negatively impact the public health, safety, or welfare or negatively impact surrounding properties.
3) **Infill Development Program:** A comprehensive strategy for encouraging infill development in particular areas of the community, while also regulating this development to ensure protection of quality of life in affected neighborhoods. An effective program will include both: a) development incentives, improvements to public facilities and services, and streamlined regulations to encourage infill development; b) guidelines for appropriate design, density and location of new infill projects.
4) **Right of Way Improvements:** Any type of public improvement made in a roadway's "right-of-way," which is the strip of land that includes the road itself and the narrow band of publicly owned property on either side of the road where sidewalks, curbing, and utility lines are typically located. Such improvements will take into account protection of the existing residential properties.
5) **Traffic Calming:** Physical improvements designed to decrease traffic speed and increase the pedestrian-friendliness of roadways. Typical traffic-calming improvements include raised crosswalks, narrower traffic lanes, fewer lanes, on-street parking, bump-outs, pedestrian refuges, and landscaped medians.

2.4.8 Suburban Area

DESCRIPTION: Area where typical types of suburban residential subdivision development have occurred or pressures for such type of development are greatest due to availability of water and/or sewer service. These areas are characterized by low pedestrian orientation, high to moderate building separation, predominately residential uses with scattered commercial or civic uses, and varied, often curvilinear, street patterns.

DEVELOPMENT STRATEGY: Moderate density should be promoted in these areas with a greater focus on Traditional Neighborhood Development (TND) style residential subdivisions; where possible, existing development should be retrofitted to better conform to traditional neighborhood development principles. These principles include creating neighborhood focal points by locating schools, community centers, or well-designed small commercial activity centers at suitable locations within walking distance of residences.

New development should be master-planned with mixed-uses; blending residential development with schools, parks, recreation, retail businesses and services. Strong connectivity and continuity between each master planned development should exist along with internal street connectivity, multiple site access points, and good vehicular and pedestrian/bicycle connections to retail/commercial services. Street design should foster traffic calming such as narrower residential streets, on-street parking, and bicycle/pedestrian facilities. Compatible architecture styles are encouraged to maintain the regional character; these should not include "franchise" or "corporate" architecture. Where possible, there should be connections to regional networks of greenspace and trails, available to pedestrians, bicyclists, and equestrians for both tourism and recreational purposes. The permit of accessory housing units or well-designed, small-scale infill multifamily residences will increase neighborhood and income diversity.

PERMITTED ZONINGS:	Low Density Residential (R-1) Medium Density Residential (R-21) and (R-15) Suburban Density Residential (R-10) Single-Family Residential (R-6S) and Multi-Family Residential (R-6) Residential-Professional (R-P) Office-Professional (O-P) / Office Institutional (O-I) Neighborhood-Commercial (C-N) Community-Commercial (C-C) / General Commercial (C-G) - When property located along a Collector or Arterial roadway Planned Development (P-D)

QUALITY COMMUNITY OBJECTIVES:

1) **Growth Preparedness Objective**: Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These may include housing and infrastructure (roads, water, sewer and telecommunications) to support new growth, appropriate training of the workforce, ordinances to direct growth as desired, or leadership capable of responding to growth opportunities.
2) **Infill Development Objective**: Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.

3) **Open Space Preservation Objective**: New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors.
4) **Transportation Alternatives Objective**: Alternatives to transportation by automobile, including accessible mass transit, bicycle routes and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.
5) **Housing Opportunities Objective**: Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community.
6) **Sense of Place Objective**: Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.

IMPLEMENTATION MEASURES:

1) **Appropriate Zoning Districts:**
   a. **Low Density Residential (R-1) Zoning District:** See description above in 2.4.4
   b. **Medium Density Residential (R-21) and (R-15) Zoning District:** See description above in 2.4.6
   c. **Suburban Density Residential (R-10) Zoning District:** See description above in 2.4.6
   d. **Single-Family (R-6S) and Multi-Family (R-6) Residential Zoning Districts:** See description above in 2.4.6
   e. **Residential-Professional (R-P) Zoning District:** See description above in 2.4.7
   f. **Office-Professional (O-P) and Office Institutional (O-I) Zoning Districts:** See description above in 2.4.7
   g. **Neighborhood-Commercial (C-N) Zoning District:** See description above in Section 2.4.7.
   h. **Community-Commercial (C-C) and General Commercial (C-G) Zoning Districts:** Properties may retain or request these zoning districts to provide locations for a wide variety of retail and service uses to satisfy the common and frequent needs of residents in large sections of the community and of the traveling public. In is the intent of these districts to encourage businesses to be part of planned commercial centers, neighborhood shopping centers, or community shopping centers.
   i. **Planned Developments (P-D):** See description above in 2.4.6
2) **Access Control Measures:** To ensure neighborhoods and commercial properties are interconnected to allow for greater traffic circulation and increased public safety.
3) **Alternatives to or Reuse of Big Boxes:** As Big Boxes become vacant, developers are encouraged to investigate innovative methods of reuse and possible redesign. Developers are also encouraged to design big box retail stores so as to minimize impact on surrounding properties and provide greater aesthetic appeal. This can include the use of alternative construction materials, creative building design, and innovative site layout.
4) **Appropriate School Siting:** To ensure schools are located within existing or planned activity centers to promote pedestrian and bicycle accessibility.
5) **Density Bonuses:** Certain income groups are in need of additional housing options but may find it very hard to obtain. Increased density in appropriate areas may help decrease the cost of development thus making housing more affordable.

6) **Design for Pedestrian-Friendly Communities:** In an effort to promote active living, developers and planners should work together to ensure new development is designed in such a way as to encourage walking and biking. This includes such methods as interconnecting neighborhoods and commercial developments, providing sidewalks and bike lanes, and situating buildings to promote pedestrian friendliness.
7) **Flexible Parking Standards:** Revising land development regulations to remove rigid parking requirements that typically result in an oversupply of unnecessary parking spaces. Revisions may include reducing the number of required parking spaces, allowing shared parking between adjacent facilities, or promoting the use of alternative materials.
8) **Flexible Subdivision Regulations:** Revising subdivision regulations to enable development of more innovative types of subdivisions that better match the character of the community and physical constraints of the development site. Revisions may include adjusting specific physical development standards to allow for condominium-style development or encouraging greater use of discretionary site plan review for new subdivisions.
9) **Inclusionary Zoning:** Refers to various zoning or subdivision regulations which require that there be some affordable units in new residential developments. This can refer to new apartments, condos, or houses. Most commonly the requirement is that a certain percentage of the units be affordable, which must be defined for a specific period of time, but other techniques are also used. An advantage of inclusionary zoning, over traditional low-income housing projects, is that it mixes incomes and classes together.
10) **Infill Development Program:** A comprehensive strategy for encouraging infill development in particular areas of the community, while also regulating this development to ensure protection of quality of life in affected neighborhoods. An effective program will include both: a) development incentives, improvements to public facilities and services, and streamlined regulations to encourage infill development; b) guidelines for appropriate design, density and location of new infill projects.
11) **Mixed Use Zoning:** In contrast to traditional zoning techniques, mixed-use zoning, which is often accomplished through zoning overlays, allows different types of uses such as: residential, commercial and office/professional to locate within the same area provided the uses are reasonably compatible. This type of development, in appropriate areas, creates a more diverse and dynamic urban setting and often makes it easier for people to carry out daily activities by alternative modes of transportation.
12) **Right of Way Improvements:** Any type of public improvement made in a roadway's "right-of-way," which is the strip of land that includes the road itself and the narrow band of publicly owned property on either side of the road where sidewalks, curbing, and utility lines are typically located. Such improvements may address issues such as: not enough or non-accessible sidewalks and bike trails, traffic problems, unattractive commercial or shopping areas, or unattractive sprawl development/visual clutter along roadways
13) **Reuse of Greyfields:** Redevelopment of Greyfields can occur through programs such as the State's Redevelopment Fund. This fund gives local governments access to flexible financial assistance to help them implement projects that cannot be undertaken with the usual public sector grant and loan programs. The Redevelopment Fund finances locally initiated public/private partnerships to leverage investments in commercial, downtown and industrial redevelopment and revitalization projects that wouldn't proceed otherwise.
14) **Traffic Calming:** Physical improvements designed to decrease traffic speed and increase the pedestrian-friendliness of roadways. Typical traffic-calming improvements include raised crosswalks, narrower traffic lanes, fewer lanes, on-street parking, bump-outs, pedestrian refuges, and landscaped medians.

2.4.9 Neighborhood Activity Center

DESCRIPTION: A neighborhood focal point with a concentration of activities such as general retail, service commercial, professional office, higher-density housing, and appropriate public and open spaces uses easily accessible by pedestrians and bicycles.

DEVELOPMENT STRATEGY: Each neighborhood center should include a mix of retail, services, and offices to serve neighborhood residents' day-to day needs. Residential development should reinforce the center by locating higher density housing options adjacent to the center, targeted to a broad range of income levels, including multi-family town homes, apartments, and condominiums. Design for each Center should be very pedestrian-oriented, with strong, walkable connections between different uses. Road edges should be clearly defined by locating builds at roadside with parking in the rear. Direct connections to greenspace and trail networks should be provided. The pedestrian-friendly environment should be enhanced by adding sidewalks and other pedestrian-friendly trails/bike routes linked to other neighborhood amenities such as libraries, neighborhood centers, health facilities, parks, and schools.

PERMITTED ZONINGS:	Single-Family Residential (R-6S) and Multi-Family Residential (R-6) Residential-Professional (R-P) Office-Professional (O-P) / Office Institutional (O-I) Neighborhood-Commercial (C-N) Community-Commercial (C-C) / General Commercial (C-G) - When property located along a Collector or Arterial roadway Planned Development (P-D)

QUALITY COMMUNITY OBJECTIVES:

1) **Growth Preparedness Objective**: Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These may include housing and infrastructure (e.g. roads, water, sewer and telecommunications) to support new growth, appropriate training of the workforce, ordinances to direct growth as desired, or leadership capable of responding to growth opportunities.
2) **Appropriate Businesses Objective**: The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.
3) **Educational Opportunities Objective**: Educational and training opportunities should be readily available in each community to permit community residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.
4) **Employment Options Objective**: A range of job types should be provided in each community to meet the diverse needs of the local workforce.
5) **Transportation Alternatives Objective**: Alternatives to transportation by automobile, including accessible mass transit, bicycle routes and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.
6) **Housing Opportunities Objective**: Quality housing and a range of housing size, cost, and density should be provided in each community to make it possible for all who work in the community to also live in the community.

7) **Traditional Neighborhood Objective**: Traditional neighborhood development patterns should be encouraged, including use of more human scale development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.
8) **Infill Development Objective**: Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.
9) **Sense of Place Objective**: Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.

IMPLEMENTATION MEASURES:

1) **Appropriate Zoning Districts:**
   a. **Single-Family (R-6S) and Multi-Family (R-6) Residential Zoning Districts:** See description above in 2.4.6
   b. **Residential-Professional (R-P) Zoning District:** See description above in 2.4.7
   c. **Office-Professional (O-P) and Office Institutional (O-I) Zoning Districts:** See description above in 2.4.7
   d. **Neighborhood-Commercial (C-N) Zoning District:** See description above in 2.4.7
   e. **Community-Commercial (C-C) and General Commercial (C-G) Zoning Districts:** See description above in 2.4.8
   f. **Planned Developments (P-D):** See description above in 2.4.6

2) **Access Control Measures:** To ensure neighborhoods and commercial properties are interconnected to allow for greater traffic circulation and increased public safety.

3) **Alternatives to or Reuse of Big Boxes:** As Big Boxes become vacant, developers are encouraged to investigate innovative methods of reuse and possible redesign. Developers are also encouraged to design big box retail stores so as to minimize impact on surrounding properties and provide greater aesthetic appeal. This can include the use of alternative construction materials, creative building design, and innovative site layout.

4) **Appropriate School Siting:** To ensure schools are located within existing or planned activity centers to promote pedestrian and bicycle accessibility.

5) **Density Bonuses:** Certain income groups are in need of additional housing options but may find it very hard to obtain. Increased density in appropriate areas may help decrease the cost of development thus making housing more affordable.

6) **Design for Walkable Communities:** In an effort to promote active living, developers and planners should work together to ensure new development is designed in such a way as to encourage walking and biking. This includes such methods as interconnecting neighborhoods and commercial developments, providing universally designed sidewalks and bike lines, and situating buildings to promote pedestrian friendliness.

7) **Flexible Parking Standards:** Revising land development regulations to remove rigid parking requirements that typically result in an oversupply of unnecessary parking spaces. Revisions may include reducing the number of required parking spaces, allowing shared parking between adjacent facilities, or promoting the use of alternative materials.

8) **Flexible Subdivision Regulations:** Revising subdivision regulations to enable development of more innovative types of subdivisions that better match the character of the community and physical constraints of the development site. Revisions may include adjusting specific physical development standards to allow for condominium-style development or encouraging greater use of discretionary site plan review for new subdivisions.

9) **Infill Development Program:** A comprehensive strategy for encouraging infill development in particular areas of the community, while also regulating this development to ensure protection of quality of life in affected neighborhoods. An effective program will include both: a) development incentives, improvements to public facilities and services, and streamlined regulations to encourage infill development; b) guidelines for appropriate design, density and location of new infill projects.

10) **Mixed Use Zoning:** In contrast to traditional zoning techniques, mixed-use zoning, which is often accomplished through zoning overlays, allows different types of uses such as: residential, commercial and office/professional to locate within the same area provided the uses are reasonably compatible. This type of development, in appropriate areas, creates a more diverse and dynamic urban setting and often makes it easier for people to carry out daily activities by alternative modes of transportation.

11) **Right of Way Improvements:** Any type of public improvement made in a roadway's "right-of-way," which is the strip of land that includes the road itself and the narrow band of publicly owned property on either side of the road where sidewalks, curbing, and utility lines are typically located. Such improvements may address issues such as: not enough or non-accessible sidewalks and bike trails, traffic problems, unattractive commercial or shopping areas, or unattractive sprawl development/visual clutter along roadways

12) **Reuse of Greyfields:** Redevelopment of Greyfields can occur through programs such as the State's Redevelopment Fund. This fund gives local governments access to flexible financial assistance to help them implement projects that cannot be undertaken with the usual public sector grant and loan programs. The Redevelopment Fund finances locally initiated public/private partnerships to leverage investments in commercial, downtown and industrial redevelopment and revitalization projects that would not proceed otherwise.

13) **Traffic Calming:** Physical improvements designed to decrease traffic speed and increase the pedestrian-friendliness of roadways. Typical traffic-calming improvements include raised crosswalks, narrower traffic lanes, fewer lanes, on-street parking, bump-outs, pedestrian refuges, and landscaped medians.

2.4.10 Community Activity Center

DESCRIPTION: A focal point for several neighborhoods that has a concentration of activities such as general retail, service commercial, office professional, higher-density housing, and appropriate public and open space uses easily accessible by pedestrians.

***DEVELOPMENT STRATEGY*:** Each Community Activity Center should include a relatively high-density mix of retail, office, services, and employment to serve a regional market area. Residential development should reinforce the town center through locating higher density housing options adjacent to the town center, targeted to a broad range of income levels, including multi-family town homes, apartments and condominiums. Design for each Community Activity Center should be very pedestrian-oriented, with strong, walkable connections between different uses. Road edges should be clearly defined by locating buildings at roadside with parking in the rear. Direct connections to greenspace and trail networks should be provided. The pedestrian-friendly environment should be enhanced by adding sidewalks and other pedestrian-friendly trails/bike routes linked to other neighborhood amenities such as libraries, neighborhood centers, health facilities, parks, and schools.

PERMITTED ZONINGS:	Single-Family (R-6S) and Multi-Family Residential (R-6) Residential-Professional (R-P) Office-Professional (O-P) and Office Institutional (O-I) Neighborhood-Commercial (C-N) Community-Commercial (C-C) and General Commercial (C-G) Highway-Commercial (C-H) Planned Development (P-D)

QUALITY COMMUNITY OBJECTIVES:

1) **Regional Identity Objective**: Regions should promote and preserve an "identity," defined in terms of traditional regional architecture, common economic linkages that bind the region together, or other shared characteristics.
2) **Growth Preparedness Objective**: Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These may include housing and infrastructure (e.g. roads, water, sewer and telecommunications) to support new growth, appropriate training of the workforce, ordinances to direct growth as desired, or leadership capable of responding to growth opportunities.
3) **Appropriate Businesses Objective**: The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.
4) **Educational Opportunities Objective**: Educational and training opportunities should be readily available in each community to permit community residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.
5) **Employment Options Objective**: A range of job types should be provided in each community to meet the diverse needs of the local workforce.
6) **Transportation Alternatives Objective**: Alternatives to transportation by automobile, including accessible mass transit, bicycle routes and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.

7) **Housing Opportunities Objective**: Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community.
8) **Infill Development Objective**: Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.
9) **Sense of Place Objective**: Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.

IMPLEMENTATION MEASURES:

1) **Appropriate Zoning Districts:**
   a. **Single-Family (R-6S) and Multi-Family (R-6) Residential Zoning Districts:** See description above in 2.4.6
   b. **Residential-Professional (R-P) Zoning District:** See description above in 2.4.7
   c. **Office-Professional (O-P) and Office Institutional (O-I) Zoning Districts:** See description above in 2.4.7
   d. **Neighborhood-Commercial (C-N) Zoning District:** See description above in 2.4.7
   e. **Community-Commercial (C-C) and General Commercial (C-G) Zoning Districts:** See description above in 2.4.8
   f. **Highway-Commercial (C-H) Zoning District:** Properties may retain or request this zoning district to provide areas for commercial activities which provide products and services that generally require locations with the highest level of access to major collector roads, arterial highways, and regional transportation systems.
   g. **Planned Developments (P-D):** See description above in 2.4.6

2) **Access Control Measures:** To ensure neighborhoods and commercial properties are interconnected to allow for greater traffic circulation and increased public safety.

3) **Alternatives to or Reuse of Big Boxes:** As Big Boxes become vacant, developers are encouraged to investigate innovative methods of reuse and possible redesign. Developers are also encouraged to design big box retail stores so as to minimize impact on surrounding properties and provide greater aesthetic appeal. This can include the use of alternative construction materials, creative building design, and innovative site layout.

4) **Appropriate School Siting:** To ensure school are located within existing or planned activity centers to promote pedestrian and bicycle accessibility.

5) **Density Bonuses:** Certain income groups are in need of additional housing options but may find it very hard to obtain. Increased density in appropriate areas may help decrease the cost of development thus making housing more affordable.

6) **Design for Walkable Communities:** In an effort to promote active living, developers and planners should work together to ensure new development is designed in such a way as to encourage walking and biking. This includes such methods as interconnecting neighborhoods and commercial developments, providing universally designed sidewalks and bike lanes, and situating buildings to promote pedestrian friendliness.

7) **Flexible Parking Standards:** Revising land development regulations to remove rigid parking requirements that typically result in an oversupply of unnecessary parking spaces. Revisions may include reducing the number of required parking spaces, allowing shared parking between adjacent facilities, or promoting the use of alternative materials.

8) **Flexible Subdivision Regulations:** Revising subdivision regulations to enable development of more innovative types of subdivisions that better match the character of the community and physical constraints of the development site. Revisions may include adjusting specific physical development standards to allow for condominium-style development or encouraging greater use of discretionary site plan review for new subdivisions.

9) **Infill Development Program:** A comprehensive strategy for encouraging infill development in particular areas of the community, while also regulating this development to ensure protection of quality of life in affected neighborhoods. An effective program will include both: a) development incentives, improvements to public facilities and services, and streamlined regulations to encourage infill development; b) guidelines for appropriate design, density and location of new infill projects.

10) **Mixed Use Zoning:** In contrast to traditional zoning techniques, mixed-use zoning, which is often accomplished through zoning overlays, allows different types of uses such as: residential, commercial and office/professional to locate within the same area provided the uses are reasonably compatible. This type of development, in appropriate areas, creates a more diverse and dynamic urban setting and often makes it easier for people to carry out daily activities by alternative modes of transportation.

11) **Right of Way Improvements:** Any type of public improvement made in a roadway's "right-of-way," which is the strip of land that includes the road itself and the narrow band of publicly owned property on either side of the road where sidewalks, curbing, and utility lines are typically located. Such improvements may address issues such as: not enough or non-accessible sidewalks and bike trails, traffic problems, unattractive commercial or shopping areas, or unattractive sprawl development/visual clutter along roadways

12) **Reuse of Greyfields:** Redevelopment of Greyfields can occur through programs such as the State's Redevelopment Fund. This fund gives local governments access to flexible financial assistance to help them implement projects that cannot be undertaken with the usual public sector grant and loan programs. The Redevelopment Fund finances locally initiated public/private partnerships to leverage investments in commercial, downtown and industrial redevelopment and revitalization projects that wouldn't proceed otherwise.

13) **Traffic Calming:** Physical improvements designed to decrease traffic speed and increase the pedestrian-friendliness of roadways. Typical traffic-calming improvements include raised crosswalks, narrower traffic lanes, fewer lanes, on-street parking, bump-outs, pedestrian refuges, and landscaped medians.

2.4.11 Regional Activity Center

DESCRIPTION: Concentration of regionally marketed commercial and retail centers, office and employment areas, higher-education facilities, sports and recreational complexes. These areas are characterized by high degrees of access by vehicular traffic, large amounts of on-site parking, low degrees of internal open space, high floor-area-ratios, and large tracts of land, campuses, or unified development.

DEVELOPMENT STRATEGY: These areas should include a relatively high-density mix of retail, office, services, and employment to serve a regional market area. They should also include a diverse mix of higher-density housing types, including multi-family town homes, apartments, lofts, condominiums, affordable and workforce housing. Design should be very pedestrian-oriented, with strong, walkable connections between different uses. Direct connections to nearby networks of greenspace or trails, available to pedestrians and bicyclists for both tourism and recreation purposes, should be provided. Road edges should be clearly defined by locating buildings at roadside with parking in the rear. "Franchise" or "corporate" architecture should be discouraged.

PERMITTED ZONINGS:	Multi-Family Residential (R-6) Office-Professional (O-P)/ Office Institutional (O-I) Community-Commercial (C-C)/ General Commercial (C-G) Highway-Commercial (C-H) Planned Development (P-D)

QUALITY COMMUNITY OBJECTIVES:

1) **Regional Identity Objective**: Regions should promote and preserve an "identity," defined in terms of traditional regional architecture, common economic linkages that bind the region together, or other shared characteristics.
2) **Growth Preparedness Objective**: Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These may include housing and infrastructure (roads, water, sewer and telecommunications) to support new growth, appropriate training of the workforce, ordinances to direct growth as desired, or leadership capable of responding to growth opportunities.
3) **Appropriate Businesses Objective**: The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.
4) **Employment Options Objective**: A range of job types should be provided in each community to meet the diverse needs of the local workforce.
5) **Transportation Alternatives Objective**: Alternatives to transportation by automobile, including accessible mass transit, bicycle routes and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.
6) **Housing Opportunities Objective**: Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community.

7) **Traditional Neighborhood Objective**: Traditional neighborhood development patterns should be encouraged, including use of more human scale development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.
8) **Infill Development Objective**: Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.
9) **Sense of Place Objective**: Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.

IMPLEMENTATION MEASURES:

1) **Appropriate Zoning Districts:**
   a. **Multi-Family (R-6) Residential Zoning District:** See description above in 2.4.6
   b. **Office-Professional (O-P) and Office Institutional (O-I) Zoning Districts:** See description above in 2.4.7
   c. **Community-Commercial (C-C) and General Commercial (C-G) Zoning Districts:** See description above in 2.4.8
   d. **Highway-Commercial (C-H) Zoning District:** See description above in 2.4.10
   e. **Planned Developments (P-D):** See description above in 2.4.6
2) **Access Control Measures:** To ensure neighborhoods and commercial properties are interconnected to allow for greater traffic circulation and increased public safety.
3) **Alternatives to or Reuse of Big Boxes:** As Big Boxes become vacant, developers are encouraged to investigate innovative methods of reuse and possible redesign. Developers are also encouraged to design big box retail stores so as to minimize impact on surrounding properties and provide greater aesthetic appeal. This can include the use of alternative construction materials, creative building design, and innovative site layout.
4) **Appropriate School Siting:** To ensure school are located within existing or planned activity centers to promote pedestrian and bicycle accessibility.
5) **Density Bonuses:** Certain income groups are in need of additional housing options but may find it very hard to obtain. Increased density in appropriate areas may help decrease the cost of development thus making housing more affordable.
6) **Design for Walkable Communities:** In an effort to promote active living, developers and planners should work together to ensure new development is designed in such a way as to encourage walking and biking. This includes such methods as interconnecting neighborhoods and commercial developments, providing universally designed sidewalks and bike lanes, and situating buildings to promote pedestrian friendliness.
7) **Flexible Parking Standards:** Revising land development regulations to remove rigid parking requirements that typically result in an oversupply of unnecessary parking spaces. Revisions may include reducing the number of required parking spaces, allowing shared parking between adjacent facilities, or promoting the use of alternative materials.
8) **Flexible Subdivision Regulations:** Revising subdivision regulations to enable development of more innovative types of subdivisions that better match the character of the community and physical constraints of the development site. Revisions may include adjusting specific physical development standards to allow for condominium-style development or encouraging greater use of discretionary site plan review for new subdivisions.

9) **Infill Development Program:** A comprehensive strategy for encouraging infill development in particular areas of the community, while also regulating this development to ensure protection of quality of life in affected neighborhoods. An effective program will include both: a) development incentives, improvements to public facilities and services, and streamlined regulations to encourage infill development; b) guidelines for appropriate design, density and location of new infill projects.
10) **Mixed Use Zoning:** In contrast to traditional zoning techniques, mixed-use zoning, which is often accomplished through zoning overlays, allows different types of uses such as: residential, commercial and office/professional to locate within the same area provided the uses are reasonably compatible. This type of development, in appropriate areas, creates a more diverse and dynamic urban setting and often makes it easier for people to carry out daily activities by alternative modes of transportation.
11) **Right of Way Improvements:** Any type of public improvement made in a roadway's "right-of-way," which is the strip of land that includes the road itself and the narrow band of publicly owned property on either side of the road where sidewalks, curbing, and utility lines are typically located. Such improvements may address issues such as: not enough or non-accessible sidewalks and bike trails, traffic problems, unattractive commercial or shopping areas, or unattractive sprawl development/visual clutter along roadways**.**
12) **Reuse of Greyfields:** Redevelopment of Greyfields can occur through programs such as the State's Redevelopment Fund. This fund gives local governments access to flexible financial assistance to help them implement projects that cannot be undertaken with the usual public sector grant and loan programs. The Redevelopment Fund finances locally initiated public/private partnerships to leverage investments in commercial, downtown and industrial redevelopment and revitalization projects that wouldn't proceed otherwise.
13) **Traffic Calming:** Physical improvements designed to decrease traffic speed and increase the pedestrian-friendliness of roadways. Typical traffic-calming improvements include raised crosswalks, narrower traffic lanes, fewer lanes, on-street parking, bump-outs, pedestrian refuges, and landscaped medians.

2.4.12 Downtown Activity Center

DESCRIPTION: The traditional central business district and immediately surrounding commercial, industrial, or mixed–use areas.

DEVELOPMENT STRATEGY: Downtown should include relatively high-density mix of retail, office, services, and employment to serve a regional market area. Residential development should reinforce the traditional town center through a combination of rehabilitation of historic buildings in the downtown area and compatible new infill development targeted to a broad range of income levels, including multi-family town homes, apartments, lofts, and condominiums. Design should be very pedestrian-oriented, with strong, walkable connections between different uses. Road edges should be clearly defined by locating buildings at roadside with parking in the rear. The pedestrian-friendly environment should be enhanced by adding sidewalks and other pedestrian-friendly trails/bike routes linking to neighborhood communities and major destinations ,such as libraries, neighborhood centers, health facilities, commercial clusters, parks, and schools. New residential and commercial development should be concentrated in and around the downtown and adjacent neighborhoods on infill sites.

PERMITTED ZONINGS:	Single-Family (R-6S) and Multi-Family Residential (R-6) Downtown-Commercial (C-D)/ Central Business District (C-B-D)

QUALITY COMMUNITY OBJECTIVES:

1) **Regional Identity Objective**: Regions should promote and preserve an "identity," defined in terms of traditional regional architecture, common economic linkages that bind the region together, or other shared characteristics.
2) **Appropriate Businesses Objective**: The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.
3) **Heritage Preservation Objective**: The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.
4) **Transportation Alternatives Objective**: Alternatives to transportation by automobile, including accessible mass transit, bicycle routes and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.
5) **Housing Opportunities Objective**: Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community.
6) **Infill Development Objective**: Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.
7) **Sense of Place Objective**: Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.

IMPLEMENTATION MEASURES:

1) **Appropriate Zoning Districts:**
    a. **Single-Family (R-6S) or Multi-Family Residential (R-6) Zoning Districts:** See description above in 2.4.6
    b. **Downtown-Commercial (C-D) or Central Business District (C-B-D) Zoning Districts:** Properties may retain or request these zoning districts to provide for development which will protect the unique function and design of this district. This may include a wide variety of sales to enhance and protect shopping facilities and high-density residential uses.
2) **Design for Walkable Communities:** In an effort to promote active living, developers and planners should work together to ensure new development is designed in such a way as to encourage walking and biking. This includes such methods as interconnecting neighborhoods and commercial developments, providing universally designed sidewalks and bike lanes, and situating buildings to promote pedestrian friendliness.
3) **Flexible Parking Standards:** Revising land development regulations to remove rigid parking requirements that typically result in an oversupply of unnecessary parking spaces. Revisions may include reducing the number of required parking spaces, allowing shared parking between adjacent facilities, or promoting the use of alternative materials.
4) **Infill Development Program:** A comprehensive strategy for encouraging infill development in particular areas of the community, while also regulating this development to ensure protection of quality of life in affected neighborhoods. An effective program will include both: a) development incentives, improvements to public facilities and services, and streamlined regulations to encourage infill development; b) guidelines for appropriate design, density and location of new infill projects.
5) **Mixed Use Zoning:** In contrast to traditional zoning techniques, mixed-use zoning, which is often accomplished through zoning overlays, allows different types of uses such as: residential, commercial and office/professional to locate within the same area provided the uses are reasonably compatible. This type of development, in appropriate areas, creates a more diverse and dynamic urban setting and often makes it easier for people to carry out daily activities by alternative modes of transportation.
6) **Right of Way Improvements:** Any type of public improvement made in a roadway's "right-of-way," which is the strip of land that includes the road itself and the narrow band of publicly owned property on either side of the road where sidewalks, curbing, and utility lines are typically located. Such improvements may address issues such as: not enough or non-accessible sidewalks and bike trails, traffic problems, unattractive commercial or shopping areas, or unattractive sprawl development/visual clutter along roadways
7) **Reuse of Greyfields:** Redevelopment of Greyfields can occur through programs such as the State's Redevelopment Fund. This fund gives local governments access to flexible financial assistance to help them implement projects that cannot be undertaken with the usual public sector grant and loan programs. The Redevelopment Fund finances locally initiated public/private partnerships to leverage investments in commercial, downtown and industrial redevelopment and revitalization projects that wouldn't proceed otherwise.
8) **Traffic Calming:** Physical improvements designed to decrease traffic speed and increase the pedestrian-friendliness of roadways. Typical traffic-calming improvements include raised crosswalks, narrower traffic lanes, fewer lanes, on-street parking, bump-outs, pedestrian refuges, and landscaped medians.

2.4.13 Institutional Activity Center

DESCRIPTION: Concentration of public or private large-scale institutional uses such as hospitals, schools, colleges, and universities. These areas may be characterized by high degrees of access by vehicular traffic, large amounts of on-site parking, low degrees of internal open space, high floor-area-ratios, and large tracts of land, campuses, or unified development.

DEVELOPMENT STRATEGY: Uses supporting the area's primary institution should be supported and clustered around such institution when feasible. Institutionally compatible architecture should be encouraged over "franchise" or "corporate" architecture. Design should be very pedestrian-oriented, with strong, walkable connections between the institution and supporting uses. Direct connections to nearby networks of greenspace or trails, available to pedestrians and bicyclists should be provided.

PERMITTED ZONINGS:	Residential Professional (R-P) Office-Professional (O-P) and Office Institutional (O-I) Neighborhood-Commercial (C-N)

QUALITY COMMUNITY OBJECTIVES:

1) **Growth Preparedness Objective**: Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These may include housing and infrastructure (roads, water, sewer and telecommunications) to support new growth, appropriate training of the workforce, ordinances to direct growth as desired, or leadership capable of responding to growth opportunities.
2) **Appropriate Businesses Objective**: The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.
3) **Employment Options Objective**: A range of job types should be provided in each community to meet the diverse needs of the local workforce.
4) **Heritage Preservation Objective**: The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.
5) **Transportation Alternatives Objective**: Alternatives to transportation by automobile, including accessible mass transit, bicycle routes and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.
6) **Housing Opportunities Objective**: Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community.
7) **Infill Development Objective**: Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.

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

IMPLEMENTATION MEASURES:

1) **Appropriate Zoning Districts:**
   a. **Residential-Professional (R-P) Zoning District:** See description above in 2.4.7
   b. **Office-Professional (O-P) and Office Institutional (O-I) Zoning Districts:** See description above in 2.4.7
   c. **Neighborhood-Commercial (C-N) Zoning District:** See description above in 2.4.7

2) **Access Control Measures:** To ensure properties are interconnected to allow for greater traffic circulation and increased public safety.

3) **Design for Walkable Communities:** In an effort to promote active living, developers and planners should work together to ensure new development is designed in such a way as to encourage walking and biking. This includes such methods as interconnecting neighborhoods and commercial developments, providing universally designed sidewalks and bike lanes, and situating buildings to promote pedestrian friendliness.

4) **Flexible Parking Standards:** Revising land development regulations to remove rigid parking requirements that typically result in an oversupply of unnecessary parking spaces. Revisions may include reducing the number of required parking spaces, allowing shared parking between adjacent facilities, or promoting the use of alternative materials.

5) **Mixed Use Zoning:** In contrast to traditional zoning techniques, mixed-use zoning, which is often accomplished through zoning overlays, allows different types of uses such as: residential, commercial and office/professional to locate within the same area provided the uses are reasonably compatible. This type of development, in appropriate areas, creates a more diverse and dynamic urban setting and often makes it easier for people to carry out daily activities by alternative modes of transportation.

6) **Traffic Calming:** Physical improvements designed to decrease traffic speed and increase the pedestrian-friendliness of roadways. Typical traffic-calming improvements include raised crosswalks, narrower traffic lanes, fewer lanes, on-street parking, bump-outs, pedestrian refuges, and landscaped medians.

2.4.14 Industrial Activity Center

DESCRIPTION: Area used in manufacturing, wholesale trade, distribution activities, assembly, and processing activities. Uses may or may not generate excessive noise, particulate matter, vibration, smoke, dust, gas, fumes, odors, radiation, or other nuisance characteristics.

DEVELOPMENT STRATEGY: Development or, where possible, retrofitting should occur as part of planned industrial parks having adequate water, sewer, storm-water, and transportation infrastructure for all component uses at build-out. 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. Also incorporate measures to mitigate impacts of external impacts on the adjacent built or natural environments. Encourage greater mix of uses such as retail and services to serve industry employees to reduce automobile reliance/use on site.

PERMITTED ZONINGS:	Light Manufacturing (M-1) Heavy Manufacturing (M-2) High Intensity Industrial (M-3) Intensive Services District (I-S)

QUALITY COMMUNITY OBJECTIVES:

1) **Growth Preparedness Objective**: Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These may include housing and infrastructure (roads, water, sewer and telecommunications) to support new growth, appropriate training of the workforce, ordinances to direct growth as desired, or leadership capable of responding to growth opportunities.
2) **Appropriate Businesses Objective**: The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.
3) **Employment Options Objective**: A range of job types should be provided in each community to meet the diverse needs of the local workforce.
4) **Environmental Protection Objective**: Air quality and environmentally sensitive areas should be protected from negative impacts of development. Environmentally sensitive areas deserve special protection, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.
5) **Infill Development Objective**: Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.

IMPLEMENTATION MEASURES:

1) **Appropriate Zoning Districts:**
    a. **Light Manufacturing (M-1):** Properties may retain or request this zoning district to provide for light industrial uses which do not create excessive noise, odor, smoke, or dust and do not produce, store or handle hazardous wastes. Permissible uses include activities involved in warehousing, assembly, storage, and commercial services.
    b. **Heavy Manufacturing (M-2):** Properties may retain or request this zoning district to provide for the manufacturing, assembling, storage, distribution, and ales activities that are generally high intensity. For those industries which may have negative impacts of nuisance factors associated with their use, supplemental standards may apply.
    c. **High Intensity Industrial (M-3):** Properties may retain or request this zoning district to provide for industrial uses that are involved in high intensity manufacturing and processing of materials which create excessive noise, odor, smoke, or dust. Special considerations for high intensity industrial uses include screening of activities, noise mitigation, and protection from encroachment from incompatible development.
    d. **Intensive Services District (I-S):** Properties may retain or request this zoning district to provide sites for public and private facilities for wastewater treatment, land application of effluent, landfills, energy generation, resources recovery, and similar uses which may require environmental permits.
2) **Access Control Measures:** To ensure neighborhoods and commercial properties are interconnected to allow for greater traffic circulation and increased public safety.
3) **Alternatives to or Reuse of Big Boxes:** As Big Boxes become vacant, developers are encouraged to investigate innovative methods of reuse and possible redesign. Developers are also encouraged to design big box retail stores so as to minimize impact on surrounding properties and provide greater aesthetic appeal. This can include the use of alternative construction materials, creative building design, and innovative site layout.
4) **Flexible Parking Standards:** Revising land development regulations to remove rigid parking requirements that typically result in an oversupply of unnecessary parking spaces. Revisions may include reducing the number of required parking spaces, allowing shared parking between adjacent facilities, or promoting the use of alternative materials.
5) **Infill Development Program:** A comprehensive strategy for encouraging infill development in particular areas of the community, while also regulating this development to ensure protection of quality of life in affected neighborhoods. An effective program will include both: a) development incentives, improvements to public facilities and services, and streamlined regulations to encourage infill development; b) guidelines for appropriate design, density and location of new infill projects.
6) **Reuse of Greyfields:** Redevelopment of Greyfields can occur through programs such as the State's Redevelopment Fund. This fund gives local governments access to flexible financial assistance to help them implement projects that cannot be undertaken with the usual public sector grant and loan programs. The Redevelopment Fund finances locally initiated public/private partnerships to leverage investments in commercial, downtown and industrial redevelopment and revitalization projects that wouldn't proceed otherwise.

2.4.15 Transportation/Communication/Utilities

DESCRIPTION: Areas used in providing public transportation, communication, or utility services. Also includes areas supporting some type of industrial uses but not the principle use. These areas may include public or private facilities for wastewater treatment, land application of effluent, landfills, energy generation, resource recovery, or similar uses which may require environmental permits.

DEVELOPMENT STRATEGY: Development of these areas should be in cooperation with established or planned industrial areas. Or, where not feasible, such areas should be well buffered from surrounding residential and commercial properties for both aesthetics and quality of life.

PERMITTED ZONINGS:	Intensive Services District (I-S) Light Manufacturing (M-1) Heavy Manufacturing (M-2) High Intensity Industrial (M-3) Any other zoning district if compatible with surrounding zonings and uses and for public facility

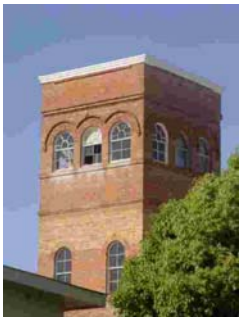
QUALITY COMMUNITY OBJECTIVES:

1) **Environmental Protection Objective**: Air quality and environmentally sensitive areas should be protected from negative impacts of development. Environmentally sensitive areas deserve special protection, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.

IMPLEMENTATION MEASURES:

1) **Appropriate Zoning Districts:**
   a. **Intensive Services District (I-S):** See description above in 2.4.14
   b. **Light Manufacturing (M-1):** See description above in 2.4.14
   c. **Heavy Manufacturing (M-2):** See description above in 2.4.14
   d. **High Intensity Industrial (M-3):** See description above in 2.4.14
2) **Appropriate Buffering Requirements:** To minimize potential conflicts between transportation/communication/utilities uses and other agricultural, commercial, or residential uses and to protect public health, safety, and general welfare, all new transportation/communication/utilities adjacent to dissimilar uses should provide an appropriate buffer.

2.4.16 Remerton Mill Town



DESCRIPTION: A centralized area within the City of Remerton with a concentration of activities such as general retail, service commercial, professional office, higher-density housing, and appropriate public and open spaces uses easily accessible by pedestrians and bicycles.

DEVELOPMENT STRATEGY: The Mill Town should include a high-density mix of retail, office, services, and employment. Development should reinforce the traditional town center through a combination of rehabilitation of historic buildings and compatible new infill development targeted. Design should be very pedestrian-oriented, with strong, walkable connections between different uses. Road edges should be clearly defined by locating buildings at roadside with parking in the rear. The pedestrian-friendly environment should be enhanced by adding sidewalks and other pedestrian-friendly trails/bike routes linking to neighborhood communities and major destinations ,such as libraries, neighborhood centers, health facilities, commercial clusters, parks, and schools.

PERMITTED ZONINGS:	Community-Commercial (C-C) Office-Professional (O-P) - Does not currently exist but is being investigated Multi-Family Residential (R-6)

QUALITY COMMUNITY OBJECTIVES:

1) **Growth Preparedness Objective**: Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These may include housing and infrastructure (roads, water, sewer and telecommunications) to support new growth, appropriate training of the workforce, ordinances to direct growth as desired, or leadership capable of responding to growth opportunities.
2) **Appropriate Businesses Objective**: The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities**.**
3) **Employment Options Objective**: A range of job types should be provided in each community to meet the diverse needs of the local workforce.
4) **Heritage Preservation Objective**: The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.
5) **Transportation Alternatives Objective**: Alternatives to transportation by automobile, including accessible mass transit, bicycle routes and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.
6) **Housing Opportunities Objective**: Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community.
7) **Traditional Neighborhood Objective**: Traditional neighborhood development patterns should be encouraged, including use of more human scale development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.

8) **Infill Development Objective**: Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.
9) **Sense of Place Objective**: Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.

IMPLEMENTATION MEASURES:

1) **Appropriate Zoning Districts:**
   a. **Multi-Family (R-6) Residential Zoning District:** See description above in 2.4.6
   b. **Office-Professional (O-P) Zoning District:** See description above in 2.4.7
   c. **Community-Commercial (C-C) Zoning District:** See description above in 2.4.8

2) **Access Control Measures:** To ensure properties are interconnected to allow for greater traffic circulation and increased public safety.

3) **Design for Walkable Communities:** In an effort to promote active living, developers and planners should work together to ensure new development is designed in such a way as to encourage walking and biking. This includes such methods as interconnecting neighborhoods and commercial developments, providing universally designed sidewalks and bike lanes, and situating buildings to promote pedestrian friendliness.

4) **Flexible Parking Standards:** Revising land development regulations to remove rigid parking requirements that typically result in an oversupply of unnecessary parking spaces. Revisions may include reducing the number of required parking spaces, allowing shared parking between adjacent facilities, or promoting the use of alternative materials.

5) **Flexible Subdivision Regulations:** Revising subdivision regulations to enable development of more innovative types of subdivisions that better match the character of the community and physical constraints of the development site. Revisions may include adjusting specific physical development standards to allow for condominium-style development or encouraging greater use of discretionary site plan review for new subdivisions.

6) **Infill Development Program:** A comprehensive strategy for encouraging infill development in particular areas of the community, while also regulating this development to ensure protection of quality of life in affected neighborhoods. An effective program will include both: a) development incentives, improvements to public facilities and services, and streamlined regulations to encourage infill development; b) guidelines for appropriate design, density and location of new infill projects.

7) **Mixed Use Zoning:** In contrast to traditional zoning techniques, mixed-use zoning, which is often accomplished through zoning overlays, allows different types of uses such as: residential, commercial and office/professional to locate within the same area provided the uses are reasonably compatible. This type of development, in appropriate areas, creates a more diverse and dynamic urban setting and often makes it easier for people to carry out daily activities by alternative modes of transportation.

8) **Right of Way Improvements:** Any type of public improvement made in a roadway's "right-of-way," which is the strip of land that includes the road itself and the narrow band of publicly owned property on either side of the road where sidewalks, curbing, and utility lines are typically located. Such improvements may address issues such as: not enough or non-accessible sidewalks and bike trails, traffic problems, unattractive commercial or shopping areas, or unattractive sprawl development/visual clutter along roadways

9) **Reuse of Greyfields:** Redevelopment of Greyfields can occur through programs such as the State's Redevelopment Fund. This fund gives local governments access to flexible financial assistance to help them implement projects that cannot be undertaken with the usual public sector grant and loan programs. The Redevelopment Fund finances locally initiated public/private partnerships to leverage investments in commercial, downtown and industrial redevelopment and revitalization projects that wouldn't proceed otherwise.

10) **Traffic Calming:** Physical improvements designed to decrease traffic speed and increase the pedestrian-friendliness of roadways. Typical traffic-calming improvements include raised crosswalks, narrower traffic lanes, fewer lanes, on-street parking, bump-outs, pedestrian refuges, and landscaped medians.

2.4.17 Remerton Neighborhood Village

DESCRIPTION: A transitional area within the City of Remerton with a lower concentration of mixed use activities primarily focused on service commercial and professional office with some higher density residential uses.

DEVELOPMENT STRATEGY: The Neighborhood Village should include a balanced mix of retail, services, and offices to serve neighboring residents' day-to day needs. Higher density residential development should be targeted to a broad range of income levels, including multi-family town homes, apartments, and condominiums. Design for the Village should be very pedestrian-oriented, with strong, walkable connections between different uses. The pedestrian-friendly environment should be enhanced by adding sidewalks and other pedestrian-friendly trails/bike routes linked to other community amenities.

PERMITTED ZONINGS:
Neighborhood Commercial (C-N)
- Does not currently exist but is being investigated

Office-Professional (O-P)
- Does not currently exist but is being investigated

Multi-Family Residential (R-6)

QUALITY COMMUNITY OBJECTIVES:

1) **Growth Preparedness Objective**: Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These may include housing and infrastructure (roads, water, sewer and telecommunications) to support new growth, appropriate training of the workforce, ordinances to direct growth as desired, or leadership capable of responding to growth opportunities.
2) **Appropriate Businesses Objective**: The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.
3) **Employment Options Objective**: A range of job types should be provided in each community to meet the diverse needs of the local workforce.
4) **Heritage Preservation Objective**: The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.
5) **Transportation Alternatives Objective**: Alternatives to transportation by automobile, including accessible mass transit, bicycle routes and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.
6) **Housing Opportunities Objective**: Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community.
7) **Traditional Neighborhood Objective**: Traditional neighborhood development patterns should be encouraged, including use of more human scale development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.

8) **Infill Development Objective**: Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.
9) **Sense of Place Objective**: Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.

IMPLEMENTATION MEASURES:

1) **Appropriate Zoning Districts:**
   a. **Multi-Family (R-6) Residential Zoning District:** See description above in 2.4.6
   b. **Office-Professional (O-P) Zoning District:** See description above in 2.4.7
   c. **Neighborhood-Commercial (C-N) Zoning District** See description above in 2.4.7

2) **Access Control Measures:** To ensure properties are interconnected to allow for greater traffic circulation and increased public safety.

3) **Design for Walkable Communities:** In an effort to promote active living, developers and planners should work together to ensure new development is designed in such a way as to encourage walking and biking. This includes such methods as interconnecting neighborhoods and commercial developments, providing universally designed sidewalks and bike lanes, and situating buildings to promote pedestrian friendliness.

4) **Flexible Parking Standards:** Revising land development regulations to remove rigid parking requirements that typically result in an oversupply of unnecessary parking spaces. Revisions may include reducing the number of required parking spaces, allowing shared parking between adjacent facilities, or promoting the use of alternative materials.

5) **Flexible Subdivision Regulations:** Revising subdivision regulations to enable development of more innovative types of subdivisions that better match the character of the community and physical constraints of the development site. Revisions may include adjusting specific physical development standards to allow for condominium-style development or encouraging greater use of discretionary site plan review for new subdivisions.

6) **Infill Development Program:** A comprehensive strategy for encouraging infill development in particular areas of the community, while also regulating this development to ensure protection of quality of life in affected neighborhoods. An effective program will include both: a) development incentives, improvements to public facilities and services, and streamlined regulations to encourage infill development; b) guidelines for appropriate design, density and location of new infill projects.

7) **Mixed Use Zoning:** In contrast to traditional zoning techniques, mixed-use zoning, which is often accomplished through zoning overlays, allows different types of uses such as: residential, commercial and office/professional to locate within the same area provided the uses are reasonably compatible. This type of development, in appropriate areas, creates a more diverse and dynamic urban setting and often makes it easier for people to carry out daily activities by alternative modes of transportation.

8) **Right of Way Improvements:** Any type of public improvement made in a roadway's "right-of-way," which is the strip of land that includes the road itself and the narrow band of publicly owned property on either side of the road where sidewalks, curbing, and utility lines are typically located. Such improvements may address issues such as: not enough or non-accessible sidewalks and bike trails, traffic problems, unattractive commercial or shopping areas, or unattractive sprawl development/visual clutter along roadways

9) **Reuse of Greyfields:** Redevelopment of Greyfields can occur through programs such as the State's Redevelopment Fund. This fund gives local governments access to flexible financial assistance to help them implement projects that cannot be undertaken with the usual public sector grant and loan programs. The Redevelopment Fund finances locally initiated public/private partnerships to leverage investments in commercial, downtown and industrial redevelopment and revitalization projects that wouldn't proceed otherwise.

10) **Traffic Calming:** Physical improvements designed to decrease traffic speed and increase the pedestrian-friendliness of roadways. Typical traffic-calming improvements include raised crosswalks, narrower traffic lanes, fewer lanes, on-street parking, bump-outs, pedestrian refuges, and landscaped medians.

3 COMMUNITY ISSUES AND OPPORTUNITIES

In addition to focusing on land use and development, the *Greater Lowndes 2030 Comprehensive Plan* takes a holistic approach at planning our community's future. One of the greatest milestones occurring during *Greater Lowndes 2030* was the development of the following list of Issues and Opportunities. This list is the product of true collaboration as citizens and community leaders alike were involved in its development. Through a series of public meetings, each of the issues and opportunities were thoroughly discussed and ultimately agreed upon. While the original list developed during the *Community Assessment* process was much longer, this final list represents a concise depiction of our community's strengths and weaknesses. As with other parts of the Comprehensive Plan, this list should be amended and fine tuned on a regular basis to ensure it remains a viable representation of the issues and opportunities facing the Greater Lowndes community. Each of the issues and opportunities mentioned here are addressed either within the Goals, Polices, and Objectives or within the Short Term Work Program.

3.1 Population

3.1.1 Increasing Number of Senior Citizens – Due to many positive attributes such as location and climate, Greater Lowndes is becoming increasingly attractive to active, amenity-seeking retirees. Development of Active Adult Retirement Communities, continued efforts of the *Triple Crown Hometown*, and a greater focus on accessibility will encourage continuation of this trend.

3.1.2 Increasing Percentage of Minority Population – There continues to be a steady rise in the percentage of minority populations, particularly Hispanic and Asian segments. Existing programs at the South Georgia Regional Library, Valdosta State University, and Valdosta Technical College should help address the resulting language barriers.

3.2 Economic Development

3.2.1 Need for Additional High-wage Jobs –A large portion of Greater Lowndes employment opportunities are low-wage retail and service oriented jobs due to the community's large retail and tourism sectors. While this results in a low unemployment rate, many people are underemployed and may be forced to seek secondary employment. Additionally, a number of high school graduates and young professionals are choosing to leave the area in search of greater career opportunities. Continued collaboration, incentive programs, and marketing of potential business clusters could encourage higher-paying employees to locate in our community.

3.2.2 Declining Workforce Adequacy – As young professionals leave the area in search of greater employment opportunities, our community suffers from the resulting "brain drain". Additionally, we must address the remaining workforce and the existing disconnect between the knowledge, skills, and abilities they possess and that which future employers are expecting. This issue, and that of the need for higher-wage jobs, must be addressed simultaneously to truly strengthen our community's economic development opportunities. Implementation techniques should include continued collaboration between potential employers and educational institutions.

3.2.3 **Support of Regional Economic Engines** – South Georgia Medical Center, Valdosta State University, Valdosta Technical College and Moody Air Force all contribute to the economic development of the Greater Lowndes community. Continued collaboration to allow for the growth of these institutions with respect to the surrounding environment is vital. This support will only strengthen Greater Lowndes' position in the developing research triangle within south, central Georgia.

3.3 Housing

3.3.1 Lack of Workforce and Affordable Housing – Throughout each of the communities, the increasing cost of land has resulted in an observable lack of housing for both low and moderate income individuals and families. The feasibility of incentive programs should be investigated to encourage developers to provide housing for a mixture of income levels. Additionally, development regulations should be reviewed for impediments to workforce and affordable housing.

3.3.2 Abundance of Rental Properties – In some areas of the community there is an abundance of rental properties resulting in concentrations of absentee landlords and degradation of established residential neighborhoods. This issue could be partially addressed through increased home-ownership.

3.3.3 Lack of Housing Mixture – Throughout the community, there is a lack of housing types for the various segments of our population. Greater density and implementation of innovative techniques could encourage a greater amount of home ownership. Again incentive programs should be considered and existing development regulations should be reviewed for flexibility.

3.4 Natural and Cultural Resources

3.4.1 Greenspace Preservation – Current growth trends will eventually lead to degradation of natural greenspaces. Reestablishment of a greenspace program to establish a connected network of greenspaces and parkland, through programs such as Rails to Trails, would help preserve natural areas for future generations. Implementation techniques should include promotion of conservation easement opportunities and greater collaboration with the Tax Assessors office to provide incentives for land owners to participate in greenspace protection.

3.4.2 Increased Protection of Countywide Historic Resources – Although many have been removed, there are still a substantial amount of historic resources within Greater Lowndes. Those located outside of a designated historic district have virtually no protection from degradation or demolition. Greater protection efforts should occur to build on these valuable resources and incorporate them into the community's tourism efforts. Implementation techniques should include nominations to the federal register where appropriate.

3.5 Community Wellness

3.5.1 Increased Efforts for Overall Community Wellness – The community has the opportunity to strengthen and improve overall community environmental and physical wellness. Increased pedestrian/bicycle facilities and proximity to recreational facilities will help encourage healthier, active lifestyles. Greater promotion of environmental clean up, through programs such as Keep Lowndes Valdosta Beautiful, Adopt-a-Highway, and the school systems, will address litter and pollution challenges. Collaboration between educational systems, non-profits, and local governments will ensure a comprehensive approach to improving community wellness, while reducing such items as health care costs, infant mortality rates, obesity rates, and childhood diabetes rates.

3.5.2 Programs and Opportunities for Youth – To ensure Greater Lowndes remains a "family-oriented" community, opportunities for youth engagement should be enhanced through both school and recreational programs. Developments should utilize pedestrian/bicycle facility and occur in such a fashion as to allow youth access without strict automobile dependence. Future growth should encourage public and private recreational and entertainment facilities in close proximity to neighborhood centers.

3.5.3 Greater Utilization of Non-Profit Resources – The Greater Lowndes community has a rich diversity of non-profit resources, which could be utilized to address a number of the community's challenges. Greater organization of these resources and professionalization of the individual agencies would increase their overall efficiency and strengthen their impact on the community.

3.6 Community Facilities

3.6.1 Lack of Sewer Availability (Cities of Lake Park and Dasher) – In the future, the lack of sewer availability will directly impact the economic development opportunities of the Cities of Lake Park and Dasher. Additionally, both communities are located in a groundwater recharge area where extensive use of septic systems should be discouraged. Both communities should investigate all possibilities for future service.

3.6.2 Lack of Sewer Capacity (City of Hahira) – The lack of sewer capacity in the City of Hahira has a direct impact on its economic development and residential growth opportunities. The community should examine long-term solutions to the system's limited capacity, in addition to short-term resolutions.

3.6.3 Available Water and Sewer Capacity – Both Lowndes County and the City of Valdosta have available water and sewer capacity in their existing utility systems to support additional development. The extension of this capacity should occur in such a fashion as to promote the development of appropriate land uses.

3.7 Land Use

3.7.1 Designated Urban Service/Rural Service Areas – Depiction of these areas provides guidance for development decisions to ensure greater protection of our rural character and more efficient expansion of services. Development of an Urban Fringe Area will provide a transition area allowing for clearer communication of preferred land development patterns.

3.7.2 Low Mixture of Uses – The continued separation of housing centers and activity centers will only cause increased commuting times, traffic congestion, and service delivery costs. Specifically, commercial activity centers and schools should be located within a close proximity to existing or planned residential areas to allow for greater utilization of alternative modes of transportation. Mixed use developments should be encouraged in appropriate areas.

3.7.3 Development of Design Standards – To ensure compatible, aesthetically pleasing development that is inline with our community's character, each community could establish design standards. These standards would ensure future development supports the community's overall vision.

3.7.4 Opportunities for Infill, Greyfield, and Brownfield Development – Throughout the community, especially the City of Valdosta, there are previously developed or vacant properties served by existing infrastructure that should be redeveloped. Increased public-private partnerships would aid in returning these properties to income producing developments. A comprehensive inventory of such projects should be developed.

3.7.5 Continued Protection of Moody Air Force Base – As a major economic and social engine, Moody Air Force Base will be protected from incompatible encroachment through established Moody Zoning districts. Completion of a Joint Land Use Study will ensure continued protection of Moody AFB occurs on a regional basis.

3.8 Intergovernmental Coordination

3.8.1 Continuation of Greater Lowndes Growth Advisory Committee – Established as an advisory committee for the Comprehensive Plan update, continuation of this committee will ensure successful communication by all major institutions and stakeholders as Greater Lowndes continues to grow. This communication is vital to ensure one institution's growth and development does not negatively impact another's or the surrounding community. Membership on the committee should include various institutional positions and coordination should occur through a third party such as the Regional Development Center/Greater Lowndes Planning Commission.

3.8.2 Duplication of School Services/Facilities – Currently, the two existing school systems do not accurately reflect the demographics of the Greater Lowndes population. Perceived differences in the quality of education have direct impacts on the community's economic development, residential growth patterns, and overall quality of life. A comprehensive study should be completed to thoroughly evaluate the impacts of school consolidation**.**

3.9 Transportation

3.9.1 Need for Expanded Air Service – Following the completion of an Air Service Study, the community should investigate possible implementation and funding strategies for expanded air service; thus increasing the community's economic development potential.

3.9.2 Establishment of Public Transit System – In some areas throughout the Greater Lowndes community, there are pockets of sufficient density to warrant an accessible public transit system. This feasibility of a joint system through the University, City Government, County Government, and school systems should be examined.

3.9.3 Expansion of Alternative Modes of Transportation – Primarily, traffic planning has focused solely on the automobile resulting in a lack of accessible public transit or adequate bicycle/pedestrian facilities. Development of universally designed local bicycle/pedestrian master plans in addition to the existing Regional Bicycle/Pedestrian Master Plan should occur.

3.9.4 Increase of Interconnected Residential and Commercial Developments – In some areas of the community, current development trends do not provide for or promote interconnected access between adjacent developments. Such access, especially for commercial areas, would decrease the amount of traffic entering and exiting major roadways thus providing safer and more efficient traffic circulation.

4 IMPLEMENTATION PROGRAM

The following implementation program represents the overall strategy through which the Greater Lowndes community will achieve its vision and address each of its issues and opportunities.

4.1 Goals, Policies, and Objectives

The following Goals, Policies, and Objectives were developed to address the previously mentioned Issues and Opportunities and should be used by community leaders in everyday and long term decision making. Adherence to these goals and policies will help ensure our limited community resources are used most efficiently. Implementation of these objectives will help provide a high quality of life to our growing population while utilizing our natural and cultural resources in a wise and conscious manner.

The development of the Greater Lowndes 2030 Goals, Policies, and Objectives took into account the State Planning Goals and Recommended Policies, community feedback, previous goals and policies, and newly established issues and opportunities. Overall, the Goals, Policies, and objectives were developed to ensure our community vision becomes a reality.

GOAL 1: POPULATION – To ensure overall community growth and development benefits all segments of the increasingly diverse population.

- **POLICY 1.1 –**Greater Lowndes shall be marketed as a viable location for retirees due to its prime location, community and cultural resources, and climate.
  - **Objective 1.1.1 –** Support collaboration between Triple Crown Hometown and the local development community to identify appropriate locations for future Active Adult Retirement Communities.
  - **Objective 1.1.2 –** Ensure supporting services such as healthcare, transportation, and commercial resources are developed to attract retirees.

- **POLICY 1.2 –** The integration of minority populations shall be encouraged through language programs, cultural awareness programs, and community events.
  - **Objective 1.2.1 –** Support language and cultural programs such as those at South Georgia Regional Library, Valdosta Technical College, and Valdosta State University.

GOAL 2: ECONOMIC DEVELOPMENT – To support a growing and balanced economy that bolsters the community's position as a regional economic engine offering high-wage jobs, by ensuring a high-level of workforce adequacy.

- **POLICY 2.1 –** The need for additional high-wage jobs shall be addressed through greater collaboration of community resources.
  - **Objective 2.1.1 –** Continue marketing the fields of environmental technology, information technology, and medical services and support as viable industry clusters due to the community's qualified workforce and educational resources.

- **Objective 2.1.2 –** Encourage entrepreneurial and small-business development through the development of business incubator sites and resources such as the Industrial Authority, the Chambers of Commerce, VSU's Small Business Development Center, and the Valdosta-Lowndes Chamber of Commerce S.E.E.D.S Center (Sowing Entrepreneurial Economic Development Success).
- **Objective 2.1.3 –** Identify and implement best practices utilized by other communities.
- **Objective 2.1.4** - Develop a community-wide workable business plan geared towards marketing the community to regional, national, and global high-wage employers.

- **POLICY 2.2 -** The issue of declining workforce adequacy shall be addressed through greater collaboration among businesses, educational institutions, and local government regarding the knowledge, skills, and abilities possessed by the existing workforce and those that will be required by future employers.
  - **Objective 2.2.1 –** Continue promotion of adult literacy programs to increase the community's average literacy rates to meet or exceed state averages.
  - **Objective 2.2.2 –** Promote continued utilization of skills centers through the Workforce Investment Program and the Labor Department.
  - **Objective 2.2.3 –** Identify and implement best practices utilized by other communities.
  - **Objective 2.2.4 –** Increase standards of performance including high school graduation rates and CRTC scores to meet or exceed state averages.
  - **Objective 2.2.5** – Support programs which promote positive workforce ethics, life skills, and professionalism.

- **POLICY 2.3 –** The continued growth of primary regional economic engines such as Valdosta State University, South Georgia Medical Center, Moody Air Force Base, Valdosta Technical College, and Georgia Military College shall be actively supported.
  - **Objective 2.3.1 –** Promote collaboration among the various business, education, and local government organizations through means such as the Greater Lowndes Growth Advisory Committee.
  - **Objective 2.3.2 –** Encourage quality growth of economic engines without unnecessary impact on surrounding natural and built environments.

- **POLICY 2.4 –** The community will target reinvestment in declining neighborhoods to further encourage private sector redevelopment and accommodate future growth.
  - **Objective 2.4.1** – Promote infill development, especially within Valdosta's designated revitalization areas.
  - **Objective 2.4.2** – Develop and implement incentive and recognition programs for businesses willing to redevelop existing properties.

- **POLICY 2.5** – The community will encourage the development of downtowns as vibrant centers for culture, government, dining, residential, and retail diversity.
  - **Objective 2.5.1** – Continue investment in the Central Valdosta Development Authority and Remerton's developing Downtown Development authority.
  - **Objective 2.5.2** – Reestablish and support Hahira's Downtown Development Authority.
  - **Objective 2.5.3** – Ensure land development regulations encourage mixed use, dense developments in downtown areas.
  - **Objective 2.5.4** – Promote adaptive reuse and infill development.

GOAL 3: HOUSING – To ensure access to adequate and affordable housing options for all residents in all income levels.

- **POLICY 3.1 –** The growing need for workforce and affordable housing shall be addressed through public-private partnerships.
  - **Objective 3.1.1 –** Review existing land development regulations for impediments to development of workforce/affordable housing.
  - **Objective 3.1.2 –** Investigate the development of incentive programs for developers who provide workforce/affordable housing in addition to market-rate housing.
  - **Objective 3.1.3 –** Promote the appropriate use of infill and redevelopment in established residential neighborhoods.
  - **Objective 3.1.4** – Provide educational opportunities to the local home building industry regarding innovative techniques and available resources for constructing affordable/workforce housing.

- **POLICY 3.2 –** The existing housing stock shall be proactively protected and maintained, utilizing public-private partnerships when necessary.
  - **Objective 3.2.1 –** Maintain progressive code-enforcement to ensure property maintenance is encouraged.
  - **Objective 3.2.2** – Assist low income home-owners with housing maintenance through grant, low-interest loan programs, and community service.
  - **Objective 3.2.3** – Protect well established neighborhoods from incompatible uses.

- **POLICY 3.3 –** A mixture of housing types in varying income levels shall be encouraged and actively promoted.
  - **Objective 3.3.1 –** Promote use of innovative design concepts, including appropriate use of increased density, through educational outreach and greater collaboration with the development community.
  - **Objective 3.3.2 –** Evaluate the use of incentive programs and other innovative programs to promoted mixed housing options.

- **POLICY 3.4** – New housing developments should be universally designed to provide access to all persons.
  - **Objective 3.4.1 –** Continuation of the Mayor's Council for Persons with Disabilities to promote accessibility
  - **Objective 3.4.2 –** Education regarding methods of providing universal access.

GOAL 4: NATURAL AND CULTURAL RESOURCES – To provide for the continued protection of our natural and cultural resources for current and future generations.

- **POLICY 4.1** – Areas where natural processes would be endangered by development (i.e. floodplains, wetlands, groundwater recharge areas, etc.) shall be conserved.
  - **Objective 4.1.1** – Direct growth away from natural areas unsuitable for development.
  - **Objective 4.1.2** – Continue active enforcement of ordinances such as the Water Resource Protection District Ordinance.
  - **Objective 4.1.3** – Utilize public sewer systems in areas not suitable for on-site absorption systems.
  - **Objective 4.1.4** – Utilize innovative site design to promote on-site detention and reduced stormwater runoff.

- **POLICY 4.2 –**Active preservation and utilization of natural greenspaces and parkland shall be encouraged and actively supported.
  - **Objective 4.2.1 –** Complete update to existing County Greenspace Plan to include a comprehensive mapping of the community's green-infrastructure, designation of future Linear Greenspace areas, and identification of potential funding sources for acquisition of such areas.
  - **Objective 4.2.2 –** Provide education to citizens and the development community regarding natural processes of greenspaces and available incentive programs for conservation.

- **POLICY 4.3** – Enhanced solid waste reduction and recycling initiatives shall be supported.
  - **Objective 4.3.1** – Maintain involvement in Deep South Solid Waste Authority.
  - **Objective 4.3.2** – Maintain up-to-date Solid Waste Management Plan.
  - **Objective 4.3.3** – Encourage education regarding local recycling efforts.

- **POLICY 4.4 –**The continued protection and utilization of historic resources shall be encouraged and actively supported.
  - **Objective 4.4.1 –** Publicize information contained in most recent historic resources survey.
  - **Objective 4.4.2 –** Promote heritage tourism opportunities including historic driving tours.
  - **Objective 4.4.3 –** Promote use of National Register Nominations for qualified sites and structures.

- **POLICY 4.5 –** The availability of adequate cultural facilities such as community arenas, performing arts venues, and conference/meeting center space shall be pursued through public-private partnerships.

GOAL 5: COMMUNITY WELLNESS –To utilize our community resources to promote healthy and active lifestyles for all population segments.

- **POLICY 5.1 –**Development that allows for active lifestyles for residents of all age groups shall be promote and encouraged.
  - **Objective 5.1.1 –** Direct growth towards designated activity centers through appropriate expansion of infrastructure and incentive programs.
  - **Objective 5.1.2** - Support public-private partnerships and collaboration with community organizations including the Wellness Council of Lowndes County

- **POLICY 5.2 –**Community involvement and programming opportunities for youth shall be maintained and enhanced through public-private partnerships.
  - **Objective 5.2.1 –** Market recreational facilities for community programs and functions.

- **POLICY 5.3 –** Existing non-profit, community resources shall be utilized where possible to address community issues and opportunities.
  - **Objective 5.3.1 –** Promote greater collaboration and partnership among local governments and non-profit resources.

GOAL 6: COMMUNITY FACILITIES – To ensure the provision of infrastructure, community facilities, and public services that support efficient growth and development patterns.

- **POLICY 6.1 –** Wise policy decisions shall maximize the efficient use of existing infrastructure as well as future investments in capital improvements, long term operation, and maintenance.
  - **Objective 6.1.1** - Encourage the use of existing infrastructure through infill, redevelopment, and compact development.
  - **Objective 6.1.2** – Locate industrial growth in existing or planned industrial parks where appropriate infrastructure is available.
  - **Objective 6.1.3** – Locate facilities such as parks, schools, and community centers in appropriately planned activity centers according to adopted future development plans.

- **POLICY 6.2 –**Public facilities and services shall be coordinated with land use planning to promote more compact urban development, preservation of natural resources, and development of activity centers.
  - **Objective 6.2.1 –** Encourage future development to expand in areas contiguous to existing developed areas through sequential and phased utility extensions.
  - **Objective 6.2.2** – Reduce development pressures on agricultural land through conservation tools and increased density of new residential development.
  - **Objective 6.2.3** – Ensure collaboration among local governments and community organizations, such as school systems, for future facilities planning.

- **POLICY 6.3** – The effects of new development shall be anticipated so as to maintain or improve appropriate levels of service.
  - **Objective 6.3.1** – Coordinate development review processes to ensure appropriate public facility capacity is available and appropriate expansions are planned and implemented as necessary.
  - **Objective 6.3.2** – Investigate programs to encourage new growth to pay for itself.

GOAL 7: LAND USE – To ensure the community's anticipated growth occurs in a well-integrated yet organized fashion, which protects our community resources, promotes efficient use of infrastructure and transportation facilities, and supports quality economic development.

- **POLICY 7.1 –** The Urban Service Area, based on existing and planned infrastructure improvements, shall serve as a guide for future development.
  - **Objective 7.1.1 –** Update the Urban Service Area on an annual basis to reflect advancement in utility services, infrastructure improvements, public safety facilities, etc.
  - **Objective 7.1.2** – Locate new development within the Urban Service Area.

- **POLICY 7.2** – The Rural Service Area shall be protected from incompatible, dense development.
  - **Objective 7.2.1** – Locate rural residential, agricultural, and forestry uses within the Rural Service Area.
  - **Objective 7.2.2** – Encourage use of conservation techniques to maintain rural landscapes.

- **POLICY 7.3 –**Mixed use developments in appropriate areas shall be encouraged to promote the connection of employment and residential activity centers.
  - **Objective 7.3.1 –** Promote education and implementation of innovative mixed-use development techniques within the development community.
  - **Objective 7.3.2** – Ensure land development regulations do not hinder mixed use developments.

- **POLICY 7.4 –** Positive impacts on the built and natural environment shall be anticipated through only the highest standard of development throughout all parts of the community.
  - **Objective 7.4.1** – Develop and implement appropriate design guidelines/standards for specific areas of the community depending on existing and anticipated growth.
  - **Objective 7.4.2** – Establish a recognition program for those developments which meet or exceed community adopted design standards.

- **POLICY 7.5 –** Available land shall be utilized in the most efficient manner while focusing on redevelopment of land where feasible.
  - **Objective 7.5.1 –**Promote educational opportunities regarding innovative infill and redevelopment techniques.
  - **Objective 7.5.2 –** Support public-private partnerships for marketing and redevelopment of unique infill, greyfield, and brownfield opportunities including available financing options.

- **POLICY 7.6** – A recognizable transition from the urban to the rural areas of the community shall be developed.
  - **Objective 7.6.1 –** Discourage leapfrog development across undeveloped areas.
  - **Objective 7.6.2 –** Encourage future development to expand in areas contiguous to existing developed areas through sequential and phased utility extensions.

- **POLICY 7.7** – Commercial development of varying sizes shall be encouraged at the intersections of major roadways.
  - **Objective 7.7.1** – Ensure land development regulations promote clustering of development at major roadways.
  - **Objective 7.7.2** – Facilitate interconnected developments and shared parking to lessen traffic congestion and improve circulation.
  - **Objective 7.7.3** – Promote use of nodal development in unincorporated county to protect natural resources and increase traffic management.

- **POLICY 7.8 -** Innovative planning concepts shall be employed to achieve desirable and well-designed neighborhoods, protect the environment, preserve meaningful open space, improve traffic flow, and enhance our community's overall quality of life.
  - **Objective 7.8.1 -** Through organizations such as the Greater Lowndes Growth Advisory Committee and the Greater Lowndes Planning Commission, provide regular educational opportunities to the development community and citizens regarding up-to-date planning concepts.

- **POLICY 7.9 –**Major institutions such as Moody Air Force Base, VSU, SGMC, and Valdosta Tech shall continue to be protected from incompatible land uses through appropriate and consistent land development decisions.
  - **Objective 7.9.1** – Explore innovative planning techniques such as overlay districts to protect these institutions and the surrounding areas.
  - **Objective 7.9.2** – Local governments, educational institutions and school systems should utilize similar data projections in preparing future plans.
  - **Objective 7.9.3** – Through the Greater Lowndes Growth Advisory Committee and Greater Lowndes Planning Commission, facilitate regular planning sessions with school systems and local governments to ensure new facilities are properly designed and located to meet future population growth and community needs.

GOAL 8: INTERGOVERNMENTAL COORDINATION – To encourage coordination of planning efforts with other local service providers and authorities, neighboring communities and state and regional planning agencies.

- **POLICY 8.1 –**Cross jurisdictional coordination and collaboration shall be actively pursued to promote positive impacts of growth and development across jurisdictional boundaries, which is vital to a successful economy and a high quality of life.
  - **Objective 8.1.1** – Promote the use of joint development authorities and local and regional planning and economic development efforts such as the Targeted Business Expansion Committee, Triple Crown Hometown, and the SEEDS Center.

- **POLICY 8.2** – The Greater Lowndes Planning Commission shall serve as a leader in promoting quality growth and development through appropriate planning and land use decisions.
  - **Objective 8.2.1 –** Establish and coordinate regular meetings of a Growth Advisory Committee to facilitate discussion among major economic engines and stakeholder groups regarding the implementation and update of the Comprehensive Plan.
  - **Objective 8.2.2 -** Actively publish information pertaining to quality growth and development and appropriate planning and land use.
  - **Objective 8.2.3 –** Participate in progressive education efforts regarding the importance of quality planning and innovative land use techniques.
  - **Objective 8.2.4** – Provide regular updates regarding growth and development trends throughout Greater Lowndes.

- **POLICY 8.3 –** The value of joint comprehensive planning efforts and resulting documentation shall be appreciated as a vital tool for addressing community issues and opportunities.
  - **Objective 8.3.1 –** The Greater Lowndes Planning Commission shall facilitate an update to the joint Greater Lowndes Comprehensive Plan every 5 years.
  - **Objective 8.3.2 –** The Greater Lowndes Planning Commission shall facilitate an update to each community's Short-Term Work Program on an annual basis.

- **POLICY 8.4** – Public entities within each community shall utilize shared services and information to ensure consistent planning efforts.
  - **Objective 8.4.1** – Central organizations such as the Chamber, Labor Department, Health Department, and South Georgia Regional Development Center should maintain up-to-date data regarding community growth and development.

GOAL 9: TRANSPORTATION – To encourage coordination of land use planning and transportation planning to support sustainable economic development, protection of natural and cultural resources, and provision of adequate and affordable housing.

- **POLICY 9.1** – A well-maintained system of rails lines shall facilitate safe and efficient movement of goods to serve the economic needs of the community and region.
  - **Objective 9.1.1** – Investigate innovative traffic management techniques to eliminate traffic tie-ups and emergency vehicle delays, while improving vehicular and pedestrian safety and enhancing the community's overall quality of life.
  - **Objective 9.1.2** – Evaluate corridor maintenance and potential reuse of abandoned rail rights-of way.
  - **Objective 9.1.3** – Investigate opportunities for noise abatement along railroad corridors, particularly those within residential neighborhoods.

- **POLICY 9.2** – Efficient air service shall promote economic development by connecting the community with major regional centers.
  - **Objective 9.2.1** – Protect airport approach zones through land use regulations to avoid unnecessary land use conflicts.
  - **Objective 9.2.2** – Identify economic development opportunities relying on quality air service.
  - **Objective 9.2.3** – Conduct an air service study to investigate feasibility of an additional air line.

- **POLICY 9.3** – Walking, biking, and accessible public transit shall be considered viable and sustainable forms of transportation supported through appropriate land use and infrastructure decisions.
  - **Objective 9.3.1 –** Locate high density land uses in major activity centers to increase efficiency of future public transportation plans.
  - **Objective 9.3.2** – Implement bike and pedestrian master plans to include provision of accessible facilities along identified transportation corridors to connect major activity centers.

- **POLICY 9.4** –It is recognized that design and construction of residential and non-residential streets contributes to the overall character and development pattern of the community and thus shall be considered one of the community's most important components.
  - **Objective 9.4.1** – Protect established residential neighborhoods from the adverse affects of vehicular traffic through appropriate road way design to include such items as sidewalks, landscaping, and pedestrian crossings.
  - **Objective 9.4.2** - Newly constructed, reconfigured, or retrofitted roadways shall reflect community standards of aesthetics, environmental stewardship, and urban design.
  - **Objective 9.4.3** – Newly constructed, reconfigured, or retrofitted roadways shall fully accommodate multiple functions, including pedestrian movements, accessible parking, alternate modes of transportation and local vehicular circulation.

- **POLICY 9.5** – The traffic carrying capacity of existing and planned roadways shall be preserved through coordinated land use and transportation planning decisions.
  - **Objective 9.5.1**- Construct frontage roads to avoid proliferation of entrances to high volume arterials and highways.
  - **Objective 9.5.2** – Encourage, and in some areas require, cross access easements and shared parking areas to improve on site traffic circulation and reduce congestion.

GOAL 10: TECHNOLOGY – To promote the use of existing and future technology infrastructure for community-wide economic development, education, and marketing.

- **POLICY 10.1**– Community-wide technology infrastructure shall be considered a basic community facility and as such will be adequately planned for.
  - **Objective 10.1.1** – Ensure future planning efforts include provisions for technology infrastructure expansion.
  - **Objective 10.1.2** – Pursue innovative technology funding sources and implementation programs to further extend the community-wide network.
- **POLICY 10.2 –** Efforts will be made to ensure all citizens have access to basic technology infrastructure.
  - **Objective 10.2.1** – Encourage community organizations to provide technology access.

4.2 Short Term Work Program

The following Short Term Work Program (STWP) represents the community's intentions over the next 5-years. The STWP was based on discussions with the various community leaders regarding future plans for community improvements. The program may include infrastructure improvements, capital investments, program or policy changes, or other future growth strategies or organizational development plans. The STWP represents further implementation of community collaboration as a variety of organizations are designated responsible agencies for specific community improvement measures. As with other documents within the Plan, the STWP should be updated on a regular basis to ensure viability.

4.2.1 Report of Accomplishments

Prior to beginning the STWP for the 2030 Comprehensive Plan, the STWP from the previous 2010 Comprehensive Plan was reviewed. The progress for each action included in the 2002-2006 STWP was reviewed and received on of the four following classifications: 'Completed', 'In Progress/On-Going', 'Postponed', or 'No Longer Being Considered'. All items that were considered 'In Progress/On-Going' or that were 'Postponed' were included in the 2007-2011 STWP found below. Projects that were 'Completed' or 'No Longer Being Considered' were not included. The complete Report of Accomplishments for each of the six Greater Lowndes Governing Bodies can be found in Appendices A through F of this Plan.

4.2.2 Greater Lowndes Short Term Work Program

GREATER LOWNDES SHORT TERM WORK PROGRAM (STWP)
For Fiscal Years 2007 - 2011

POLICY	OBJECTIVE	SUPPORTING ACTION	FY 07	FY 08	FY 09	FY 10	FY 11	RESPONSIBLE PARTY	ESTIMATED COST/YEAR	FUNDING SOURCE
Goal 1 Population - Ensure Growth Benefits All Citizens of Lowndes County										
1.1 - Retiree Marketing	1.1.1 – Collaboration between Triple Crown Hometown and Development Community	Continued Support of Chamber of Commerce Programs	X	X	X	X	X	Local Governments	Varies	Varies
								Lowndes County	$15,000	General Fund
		Continuation of Triple Crown Hometown Program	X	X	X	X	X	Val-Low Chamber	Varies	Varies
	1.1.2 - Ensure Supporting Services Attract Retirees	Coordinate service development and delivery	X	X	X	X	X	Local Governments Val-Low Chamb. GLPC	N/A	N/A
		Feed the Elderly Program – Senior Citizens Nutrition Center	X	X	X	X	X	Lowndes County	$17,000	General Fund
1.2 - Integrate Minorities	1.2.1 – Support Language and Cultural Programs	Continued Support of Educational Institutions, Libraries, and Arts Commission	X	X	X	X	X	Fed/State/Local Governments	Varies	Varies
								Lowndes County	$1,054,000	General Fund
	OTHER	Research policies, practices, and programs used by other communities to encourage increased minority participation in bids awarded.	X					Local Governments	Staff Time	General Fund

**See page 94 for a list of acronyms used within the STWP.

Goal 2 Economic Development - Support a Growing and Balanced Regional Economy										
2.1 - Secure High-wage jobs	2.1.1 - Market to Environmental Technology, Information Technology, and Medical Services Fields	Continued Support of Chamber of Commerce and Industrial Authority	X	X	X	X	X	Local Governments	Varies	Varies
								Lowndes County	$432,000	General Fund and Hotel/Motel Fund
		Continuation of Targeted Business Expansion Committee	X	X	X	X	X	Val-Low Chamber of Commerce	Varies	Varies
	2.1.2 - Encourage Entrepreneurial and Small Business Development	Continued Support of Chamber of Commerce and Industrial Authority	X	X	X	X	X	Local Governments	Varies	Varies
								Lowndes County	$432,000	General Fund and Hotel/Motel Fund
		Promote development of entrepreneurial small businesses	X	X	X	X	X	City of Remerton SBDC	$50,000	Various
		Continuation of SEEDS Center	X	X	X	X	X	Val-Low Chamber of Commerce	Varies	Varies
	2.1.3 - Identify and Implement Best Practices	Investigate and Promote Development of Incubator Sites and Large-scale Office Parks	X	X				Local Governments Chambers Industrial Auth.	Staff time	Varies
	2.1.4 Develop Community Business Plan capable of marketing to National and International Companies	Development of Business Plan	X	X				Local Governments Chambers Industrial Auth.	Varies	Varies
2.2 – Address Workforce Adequacy	2.2.1 - Increase Adult Literacy Rate	Continued Support of Educational Institutions and Libraries	X	X	X	X	X	Fed/State/Local Governments	Varies	Varies
								Lowndes County	$1,054,000	General Fund
	2.2.2 - Promote use of Skills Centers	Advertise services available through skills centers to targeted audiences	X	X	X	X	X	WIA Val Tech Labor Department	Varies	Varies

2.2 – Address Workforce Adequacy (cont.)	2.2.3 - Identify and Implement Best Practices	Research practices used in similar communities	X	X	X	X	X	WIA/SGRDC Local Governments	Varies	Varies
	2.2.4 – Increase Standards of Performance Rates	Improve CRTC Scores and Increase Graduation Rates	X	X	X	X	X	School Systems Val Tec VSU	Varies	Varies
	2.2.5 - Support Ethics, Life Skills, and Professionalism Programs	Continued Support of the Haven, Southside Recreation/ QUOLA, and Boys & Girls Club	X	X	X	X	X	Lowndes County	$128,000	General Fund and Victim Witness Fund
2.3 - Support Regional Economic Engines	2.3.1 - Promote Collaboration	Continued Support of Chambers, Industrial Authority, Extension Service, Moody AFB, VSU, Val Tech, SGMC, and Tourism Authority	X	X	X	X	X	Local Governments	Varies	Varies
								Lowndes County	$679,500	General Fund and Hotel/Motel Fund
		Investigate Role of Greater Lowndes Growth Advisory Committee	X					GLPC	N/A	N/A
	2.3.2 - Encourage Low Impact Quality Growth of Economic Engines	Continued Support of Greater Lowndes Planning Commission	X	X	X	X	X	Local Governments	Varies	General Fund
		Facilitate regular discussions of growth and future needs	X	X	X	X	X	GLPC	Staff Time	General Fund
2.4 - Target Reinvestment	2.4.1 - Promote Infill Development	Maintain, Update, and Market Existing Land Use Database and USA/RSA Maps	X	X	X	X	X	Local Governments VALOR GLPC	Varies	General Fund
	2.4.2 - Develop and Implement Incentive and Recognition Programs	Investigate Feasibility of Implementing an Incentive Program	X	X				Local Governments GLPC	Staff Time	General Fund
		Develop and Implement Recognition Program	X	X				Local Governments GLPC	Staff Time	General Fund
2.5 - Downtown Development	2.5.1 - Invest in existing Downtown Development Authorities (DDA)	Support of Remerton's newly created DDA	X	X	X	X	X	City of Remerton	$20,000	General Fund

2.5 - Downtown Development (cont.)	2.5.1 - Invest in existing Downtown Development Authorities (DDA) (cont.)	Continued support of Central Valdosta Development Authority (CVDA)	X	X	X	X	X	City of Valdosta	Varies	Varies
	2.5.2 - Reestablish Hahira's Downtown Development Auth.	Reestablish Hahira's Downtown Development Auth.	X	X				City of Hahira	Staff Time	General Fund
	2.5.3 - Ensure Regulations Support Downtown Development	Review regulations and amend if necessary	X	X				Cities of Hahira and Remerton, CVDA GLPC	Staff Time	General Fund
	2.5.4 – Promote adaptive reuse and infill development	Provide educational opportunities regarding programs, financial assistance, etc.	X	X	X	X	X	Remerton, Hahira CVDA GLPC	Staff Time	General Fund
OTHER	OTHER	Coordinate with Industrial Authority to continue marketing Hahira Business Park	X	X	X	X	X	City of Hahira Industrial Authority	Varies	Varies
		Promote infill development in established industrial parks.	X	X	X	X	X	Local Governments Industrial Authority	Varies	Varies
		Coordinate with Industrial Authority in making plans and preparations for development of new or expanded industrial parks as existing parks become full.	X	X	X	X	X	Local Governments Industrial Authority	N/A	N/A
		Pursue production of community highlight video for use in economic development and community marketing efforts	X	X	X			Val-Low Chamber Tourism. Auth. Film Com.	Varies	Varies
Goal 3 Housing - Ensure Adequate and Affordable Housing Options										
3.1 – Provide workforce and affordable housing	3.1.1 - Eliminate Local Regulatory Impediments	Review and regularly update existing ordinances	X	X	X	X	X	Local Governments GLPC	Varies	General Fund
	3.1.2 - Develop Incentive Programs	Develop Incentive Programs	X	X	X	X	X	Local Governments GLPC	Varies	General Fund

3.1 – Provide workforce and affordable housing (cont.)	3.1.3 - Promote Infill and Redevelopment	Implement programs and strategies identified by Consolidated Plan and Neighborhood Revitalization Plans.	X	X	X	X	X	City of Valdosta GLPC	Varies	General Fund CDBG
		Identify Infill Opportunities through regular update of existing land use database	X	X	X	X	X	Local Governments GLPC VALOR	Varies	Varies
		Make appropriate allowances in land development regulations	X	X				City of Valdosta GLPC	Staff time	General Fund
		Produce Annual Development Re-Cap Maps	X	X	X	X	X	GLPC	Staff time	General Fund
		Update, Market, and Release WRPDO Maps with Development Maps	X	X	X	X	X	Lowndes County VALOR	$177,000	General Fund
	3.1.4 - Provide Industry-Oriented Educational Opportunities	Provide regular training in innovative development concepts	X	X	X	X	X	GLPC HBASG	Varies	Varies
3.2 - Maintain Existing Housing Stock	3.2.1 - Progressive Code Enforcement	Continued Support and Training for Code Enforcement Staff	X	X	X	X	X	Local Governments	Varies	Varies
								Lowndes County	$7,500	General Fund
	3.2.2 - Assist Low-Income Home Owners	Investigate and Utilize Grants (CHIP), Low-Interest Loans, and Community Service	X	X	X	X	X	Local Governments	Varies	Varies
		Implement programs and strategies identified by Consolidated Plan and Neighborhood Revitalization Plans.	X	X	X	X	X	City of Valdosta	Varies	General Fund CDBG
	3.2.3 – Protect well-established neighborhoods	Utilize and support residential zoning districts	X	X	X	X	X	Local Governments	N/A	N/A
3.3 - Encourage Housing Mix	3.3.1 - Promote Innovative Design	Provide regular educational opportunities to development community	X	X	X	X	X	GLPC HBASG	Varies	Varies

3.3 - Encourage Housing Mix (cont.)	3.3.2 - Evaluate Incentive Programs	Evaluate Incentive Programs	X	X	X	X	X	Local Governments GLPC	Staff Time	General Fund
3.4- Universally designed housing	3.4.1 –Mayor's Council for Persons with Disabilities	Continuation of Mayor's Council	X	X	X	X	X	City of Valdosta	N/A	N/A
	3.4.2 – Education regarding universal access.	Completion of community accessibility inventory	X	X				Mayor's Council for Persons with Disabilities	N/A	N/A
OTHER	OTHER	Update Consolidated Housing Plan including Annual Action Plans	X	X	X	X	X	City of Valdosta	Staff Time	CDBG General Fund
		Complete remaining 10 Neighborhood Revitalization Plans based on federal standards.	X	X	X			City of Valdosta GLPC	Staff Time	CDBG General Fund
		Investigate utilization of Community HOME Investment Program	X	X	X	X	X	Local Governments	Staff Time	General Fund
Goal 4 Natural and Cultural Resources - Protection for Future Generations										
4.1 - Conserve Sensitive Areas	4.1.1 - Direct Growth Away From Unsuitable Areas	Utilize Environmental Resource and Conservation Zoning districts	X	X	X	X	X	Local Governments GLPC	N/A	N/A
		Provide education on importance of Groundwater Recharge Areas and Wetlands	X	X	X	X	X	Local Governments GLPC	Staff Time	General Fund
	4.1.2 - Continue Regulatory Enforcement	Support and enforce Storm-Water, Land-Disturbance, and WRPDO Programs	X	X	X	X	X	Local Governments	N/A	N/A
	4.1.3 - Further Utilize Public Sewer Systems	Promote growth in already served areas	X	X	X	X	X	Local Governments GLPC	N/A	N/A
		Promote E-One Service Extensions	X	X	X			Lowndes County	N/A	N/A
	4.1.4 – Promote On-site Detention and Reduce Stormwater Runoff	Continue education regarding stormwater and innovative design concepts	X	X	X	X	X	Local Governments GLPC	Staff Time	General Fund
		Exceed Compliance with Phase II Regulations	X	X	X	X	X	Lowndes County	Varies	General Fund

4.1 - Conserve Sensitive Areas (cont.)	4.1.4 – Promote On-site Detention and Reduce Stormwater Runoff	Develop Stormwater Management Program	X	X	X			Cities of Hahira, Remerton, Lake Park, Dasher	Varies	General Funds
4.2 – Preserve and Utilize Natural Greenspace and Parkland	4.2.1 – Update Greenspace Plan to include Green Infrastructure and Linear Greenspace Areas	Continue preparation and implementation of the Withlacoochee River Greenway Plan.	X	X	X	X	X	Lowndes County	Varies	Varies
		Adopt, implement, and update provisions of the Greenspace Initiative Plan to include land acquisition and resource enhancement/protection.	X	X	X	X	X	Lowndes County	$500,000 in Acquisition Funds Available	General Fund and SPLOST
		Identify funding sources and pursue acquisition of appropriate greenspace areas	X	X	X	X	X	Local Governments	Varies	SPLOST General Fund GLCP Grants/Loans
	4.2.2 - Provide Education on use of Greenspaces and Conservation Programs	Provide regular educational opportunities regarding benefits of greenspace conservation and mechanisms	X	X	X	X	X	GLPC	Staff Time	General Fund
	OTHER	Pursue grants for the upgrade of park facilities	X	X	X	X	X	Local Governments	Staff Time	General Fund
		Upgrade public park facilities to include more lights, shelters, pathways, etc. where applicable.	X	X	X			Lowndes County City of Valdosta	Varies	General Fund
		Continue to develop alternative-use trails within public parks	X	X	X			Lowndes County City of Valdosta	Varies	General Fund
		Continue new construction and implementation of the Freedom Park Master Plan.	X	X	X			Lowndes County City of Valdosta	Varies	General Fund
		Reestablish Tree City USA status and investigate ways to further promote the preservation and/or creation of urban forests.	X	X				City of Hahira	Staff Time	General Fund
4.3 – Solid Waste Red. & Recycling	4.3.1 –Deep South Solid Waste Authority	Maintain membership on Deep South Solid Waste Authority	X	X	X	X	X	Local Governments	N/A	N/A

4.3 – Solid Waste Reduction and Recycling Initiatives (cont.)	4.3.2 – Solid Waste Management Plan	Maintain regular updates to Solid Waste Management Plan	X	X	X	X	X	Local Governments GLPC	Staff Time	General Fund
	4.3.3 Education regarding recycling	Investigate ways to increase the recycling program in both volume and number of users.	X	X	X	X	X	City of Valdosta	Varies	General Fund
		Investigate development of grant program to promote local recycling efforts	X	X	X			Deep South SWA	Varies	General Fund
4.4 - Protect and Utilize Historic Resources	4.4.1 - Publicize Historic Resources Inventory	Continue updating and publicizing Historic Resources Inventory	X	X	X	X	X	Local Governments Valdosta HPC Historical Soc. Tourism Auth	Varies	Varies
								Lowndes County	$20,000	General Fund
	4.4.2 - Promote Heritage Tourism	Advertise Historic Driving Routes	X	X	X	X	X	Historical Soc. Tourism Auth.	Varies	Varies
		Investigate uses of Historic Trolley	X					Tourism Auth.	N/A	N/A
		Support Tourism Authority	X	X	X	X	X	Local Governments	Varies	Varies
								Lowndes County	$1,020,000	General Fund and Hotel/Motel Fund
		Investigate and Promote Eco-Tourism	X	X	X	X	X	Conf. Center/ Tourism Auth.	Varies	Varies
	4.4.3 - Promote use of National Register Nominations	Identify and apply for potential nominations	X	X	X	X	X	Local Governments Valdosta HPC SGRDC	Staff Time	General Fund
		Support Historic Preservation Society	X	X	X	X	X	Local Governments	Varies	Varies
								Lowndes County	$20,000	General Fund

4.4 - Protect and Utilize Historic Resources (cont.)	OTHER	Reevaluate existing boundaries and nature of locally designated historic districts.	X	X				City of Valdosta Valdosta HPC	Staff Time	General Fund
		Seek professional training and guidance for members of the Historic Preservation Commission with regard to official responsibilities.	X	X				City of Valdosta Valdosta HPC	Varies	Varies
4.5 – Ensure Cultural and Community Facility Availability	Investigate the Establishment of a Countywide Performing Arts Center and/or Civic Center.		X	X				Local Governments Tourism Auth.	Varies	Varies
	Continue developing Strategies to Promote Destination Oriented Tourist Attractions		X	X	X	X	X	Tourism Authority	$1,020,000	General Fund and Hotel/Motel Fund
	Pursue development of a general purpose community center			X	X			City of Remerton State	$300,000	Various
	Pursue development of City park (Passive recreation, skateboard park, dog park)		X	X	X			City of Remerton Valdosta-Lowndes Recreation	$250,000	Various
	Pursue development of City park around newly refurbished Tom's Pond area		X	X	X			City of Lake Park	Varies	Varies
	Review recommendations of the Public Venues Committee and develop plans for the future of these facilities		X	X				City of Valdosta	N/A	N/A
	Update the Parks and Recreation Master Plan to include creation of parks within walking distance of all neighborhoods		X	X	X			City of Valdosta Lowndes County	Varies	Varies
Goal 5 Community Wellness - Promote Healthy and Active Lifestyles										
5.1 – Promote Development that encourages Active Living	5.1.1 - Provide Incentives and Infrastructure for Growth in Activity Centers	Concentrate infrastructure improvements in existing or planned Activity Centers	X	X	X	X	X	Local Governments	Varies	Varies
		Investigate incentive programs for growth in activity centers	X	X				Local Governments GLPC	Staff Time	General Fund

5.1 – Promote Development that encourages Active Living (cont.)	5.1.2 - Support Public-Private Partnerships and Community Organizations	Include non-profits in growth and development discussions	X	X	X	X	X	GLPC	N/A	N/A
	OTHER	Complete the development of the Azalea City Multipurpose Trail.		X		X	X	City of Valdosta	$2,075,000 (Total Cost)	SPLOST Grants
		Update the Parks and Recreation Master Plan to include creation of parks within walking distance of all neighborhoods	X	X	X			City of Valdosta Lowndes County	Varies	Varies
5.2 – Youth Involvement in the Community	5.2.1 - Market Recreational Facilities	Increase Marketing of Recreational Facilities	X	X	X	X	X	Local Governments Tourism Authority	Varies	Varies
		Support Park and Recreation Youth Programs	X	X	X	X	X	Local Governments	Varies	Varies
		Include non-profits in growth and development discussions	X	X	X	X	X	GLPC	N/A	N/A
5.3 - Utilize Existing Community Resources	5.3.1 - Promote Greater Non-Profit and Government Collaboration	Participate in Annual Updates on Non-Profit Progress	X	X	X	X	X	Lowndes County GLPC	Staff Time	General Fund
Goal 6 Community Facilities – Infrastructure, Facilities, and Services That Support Efficient Growth										
6.1 - Maximize Efficient Use of Existing and Future Infrastructure Investment	6.1.1 - Use, Promote, and Maintain Existing Infrastructure through Infill, Redevelopment, and Compact Development	Construct County Judicial/Administrative Buildings	X	X	X	X	X	Lowndes County	$14,000,000	Bonds
		Upgrade the Department of Family and Children's Services Facilities						Lowndes County	$200,000	General Fund and SPLOST
		Construct Jail Upgrades Phases I, II, and III	X	X	X	X	X	Lowndes County	$6,000,000	Bonds
		Renovate Leila Ellis Building	X					Lowndes County	$600,000	Grant and General Fund
		Construct a New Emergency Operations Facility.						Lowndes County	$500,000	General Fund and SPLOST

6.1 - Maximize Efficient Use of Existing and Future Infrastructure Investment (cont.)	6.1.1 - Use, Promote, and Maintain Existing Infrastructure through Infill, Redevelopment, and Compact Development (cont.)	Investigate Future Facility for District Health Office	X	X	X	X	X	Lowndes County	Staff Time	General Fund
		Acquire New Facility for Board of Elections Office	X	X	X	X	X	Lowndes County	Unknown	Varies
		Investigate Relocation of County Coroner Office	X	X	X	X	X	Lowndes County	Staff Time	General Fund
		Develop and Permit Additional Inert Landfills and Borrow Pits	X	X	X	X	X	Lowndes County	Varies	Varies
		Implement Updates to the Water and Sewer Master Plan (For Project List Please See Utility Master Plan)	X	X	X	X	X	Lowndes County	Varies	Varies
		Implement roads, water, sewer, and drainage master plans and review for revisions/additions	X	X	X	X	X	City of Valdosta	Varies	SPLOST Bonds Loans
		Investigate implementation strategies for gray water (treated wastewater) utility, including possible re-use for industrial and recreational facilities.	X	X	X			City of Valdosta	Varies	Grants
		Expand well field and water storage capacity	X	X	X	X	X	City of Valdosta	Varies	SPLOST Bonds Loans
		Upgrade water and sewer metering technology.	X	X	X	X	X	City of Valdosta	$500,000	SPLOST Bonds Loans
		Implement Drainage Master Plan provisions for regional retention areas	X	X	X	X	X	City of Valdosta	Varies	SPLOST Bonds Loans
		Expand the existing water service area and transmission system.	X	X	X	X	X	City of Valdosta	Varies	SPLOST Bonds Loans
		Construct a new wastewater treatment facility in the Cherry Creek Basin area.	X	X	X	X	X	City of Valdosta	Varies	SPLOST Bonds Loans
		Pursue possible purchase of building along Baytree Road for use as a City Hall	X					City of Remerton	$400,000	Various

6.1 - Maximize Efficient Use of Existing and Future Infrastructure Investment (cont.)	6.1.1 - Use, Promote, and Maintain Existing Infrastructure through Infill, Redevelopment, and Compact Development (cont.)	Begin implementing findings of the previous inflow and infiltration study.	X	X				City of Remerton	$250,000	SPLOST
		Continue to address "Looping" of City water distribution lines	X	X	X			City of Remerton	$100,000	SPLOST
		Install a domestic water aeration system		X	X			City of Remerton	$300,000	GEFA
		Investigate feasibility of public sewer system	X					City of Lake Park	Staff Time	General Fund
		Investigate and pursue adaptive re-use of the Smith Hospital and old Hahira Middle School facilities.	X					City of Hahira	Varies	Varies
	6.1.2 - Locate Industrial Growth in Industrial Parks with existing infrastructure	Promote infill development in established industrial parks.	X	X	X	X	X	Lowndes County Cities of Valdosta/Hahira Industrial Auth.	Varies	Varies
		Coordinate with Industrial Authority in making plans and preparations for development of new or expanded industrial parks as existing parks become full.	X	X	X	X	X	Industrial Auth. Local Governments GLPC	Staff Time	General Fund
	6.1.3 - Locate community services in Activity Centers	Promote appropriate development in Activity Centers	X	X	X	X	X	Local Governments GLPC	N/A	N/A
6.2 – Coordinate Planning and Facilities with Land Use Plans	6.2.1 – Encourage Contiguous Development through phased utility extensions	Implement phased utility master plans	X	X	X	X	X	Local Governments GLPC	Varies	Varies
		Market Maps Highlighting Urban Service Area	X	X	X	X	X	Lowndes County	Staff Time	General Fund
	6.2.2 - Reduce Development Pressures on Agricultural Land through conservation and higher density	Promote Higher Density of New Development	X	X	X	X	X	Local Governments GLPC	Staff Time	General Fund
		Market Maps Highlighting Urban Service Area	X	X	X	X	X	Lowndes County	Staff Time	General Fund

6.2 – Coordinate Planning and Facilities with Land Use Plans (cont.)	6.2.3 - Ensure Collaboration for Future Facilities Planning	Host regular meetings to discuss future planning needs	X	X	X	X	X	School Systems Local Governments GLPC	Staff Time	General Fund
6.3 – Anticipate Service Impacts of Growth	6.3.1 - Coordinate Development Review Process	Annually review land development regulations	X	X	X	X	X	Local Governments GLPC	Staff Time	General Fund
	6.3.2 – Investigate Programs for New Growth to Pay for Itself	Annually Update Capital Improvement Element	X	X	X	X	X	Lowndes County GLPC	Staff Time	General Fund
		Investigate feasibility of Impact Fees Pursuant to the Georgia Development Impact Fees Act.	X					Lowndes County	$10,000	General Fund
OTHER	OTHER	Upgrade/Renovate Public Safety Communications and Replace Equipment with Newer Technology (MESH Network and Software Upgrades)	X	X				Lowndes County	Varies	Varies
		Review and Revise/Update the Speed Zone Ordinance.	X	X	X	X	X	Lowndes County	Staff Time	General Fund
		Reduce the County ISO Fire Rating Through the Implementation of Fire Master Plan (For Specific Project List Please See Master Plan).	X	X	X	X	X	Lowndes County	Varies	General Fund and SPLOST
		Construct and Implement Public Safety Radio System (800MHZ)		X	X	X	X	Lowndes County	Varies	Varies
		Investigate Video Security Options for Judicial Building		X	X	X	X	Lowndes County	Varies	Varies
		Conduct study for the development of multi-jurisdictional public safety training facility.		X	X	X		City of Valdosta	Varies	Grants SPLOST
		Expand street lighting network to illuminate high crime areas.	X	X	X	X	X	City of Valdosta	Varies	General Fund
		Upgrade traffic signals to incorporate preemption devices for emergency vehicles.	X	X				City of Valdosta	Varies	Grants SPLOST

Goal 7 Land Use - Ensuring Quality Growth										
7.1 - Urban Service Area to guide development	7.1.1 - Annually Update Urban Service Area	Annually Update Urban Service Area to reflect advancement in utility services, infrastructure improvements, public safety facilities, etc.	X	X	X	X	X	City of Hahira City of Valdosta Lowndes County GLPC	Staff Time	General Fund
	7.1.2 - Locate New Development within Urban Service Area	Market Maps Highlighting Urban Service Area	X	X	X	X	X	Lowndes County GLPC	N/A	N/A
7.2 – Protect Rural Service Area	7.2.1 - Locate Rural Uses within the Rural Service Area	Market Maps Highlighting Rural Service Area	X	X	X	X	X	Lowndes County GLPC	N/A	N/A
	7.2.2 - Encourage use of Conservation Techniques	Provide regular education opportunities and publications	X	X	X	X	X	GLPC	Staff Time	General Fund
		Market Conservation Subdivision Regulations within the ULDC	X	X	X	X	X	Lowndes County	N/A	N/A
		Investigate innovative taxation structures for conservation	X	X				Local Governments Tax Assessor GLPC	Staff Time	General Fund
		Investigate use of or formation of local Land Trust	X	X				GLPC	Staff Time	General Fund
7.3 - Promote Appropriate Mixed-Use Development	7.3.1 - Promote Mixed-Use Development Education	Provide regular education opportunities and publications	X	X	X	X	X	GLPC	Staff Time	General Fund
	7.3.2 - Ensure Development Regulations Promote Mixed-Use Development	Annually review and update land development regulations	X	X	X	X	X	Local Governments GLPC	Staff Time	General Fund
7.4 – Promote High Standard of Development	7.4.1 - Develop and Implement Appropriate Design Guidelines	Develop and Implement Design Guidelines for selected areas	X	X	X			Local Governments GLPC	Staff Time	General Fund
		Annually Update the ULDC	X	X	X	X	X	Lowndes County	Staff Time	General Fund
		Implement Gateway Study	X	X	X			City of Valdosta	Varies	Varies

7.4 – Promote High Standard of Development (cont.)	7.4.1 - Develop and Implement Appropriate Design Guidelines (cont.)	Establishment of City Market on MLK Corridor	X	X				City of Valdosta	Varies	Varies
	7.4.2 – Recognize Developments Which Exceed Standards	Develop and Implement development recognition program	X	X	X	X	X	GLPC	Staff Time	General Fund
7.5 – Use land efficiently and Focus on Redevelopment	7.5.1 - Promote Innovative Infill and Redevelopment Techniques	Provide regular education opportunities and publications	X	X	X	X	X	GLPC	Staff Time	General Fund
		Maintain, Update, and Market Existing Land Use Database	X	X	X	X	X	Local Governments GLPC VALOR	Staff Time	General Fund
	7.5.2 - Support Public/Private Partnerships	Encourage Communication between Development Community and Governing Bodies	X	X	X	X	X	Local Governments GLPC	N/A	N/A
7.6 – Recognizable transition from Urban to Rural Area	7.6.1 - Discourage Leapfrog Development	Maintain, Update, and Publicize Urban Service Area, Zoning, and Existing Land Use Maps	X	X	X	X	X	Local Governments GLPC VALOR	Staff Time	General Fund
	7.6.2 - Encourage Contiguous Development									
7.7 - Encourage Commercial Development at Intersections	7.7.1 - Ensure Development Regulations Promote Clustering of Development	Annually review land development regulations for revision to allow innovative techniques	X	X	X	X	X	Local Governments GLPC	Staff Time	General Fund
	7.7.2 - Facilitate Interconnectivity and Shared Parking	Annually review land development regulations for revision to allow innovative techniques	X	X	X	X	X	Local Governments GLPC	Staff Time	General Fund
	7.7.3 - Promote Nodal Development	Investigate feasibility of nodal development in undeveloped areas of County	X	X				Lowndes County GLPC	Staff Time	General Fund
7.8 - Innovative Planning Concepts	7.8.1 - Provide Developer Oriented Educational Opportunities	Provide regular education opportunities and publications	X	X	X	X	X	GLPC	Staff Time	General Fund

7.9 – Protect Regional Economic Engines	7.9.1 - Explore Innovative Planning Techniques	Research Innovative Techniques used in other communities	X	X	X	X	X	GLPC	Staff Time	General Fund
	7.9.2 – Utilize similar data	Distribute regular data updates and statistical summaries	X	X	X	X	X	GLPC	Staff Time	General Fund
		Coordinate regular meetings to facilitate data sharing	X	X	X	X	X	GLPC	Staff Time	General Fund
	7.9.3 - Joint Planning for Future Facilities	Coordinate Joint Planning Sessions for Future Facilities	X	X	X	X	X	Local Governments GLPC	Staff Time	General Fund
Goal 8 Intergovernmental Coordination - Encourage Coordination										
8.1 - Pursue Cross-Jurisdictional Collaboration and Coordination	8.1.1 - Promote Joint Development Authorities	Investigate activation of countywide Water/Sewer Authority.	X	X				Local Governments	Staff Time	General Fund
		Continue participation on the Deep South Regional Solid Waste Management Authority.	X	X	X	X	X	Local Governments	N/A	N/A
		Continued Support of Chamber of Commerce and Industrial Authority, Tourism Authority	X	X	X	X	X	Local Governments	Varies	Varies
	OTHER	Complete comprehensive study to evaluate the impacts of school consolidation	X	X				Valdosta City and Lowndes County School Boards	Varies	Varies
8.2 - Greater Lowndes Planning Commission to promote Quality Growth	8.2.1 –Growth Advisory Committee to facilitate discussion and Comp Plan implementation	Establish Growth Advisory Committee	X					GLPC	Staff Time	General Fund
		Coordinate regular meetings to review implementation of Comp Plan	X	X	X	X	X	GLPC	Staff Time	General Fund
		Develop quantifiable measures for Goals, Policies, and Objectives	X					GLPC	Staff time	General Fund
	8.2.2 – Publish Quality Planning Information	Regularly Publish Information	X	X	X	X	X	GLPC	Staff time	General Fund

8.2 - Greater Lowndes Planning Commission to promote Quality Growth (cont.)	8.2.3 - Participate in Progressive Education Efforts	Coordinate educational opportunities and publications	X	X	X	X	X	GLPC	Staff time	General Fund
	8.2.4 - Provide Regular Growth Updates	Provide Annual Growth Updates through maps and publications	X	X	X	X	X	GLPC	Staff time	General Fund
	OTHER	City of Remerton to become an active member of the Greater Lowndes Planning Commission	X					Local Governments GLPC	N/A	N/A
8.3 Recognize value of Joint-Comprehensive Planning	8.3.1 - Greater Lowndes Planning Commission facilitate Comp Plan Updates (every 5 Years)	Complete Comp Plan update every 5 years.	X	X	X	X	X	Local Governments GLPC	Staff time	General Fund
	8.3.2 - Greater Lowndes Planning Commission facilitate Annual Updates to the STWP	Annually update Short Term Work Program	X	X	X	X	X	Local Governments GLPC	Staff Time	General Fund
8.4 - Utilize Shared Services and information	8.4.1 - Coordinate Data Between Central Organizations	Coordinate data collection and dissemination	X	X	X	X	X	GLPC	Staff time	General Fund
Goal 9 Transportation – Coordinate Land Use and Transportation planning										
9.1 – Well-Maintained System of Rail Lines	9.1.1 - Investigate Innovative Traffic Management Techniques	Investigate possibility of railroad crossing at Remer Lane	X					City of Remerton	Staff time	Various
		Maintain awareness of feasibility for future high-speed rail services.	X	X	X	X	X	MPO	N/A	N/A
	9.1.2 - Evaluate Corridor Maintenance and Potential Reuse of Abandoned Rail R.O.W.	Identify existing abandoned corridors	X	X				MPO	Staff Time	General Fund
9.2 - Efficient Air Service	9.2.1 - Protect Airport Approach Zones	Accurately Map and Enforce Airport Overlay	X	X	X	X	X	Lowndes County VALOR	$177,000	General Fund
	9.2.2 - Identify Airport Related Economic Development Opportunities	Investigate within update to Airport Master Plan	X	X				Airport Authority	$450,000	Hotel and Motel Fund
	9.2.3 - Conduct Feasibility Study for Additional Airline	Investigate within update to Airport Master Plan	X	X				Airport Authority	$450,000	Hotel and Motel Fund

9.2 - Efficient Air Service (cont.)	9.2.3 - Conduct Feasibility Study for Additional Airline (cont.)	Assist the business community in the recruitment of additional airline service and/or connection to non-Atlanta airports.	X	X				Local Governments Airport Authority	Staff Time	General Fund
9.3 - Support the viability of walking, biking, and public transit	9.3.1 Locate High Density Development near Activity Centers	Market Maps Highlighting Urban Service Area	X	X	X	X	X	Local Governments GLPC	Varies	General Fund
								Lowndes County VALOR	$177,000	General Fund
	9.3.2 - Implement Bike and Pedestrian Master Plans	Maintain activation of the sidewalk committee to seek community input into development of a Sidewalk Master Plan	X	X	X	X	X	City of Valdosta	N/A	N/A
		Continue sidewalks inventory to identify potential expansion and improvement areas.	X	X	X	X	X	City of Valdosta VALOR	Staff Time	General Fund
		Develop a Sidewalk Master Plan	X					City of Valdosta	Varies	Varies
		Install sidewalk between Plum and Poplar Streets	X	X				City of Remerton	$5,000	Various
	OTHER	Market Existing County Bus Service	X	X	X	X	X	Lowndes County	N/A	N/A
		Pursue transit possibilities between City, Colonial Mall and Valdosta State University	X	X	X	X		City of Remerton MPO	Staff time	Various
		Participate in the Countywide Public Transit Study conducted by the MPO and review findings for future implementation	X					Local Governments MPO	Varies	Varies

9.4 - Recognize Importance of Roadway Design and Construction	9.4.1 - Protect Established Neighborhoods during roadway upgrades through sidewalks, landscaping, and pedestrian crossings	Update Lowndes County Thoroughfare Plan and incorporate provisions into the Comprehensive Plan	X	X				Lowndes County	Staff time	General Fund
		Pursue additional TE Grant funding to complete West Gordon streetscape improvements.	X	X	X			City of Remerton State	$500,000	Various
	9.4.2 – New/ Upgraded Roads to Reflect Accepted Community Design Standards	Update and Maintain County Bridge and Road Pavement Conditions Assessment.	X	X	X	X	X	Lowndes County	Varies	Varies
	9.4.3 – New/Upgraded Roads to accommodated Multiple Modes	Incorporate Bike and Pedestrian Master Plan and Thoroughfare Plan	X	X				Lowndes County	Varies	Varies
	OTHER	Complete and approve a comprehensive Transportation Master Plan that includes widening streets, new streets, intersection improvements, signal timing, sidewalks, bike lanes, and ditch piping with timelines and proposed funding	X					City of Valdosta	Varies	Varies
		Coordinate road and underground utilities improvements with Georgia DOT regarding I-75 widening and interchange improvements projects.	X	X	X			Lowndes County City of Hahira	Varies	Varies
9.5 - Preserve Traffic Carrying Capacity through land use planning	9.5.1 - Construct Frontage Roads	Encourage interconnected access between new developments	X	X	X	X	X	Local Governments GLPC	Staff Time	General Fund
	9.5.2 - Use Cross-Access Easements and Shared Parking	Update Zoning Ordinance and Subdivision Regulations	X	X				Local Governments GLPC	Staff Time	General Fund

Goal 10 Technology - Existing and future infrastructure for economic development, education, and marketing.										
10.1 – Planning for Community Wide Technology	10.1.1 - Future planning efforts include provisions for technology infrastructure expansion.	Update Aerial Tax Assessor Maps	X	X				Lowndes County VALOR	Varies	Varies
		Upgrade Computer (3-year Life Cycle) and Telephony (5-year Life Cycle) Systems in All County Facilities		X	X	X	X	Lowndes County	Varies	Varies
		Upgrade Internet Services to Include On-line Bill Paying, E-commerce, etc.		X	X	X	X	Lowndes County	Varies	Varies
		Upgrade Methods of Maintaining Public Records Using Modern Technology and Making Them Available to the Public.		X	X	X	X	Lowndes County	Varies	Varies
		Implement SCADA Utilities Monitoring System		X	X	X	X	Lowndes County	$500,000	Water and Sewer Fund
		Implement Remote Monitoring Systems (Utilities and Engineering)		X	X	X	X	Lowndes County	$7,000	Water and Sewer Fund
		Expand Fiber Optic Backbone to East 84 Fire Station	X					Lowndes County	$68,000	General Fund
		Upgrade County VOIP Voicemail to UNITY System	X					Lowndes County	$30,000	General Fund
		Implement EDEN and GBA Billing Software	X					Lowndes County	$750,000	General Fund and SPLOST
		Upgrade County Network Capabilities to In-building Wireless for all County Facilities	X					Lowndes County	$50,000	General Fund
		Investigate Video Conferencing Technology		X	X	X	X	Lowndes County	Varies	Varies
		Implement Probate Court/Jail Video Conferencing Technology		X	X	X	X	Lowndes County	Varies	Varies

10.1 – Planning for Community Wide Technology (cont.)	10.1.1 - Future planning efforts include provisions for technology infrastructure expansion. (cont.)	Complete County VOIP Telephony Upgrade	X	X				Lowndes County	$40,000	General Fund
	10.1.2 – Pursue Technology funding sources and implementation programs	Implement results of TechSmart Road Map	X	X	X	X	X	Val Low Chamber Local Governments	Varies	Varies
10.2 – Community-wide citizen access	10.2.1 - Community organizations to provide technology access.	Investigate grant/funding opportunities to provide access to technology equipment	X	X	X	X	X	Comm. Orgs Local Governments	Varies	Varies
General Planning and Administration										
OTHER	OTHER	Prepare and adopt proactive Zoning Map and revised Zoning Ordinance, based on comprehensive land use inventory and new Future Development Map.	X	X	X			Cities of Valdosta, Hahira, Lake Park, Dasher, Remerton GLPC	Staff Time	General Fund
		Develop Land Development Regulations to include updated zoning ordinance, signage, landscaping, and design standards	X	X				City of Remerton GLPC/SGRDC	$50,000	General Fund
		Review and revise all development regulations, investigate feasibility of document consolidation	X	X	X			Cities of Valdosta, Hahira, Lake Park GLPC	Staff Time	General Fund
		Investigate Implementation of the "Greater Lowndes Community Profile".	X	X				Local Governments	Varies	Varies
		Prepare SPLOST VI Referendum and Educate Citizenry.	X					Local Governments	Staff Time	General Fund
		Regularly Publish an Electronic Newsletter	X	X	X	X	X	Lowndes County	Staff Time	General Fund

OTHER (cont.)	OTHER (cont.)	Prepare and adopt an official map depicting correctly revised city limits, and proceed with related City Charter amendments	X					City of Dasher GLPC	Staff Time	General Fund
		Maintain/update existing land use database	X	X	X	X	X	Local Governments GLPC VALOR	Staff Time	General Fund

ACRONYM	DEFINITION	ACRONYM	DEFINITION
CDBG	Community Development Block Grant	MPO	Valdosta-Lowndes Metropolitan Planning Organization
Comm. Orgs.	Various community organizations/non-profits	SBDC	Small Business Development Center (VSU)
CVDA	Central Valdosta Development Authority	SGRDC	South Georgia Regional Development Center
DDA	Downtown Development Association	Valdosta HPC	Valdosta Historic Preservation Commission
Deep South SWA	Deep South Regional Municipal Solid Waste Authority	Val Low Chamber	Valdosta-Lowndes Chamber of Commerce
GEFA	Georgia Environmental Facilities Authority	VALOR	Valdosta-Lowndes Regional GIS System
GLCP	Georgia Land Conservation Program	Val Tech	Valdosta Technical College
GLPC	Greater Lowndes Planning Commission	WIA	Workforce Investment Act Program
HBASG	Home Builders Association of South Georgia	WRPDO	Water Resource Protection District Ordinance
Historical Soc.	Lowndes County Historical Society	VSU	Valdosta State University
Industrial Auth.	Valdosta-Lowndes Industrial Authority		

4.3 Lowndes County Capital Improvement Element

4.3.1 Introduction

This Capital Improvement Element (CIE) is a supplemental chapter of the Greater Lowndes 2030 Comprehensive Plan. While the Comprehensive Plan is the product of positive collaboration for community-wide planning, this CIE represents only the needs of the unincorporated areas of Lowndes County. In as such, the population projections and other relevant data contained in this element are for those areas alone.

The CIE exists to establish clear public policies regarding infrastructure development and to ensure sound fiscal planning for future capital improvements. The CIE establishes where and when new services or capital facilities will be provided within the unincorporated areas of the county. It also includes such information as to how the improvements will be funded. To describe this information, the CIE includes the following categories:

- A projection of needs for system improvements during the planning period (25 years)
- The designation of service areas, which are the geographic area in which a defined set of public facilities service the development within the area
- The designation of levels of service (LOS) for each service provided
- A schedule of capital improvements listing related projects and costs for the first five years after the Plan is adopted (2007-2011)
- A description of funding sources for the first five years of scheduled system improvements proposed for each project.

This CIE includes capital improvements for the following facility types only:

- Water
- Wastewater
- Road Network
- Fire Safety

For the purposes of this CIE and according to O.C.G.A. 36-71-2, 'capital improvement' means an improvement with a useful life of ten years or more, by new construction or other action, which increases the service capacity of a public facility.

4.3.2 Water Supply

4.3.2.1 Projection of Needs –

As illustrated in the *Community Assessment*, Lowndes County as a whole has grown tremendously over the past 30 years. The unincorporated areas of the county specifically have grown at a more rapid rate than the incorporated areas. This trend is projected to continue through 2030, by which time the unincorporated area will be the most populous area of Lowndes County. From 2005 to 2030, the population is projected to increase from 44,364 to 64,503, representing a 45.4% increase. The number of employed individuals is projected to grow from 20,690 in 2005 to 30,482 in 2030, representing a 47.3% increase. To accommodate this population growth, the number of housing units in the unincorporated areas of Lowndes County is projected to grow from 15,750 in 2005 to 25,215 in 2030, or 60.1%. Collectively the growth in residents and employees will greatly increase demand for public services.

4.3.2.2 Service Levels -

Within the unincorporated areas of Lowndes County, the average household uses approximately 400 gallons per day (GPD) of water. Lowndes County currently has 1.4 million gallons per day (MGD) of unused water filtration capacity and can accommodate 3,500 units of new residential development based on existing capacity. Based on projected population increases, Lowndes County must add 2.0 MGD of additional capacity to meet and maintain its service level goals.

4.3.2.3 Service Areas -

For purposes of public water service, Lowndes County considers the entire unincorporated area the future service area with planned phases continuing to grow and interconnect with existing infrastructure. Lowndes County currently services two major corridors, one running North and South and the other running East and West, as depicted in the Lowndes County Existing Utility Service Area 2006 Map (Figure 1). The County intends on servicing all new subdivisions within the shaded areas. Planned future expansions are depicted in Lowndes County Future Utility Service Area Map (Figure 2). Individual projects are listed out in the Schedule of Improvements found in section 4.2.2.4.

FIGURE 1

Lowndes County
Existing Utility Service Area 2006

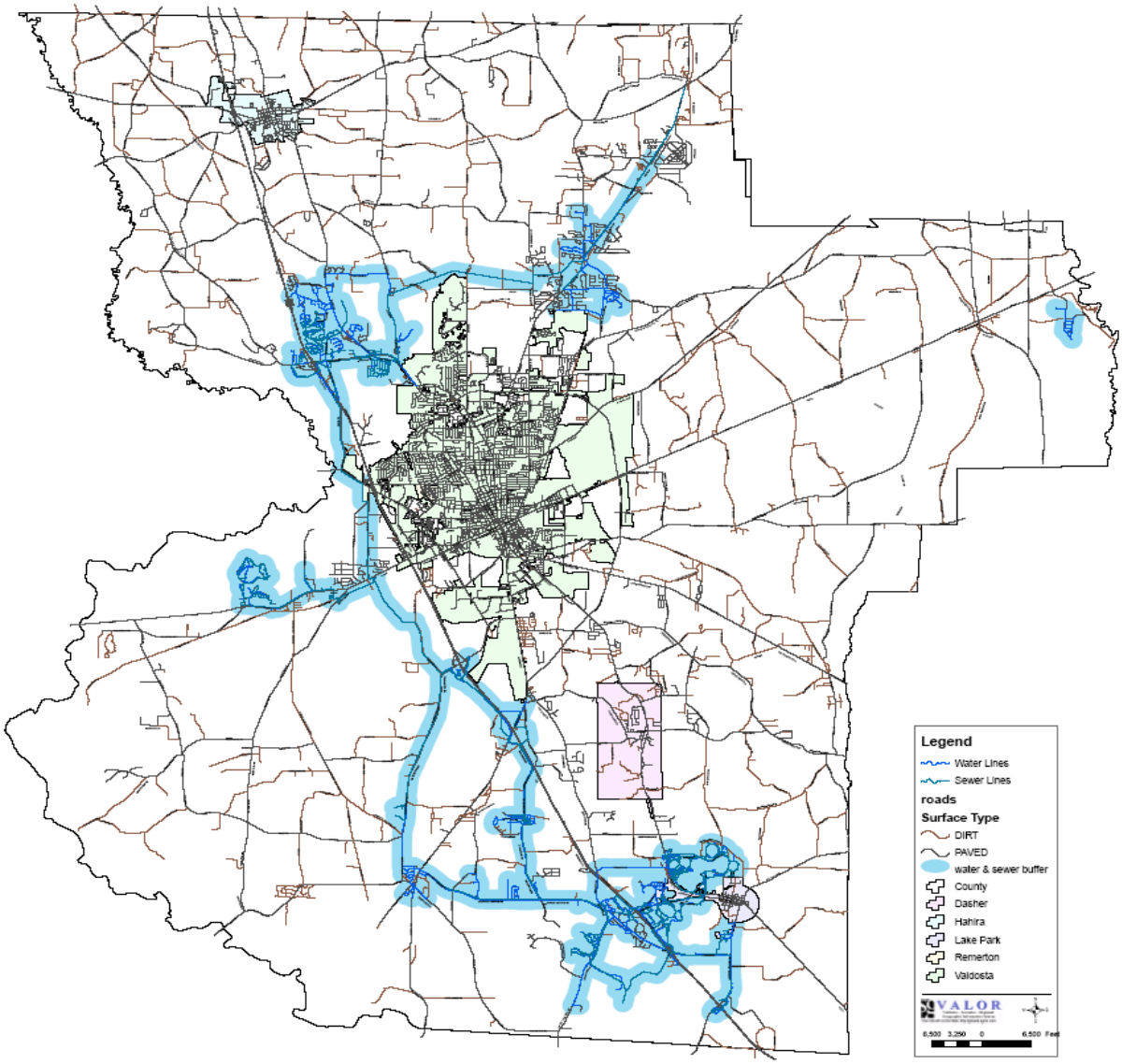
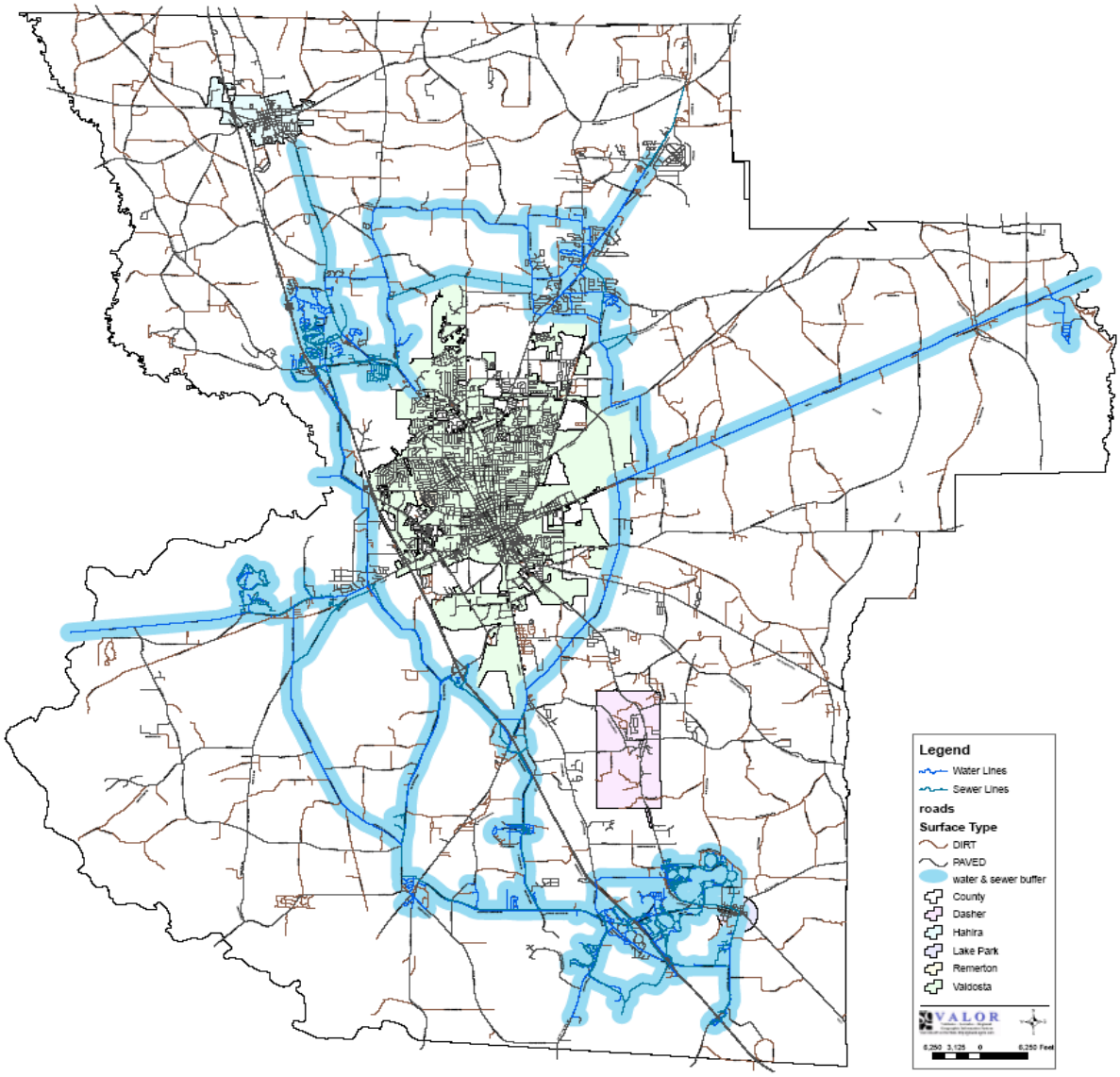


FIGURE 2

Lowndes County
Future Utility Service Area



Revised 2006

4.3.2.4 Schedule of Improvements -

Water Supply Planned Capital Projects and Costs 2007 – 2011				
Project	**Planned Start Year**	**Estimated End Year**	**Estimated Cost**	**Funding Source**
NORTH LOWNDES				
Construction of New Conventional Water Treatment Plant in the North Lowndes Area	2006	2008	1,500,000	Federal/ State Funds Bonds SPLOST Utility Dept. revenue
Water Line Connection from Val-Del Road to Clyattstone Road to Hwy. 41	2006	2008	750,000	
Connection of water line along North Valdosta Rd. under Railroad	2008	2008	550,000	
Connection of water line North of I-75, along N. Valdosta Rd. to Holly Oaks Subdivision	2009	2009	650,000	
BEMISS				
Purchase of small water systems that border water lines	2009	2036	8,000,000	Federal/ State Funds Bonds SPLOST Utility Dept. revenue
Connection of water main from Ivey Rd. to Guest Rd.	2010	2010	550,000	
Construction of New Conventional Water Treatment Plant and Elevated Tank in the Bemiss Area	2010	2011	1,800,000	
Connection of water systems of Bemiss and N. Lowndes from Hattie Place to Val-Del Rd. along River Rd., Reed Rd., Skipper Bridge Rd., Macmillian Rd., and Val-Del Rd.	2010	2011	2,500,000	
Connection of water main from Davidson Dr. to Register Rd.	2012	2012	350,000	
Connection of water main from Skipper Bridge Rd. to Guest Rd.	2012	2012	75,000	
Connection of water main from intersection of Reed and Skipper Bridge Rd. south along Skipper Bridge Rd. to Bemiss Rd.	2013	2014	450,000	
HIGHWAY 84 WEST				
Inner-Connection of water systems from Coleman Rd., along Val-Tech Rd., James Rd., and Hwy. 84 to Wetherington Ln.	2013	2015	1,750,000	Same as above
Inner-Connection of water systems from James Rd. along Hwy. 84 and follow sewer force main to Indian Ford Rd., connecting to existing water line on Clyattville Rd.	2013	2015	1,950,000	Same as above

Water Supply Planned Capital Projects and Costs 2007 – 2011				
Project	**Planned Start Year**	**Estimated End Year**	**Estimated Cost**	**Funding Source**
Construction of water line along Tomlinson Rd., Kinderlou-Clyattville Rd., to Old Clyattville Rd.	2014	2016	2,300,000	
SOUTH LOWNDES				
New production well for Perry Water Treatment Plant	2007	2007	750,000	Same as above
Construction of water line along Whitewater Rd., Twin Lakes Rd., Old US 41, to Riviera Prado Rd.	2007	2008	875,000	
Construction of water from intersection of Whitewater Rd. and Madison Hwy., South along Madison Hwy. to Clyattville-Lake Park Rd.	2008	2008	750,000	
HIGHWAY 84 EAST				
Expansion of Naylor Water Treatment Plant (Deep Well, Chemical Bldg., Hydropneumatic Tank)	2007	2008	325,000	Federal/ State Funds Bonds SPLOST Utility Dept. revenue
Construction of Water line along Madison Hwy., N. along Inner Perimeter Rd., to Hwy. 84 E., along Moore Crossing Rd., along Lakeland Hwy., along Moore Rd., along Studstill Rd., to Bemiss Knights Academy Rd.	2015	2017	2,200,000	
Construction of water line extending from the intersection of Moore Crossing Rd. and Hwy. 84, along Hwy. 84 East to Lake Alapaha Blvd.	2018	2020	3,500,000	

4.3.2.5 Description of Funding Sources -

Funding Sources for planned water supply projects will be through Federal and/or State funding, bonding, and SPLOST funding as well as continued revenues through the Utilities department.

4.3.3 Wastewater

4.3.3.1 Projection of Needs -

As illustrated in the *Community Assessment*, Lowndes County as a whole has grown tremendously over the past 30 years. The unincorporated areas of the county specifically have grown at a more rapid rate than the incorporated areas. This trend is projected to continue through 2030, by which time the unincorporated area will be the most populous area of Lowndes County. From 2005 to 2030, the population is projected to increase from 44,364 to 64,503, representing a 45.4% increase. The number of employed individuals is projected to grow from 20,690 in 2005 to 30,482 in 2030, representing a 47.3% increase. To accommodate this population growth, the number of housing units in the unincorporated areas of Lowndes County is projected to grow from 15,750 in 2005 to 25,215 in 2030, or 60.1%. Collectively the growth in residents and employees will greatly increase demand for public services.

4.3.3.2 Service Levels -

Within the unincorporated areas of Lowndes County, the average household uses approximately 400 gallons per day (GPD) of water. Lowndes County can currently treat approximately .8 million gallons per day (MGD) and is permitted to discharge 2 MGD. Based on the projected population growth, Lowndes County will need to add an additional .5 MGD of treatment capacity in order to meet and maintain its current service levels.

4.3.3.3 Service Areas -

For purposes of public wastewater service, Lowndes County considers the County lines the future service area with planned phases continuing to grow and interconnect with existing infrastructure. Lowndes County currently services two major corridors, one running North and South and the other running East and West, as depicted in the Lowndes County Existing Utility Service Area 2006 Map (Figure 1) above. The County intends on servicing all new subdivisions within the shaded areas. Planned future expansions are depicted in Lowndes County Future Utility Service Area Map (Figure 2) above. Individual projects are listed out in the Schedule of Improvements in section 4.2.3.4 below.

4.3.3.4 Schedule of Improvements –

Wastewater Planned Capital Projects and Costs 2007 – 2011				
Project	**Planned Start Year**	**Estimated End Year**	**Estimated Cost**	**Funding Source**
NORTH LOWNDES				
Construction of sewer force mains and Lift Station from Tillman Crossing Rd. to US 41 North to Union Rd. to Blakley St. (Hahira Connection)	2009	2010	1,200,000	Federal/ State Funds, Bonds, SPLOST, Utility Dept. revenue
Upgrade Lift Stations, Foxborough, Coleman, Hwy. 84, Blue Lake, Hart Rd., and Whitewater	2010	2014	1,400,000	
HIGHWAY 84 WEST				
Construction of sewer force mains, lift stations, and gravity lines along Rocky Ford Rd. South to Kinderlou-Clyattville Rd. South to Old Clyattville Rd. South to Clyattville-Lake Park Rd. East to Lock Laurel Rd.	2019	2021	2,600,000	Same as above
SOUTH LOWNDES				
Upgrade Land Application Site	2009	2010	450,000	Same as above

Wastewater Planned Capital Projects and Costs 2007 – 2011				
Project	**Planned Start Year**	**Estimated End Year**	**Estimated Cost**	**Funding Source**
Construction of sewer force mains, lift stations, and gravity lines along Petterson Rd. to Lake Park-Bellville Rd., North to South Main St., West along W. Marion Ave. to 4-H Club Rd. (Lake Park connection)	2020	2020	1,200,000	Same as above
HIGHWAY 84 EAST				
Construction of sewer force main, lift station, and gravity lines along Madison Hwy., N. along Inner Perimeter Rd., to Hwy. 84 E., along Moore Crossing Rd., along Lakeland Hwy., along Moore Rd., along Studstill Rd., to Bemiss Rd.	2021	2023	6,400,000	Federal/ State Funds, Bonds, SPLOST, Utility Dept. revenue
Construction of sewer force main, lift station, and gravity lines from Moore Crossing Rd. and Hwy. 84 East along Hwy. 84 East to Lake Alapaha Blvd.	2024	2027	5,500,000	
New Wastewater Treatment Plant	2025	2027	8,500,000	

4.3.3.5 Description of Funding Sources -

Funding Sources for identified projects will be through Federal and/or State funding, bonding, and SPLOST funding as well as continued revenues through the Utilities Department.

4.3.4 Road Network

4.3.4.1 Projection of Needs -

As illustrated in the *Community Assessment*, Lowndes County as a whole has grown tremendously over the past 30 years. The unincorporated areas of the county specifically have grown at a more rapid rate than the incorporated areas. This trend is projected to continue through 2030, by which time the unincorporated area will be the most populous area of Lowndes County. From 2005 to 2030, the population is projected to increase from 44,364 to 64,503, representing a 45.4% increase. The number of employed individuals is projected to grow from 20,690 in 2005 to 30,482 in 2030, representing a 47.3% increase. To accommodate this population growth, the number of housing units in the unincorporated areas of Lowndes County is projected to grow from 15,750 in 2005 to 25,215 in 2030, or 60.1%. Collectively the growth in residents and employees will greatly increase demand for public services.

Due to the anticipated population growth of Lowndes County, the county road system has or will have the following needs during the planning period:

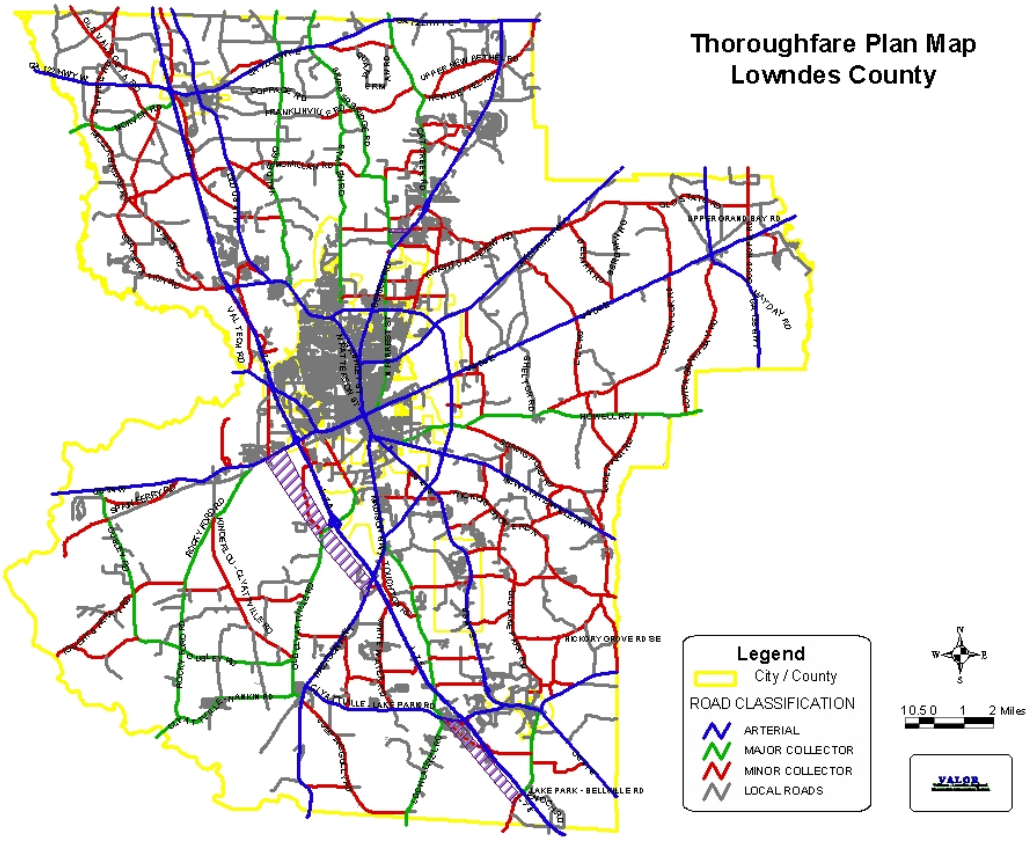
- Paving existing county dirt roads to accommodate for new developments
- Widening existing county roads from 10 and 11 feet wide to 12 feet wide
- Installing a 2-foot paved shoulder along county roads
- Widening existing county roads from two lanes to four lanes as necessary
- Installation of acceleration and deceleration lanes where required
- Installation of protected left turning lanes where required
- Installation of traffic signals where needed for safety
- Installation of railroad crossing signals
- Realignment of roads for safety concerns

4.3.4.2 Service Levels -

Lowndes County maintains a Thoroughfare Plan which contains a listing of proposed classifications for all of the major roads within the unincorporated areas of the County. The Thoroughfare Plan also contains a table of characteristics, including a level of service, for each classification. Figure 3, illustrates the various functional classifications within the road network. These classifications are used to determine the adopted levels of service found in the Thoroughfare Plan. The complete Thoroughfare Plan is included as Appendix G of this and is also available for review at the County Engineer's office.

The County is committed to maintaining and improving the established levels of service. To this end, the County works, in part with the Valdosta-Lowndes Metropolitan Planning Organization (MPO), to address deficiencies within the road network. The Schedule of Improvements in section 4.2.4.4 depicts the individual projects intended to maintain the existing level of service.

FIGURE 3



4.3.4.3 Service Areas -

For purposes of the public road network, Lowndes County considers the County lines the future service area with planned improvements throughout the county. As part of the Comprehensive Planning process, the County established the Urban Service Area boundary. This boundary depicts the areas which have sufficient infrastructure in place for concentrated residential and commercial development. The County strives to promote development within the Urban Service Area to adequately plan for resulting traffic increases. Individual projects are listed out in the Schedule of Improvements in section 4.2.4.4 below.

4.3.4.4 Schedule of Improvements -

The following table depicts capital projects that are planned over the next five years.

Road Network
Planned Capital Projects and Costs
2007 – 2011

Project	Planned Start Year	Estimated End Year	Estimated Cost*	Funding Source
ROAD PAVING				
Thompson Road	2006	2006	$900,000	SPLOST
Boring Pond Road	2007	2011	$2,800,000	SPLOST/DOT
Ezelle Road	2008	2009	$1,400,000	SPLOST
Riverside Road	2008	2009	$1,400,000	SPLOST
Santa Claus/Lanes Road	2008	2009	$800,000	SPLOST
Old Statenville Road	2008	2009	$600,000	SPLOST
Twin Lakes Road	2008	2009	$1,200,000	SPLOST
Staten Road	2008	2010	$1,500,000	SPLOST
Bemiss Knights Academy	2009	2010	$400,000	SPLOST
1st, 2nd, 3rd Streets	2009	2010	$800,000	SPLOST
Williams School Road	2009	2010	$900,000	SPLOST
Kinderlou-Clyattville Road	2009	2010	$800,000	SPLOST
Peat Moss Road	2009	2010	$800,000	SPLOST
Coffee Road	2010	2011	$1,300,000	SPLOST
Clyattstone Road	2010	2011	$900,000	SPLOST
Briggston Road	2010	2011	$1,000,000	SPLOST
Resurfacing Projects	Ongoing		$100,000 / Mile	SPLOST

Road Network Planned Capital Projects and Costs 2007 – 2011				
Project	**Planned Start Year**	**Estimated End Year**	**Estimated Cost***	**Funding Source**
Other Various Road Paving Projects	Ongoing		$500,000 / Mile	SPLOST
FOUR-LANE EXPANSION				
Old Clyattville Road	2007	2009	$4,000,000	SPLOST/DOT
James Road	2008	2010	$2,200,000	SPLOST/DOT
TURN LANES				
Val Del Road	2008	2008	$500,000	SPLOST
Cat Creek Road	2008	2008	$500,000	SPLOST
Skipper Bridge Road	2009	2009	$500,000	SPLOST
Loch Laurel Road	2010	2010	$500,000	SPLOST
White Water Road	2011	2011	$400,000	SPLOST

***** All estimates based on 2006 cost of materials, labor, etc.

4.3.4.5 Description of Funding Sources -

Lowndes County currently uses funds from the Federal Highway Administration and the Georgia Department of Transportation, along with SPLOST revenue, to improve the existing road system infrastructure. The County also works with developers to improve roads by paving existing dirt roads, installing acceleration and deceleration lanes, installing protected left turn lanes, and installing traffic signals and railroad signalization during their development process.

4.3.5 Fire Safety

4.3.5.1 Projection of Needs -

As illustrated in the *Community Assessment*, Lowndes County as a whole has grown tremendously over the past 30 years. The unincorporated areas of the county specifically have grown at a more rapid rate than the incorporated areas. This trend is projected to continue through 2030, by which time the unincorporated area will be the most populous area of Lowndes County. From 2005 to 2030, the population is projected to increase from 44,364 to 64,503, representing a 45.4% increase. The number of employed individuals is projected to grow from 20,690 in 2005 to 30,482 in 2030, representing a 47.3% increase. To accommodate this population growth, the number of housing units in the unincorporated areas of Lowndes County is projected to grow from 15,750 in 2005 to 25,215 in 2030, or 60.1%. Collectively the growth in residents and employees will greatly increase demand for public services.

4.3.5.2 Service Levels -

Like most communities, Lowndes County relies on fire safety ratings provided by the Insurance Services Office (ISO) as an indicator of current and desired levels of service. Lowndes County currently maintains an ISO rating of 5, which is based on many aspects including the availability of fire engines and average emergency response times. While response times can be affected by externalities beyond the control of the Fire Department (e.g.: road congestion and patterns of new development), there are many goals the Department can achieve to maintain or reduce its ISO rating. In order to project future needs to meet or exceed the existing level of service, the square footage of each fire station and the total number of fire engines was compared to the general population projections. Currently, fire protection services are provided by 18 fire engines and a system of facilities with a combined square footage of 30,870 sq ft. The following chart presents the current inventory of facilities and fire engines.

FIRE STATION NUMBER	SQUARE FOOTAGE	NUMBER OF FIRE ENGINES*
Southside #1	2111	1
Clyattville #1	1138	1
Clyattville #2	1403	1
Twin Lakes #1	2533	1
Twin Lakes #2	2000	1
North Lowndes #1	2336	1
North Lowndes #2	1720	1
Bemiss #1	2565	1
Bemiss #2	1026	1
Shiloh #1	1985	1
Shiloh #2	1290	1
Eastside #1	2715	1
Eastside #2	2475	1
Naylor #1	1400	1
Westside #1	2497	1
Westside #2	1676	1
TOTAL	30,870 sq. ft.	16

* Lowndes County currently has 2 reserve engines that have out lived their service life and are scheduled for replacement

To maintain the level of service necessary for maintaining the current ISO rating of 5, it is necessary that each station within the Lowndes County Fire Department be properly equipped and be of sufficient size to accommodate the required fire engines. Most importantly, these stations need to be adequately located throughout the community to provide efficient response in emergency situations.

The level of service for fire protection in Lowndes County is measured in terms of the number of fire engines and the square footage of fire station space per population in the service area. The following charts present a calculation of the current level of service for Lowndes County:

FIRE STATIONS		
Existing square footage (as of 2006)	2005 Population (Unincorporated Area Only)	Square footage/Population
30,870	44,364	.6958
FIRE ENGINES		
Existing Fire Engines (as of 2006)	2005 Population (Unincorporated Area Only)	Fire Engines/Population
18	44,364	.000405

The following charts project the fire department needs through the year 2030.

FIRE STATIONS		
2030 Projected Population (Unincorporated Area Only)	Square footage/Population	Square footage required in 2030
64,503	.6958	44,88
FIRE ENGINES		
2030 Population (Unincorporated Area Only)	Fire Engines/Population	Fire engines required in 2030
64,503	.000405	26

Thus, to maintain the County's 2006 level of service it will not only need to replace worn out engines and fire stations but also acquire additional stations and engines. Specifically, the County will need to construct an additional 14,011 sq ft of station facilities. Based on the size of the most recent station (2,565 sq ft.) there will be a need for 5 additional stations by the year 2030. Construction of these stations will be based on location of anticipated development. Additionally, the County will need to acquire 8 additional fire engines to accommodate the increased service demands.

4.3.5.3 Service Areas -

Lowndes County fire response services are provided on a county-wide basis to all properties within the unincorporated area. The County also provides first-response assistance to incorporated areas as required. All unincorporated Lowndes County fire rescue efforts are coordinated through one organization with fire stations located throughout the county. All stations work collective to provide adequate support and back up on structural fires and other emergencies. For these reasons, the entire county is considered a single service area for the provision of the fire protection services.

4.3.5.4 Schedule of Improvements -

Fire Safety Planned Capital Projects and Costs 2007 – 2030				
Project	**Planned Start Year**	**Estimated End Year**	**Estimated Cost**	**Funding Source**
Purchase 2 engines to put in new stations	2007	2008	$500,000	General Fund and SPLOST
Rebuild 1 main station	2007	2008	$300,000	
Purchase 2 engines to replace 1996 models	2008	2009	$510,000	
Rebuild 1 main station	2008	2009	$306,000	
Purchase 2 engines to replace 1996 models	2009	2010	$520,200	
Rebuild 1 main station	2009	2010	$312,120	
Purchase 2 engines to replace 1996 models	2010	2011	$530,604	
Rebuild 1 main station	2010	2011	$318,362	
Purchase 2 engines to replace 1996 models	2011	2012	$541,216	
Rebuild 1 main station	2011	2012	$324,729	General Fund and SPLOST
Purchase 1 engine to replace 1996 model	2012	2013	$276,020	
Rebuild 1 main station	2012	2013	$331,223	
Rebuild 1 main station	2013	2014	$337,847	
Rebuild 1 main station	2014	2015	$344,603	
Purchase 1 additional engine	2015	2016	292,913	
Build 1 additional station	2015	2016	351,495	
Purchase 1 engine to replace 2001 model	2017	2018	304,746	
Purchase 1 engine to replace 2002 model	2018	2019	310,840	
Build 1 additional station	2018	2019	373,007	
Purchase 2 engines to replace 2003 models	2019	2020	634,112	
Purchase 2 engines, 1 to replace 2004 model, and 1 additional engine	2020	2021	646,794	
Purchase 2 engines to replace 2005 models	2021	2022	659,728	
Build 1 additional station	2021	2022	395,837	
Purchase 2 additional engines	2022	2023	672,922	
Purchase 2 engines to replace 2007 models	2023	2024	686,380	

Fire Safety Planned Capital Projects and Costs 2007 – 2030				
Project	**Planned Start Year**	**Estimated End Year**	**Estimated Cost**	**Funding Source**
Purchase 2 engines to replace 2008 models	2024	2025	700,106	
Build 1 additional station	2024	2025	420,064	
Purchase 2 engines to replace 2009 models	2025	2026	714,108	
Purchase 2 engines to replace 2010 models	2026	2027	728,390	
Purchase 2 engines to replace 2011 models	2027	2028	742,956	
Build 1 additional station	2027	2028	445,774	
Purchase 2 engines, 1 to replace 2012 model, and 1 additional engine	2028	2029	757,814	
Purchase 2 additional engines	2029	2030	772,970	
Purchase 1 additional engine	2030	2031	394,214	
**All prices are based on a 2% increase per year				

4.3.5.5 Description of funding sources –

Funding Sources for identified projects will be through Federal and/or State funding, grants, SPLOST funding as well as local general fund revenue.

4.4 Supplemental Plans

In an effort to ensure quality planning and development, several of the governing bodies and major community organizations within Greater Lowndes have adopted, and actively maintain, some form of a strategic plan or other planning document. The following information includes just a selection of such plans that were referenced throughout the Greater Lowndes 2030 Planning Process.

4.4.1 Valdosta-Lowndes Metro 2030 Long Range Transportation Plan

Following designation as an Urbanized Area, the Greater Lowndes community established the Valdosta-Lowndes Metropolitan Planning Organization (MPO) as required by Federal mandate. The MPO is housed at the South Georgia Regional Development Center (SGRDC). In accordance with state and federal regulations, the MPO maintains a Long Range Transportation Plan along with a Short-term Transportation Improvement Program. Together these documents address immediate and future transportation needs. Interested individuals should contact the MPO at the SGRDC for more information.

4.4.2 Lowndes County Thoroughfare Plan

As mentioned in Section 4.2.4.2, Lowndes County maintains a Thoroughfare Plan to guide the improvement and development of the County's road network. The full text of this Plan can be found in Appendix A. It should be noted that this Plan is updated on a regular basis. Such updates will be incorporated into the Comprehensive Plan. Interested individuals should contact the Lowndes County Engineering Department for more information.

4.4.3 Lowndes County Utility Master Plan

Lowndes County maintains a Utility Master Plan to coordinate future water and wastewater service delivery. Interested individuals should contact the Lowndes County Utilities Department for more information.

4.4.4 Lowndes County Pre-Disaster Mitigation Plan

The mission of the Pre-Disaster Mitigation Plan is "to make the citizens, businesses, communities, and local governments of Lowndes County and its cities less vulnerable to the effects of natural hazards through the effective study of hazard mitigation, hazard risk assessments, wise floodplain management and a coordinated approach to mitigation policy through state, regional, and local planning studies." The South Georgia Regional Development Center completed this Plan on behalf of the County and its municipalities. Interested individuals should contact the SGRDC for more information.

4.4.5 City of Valdosta Utility Master Plan

The City of Valdosta maintains a Utility Master Plan to coordinate future water and wastewater service delivery. Interested individuals should contact the City of Valdosta Utilities Department for more information.

4.4.6 South Georgia Regional Comprehensive Plan

The South Georgia Regional Development Center (SGRDC) maintains a Regional Comprehensive Plan for the 9-county, 22-municipality South Georgia Region. Portions of this Plan are updated on an annual basis to reflect progress within the continuous regional planning efforts. Interested individuals should contact the SGRDC for more information.

4.4.7 South Georgia Regional Bicycle and Pedestrian Master Plan

As required by the Georgia Department of Transportation (GDOT), the South Georgia Regional Development Center (SGRDC) maintains a Regional Bicycle and Pedestrian Master Plan. This Plan identifies potential routes for bicycle and pedestrian facilities. Information within the Plan is considered by the GDOT when state roads are improved or constructed. Interested individuals should contact the SGRDC for more information.

4.4.8 Valdosta State University (VSU) Master Plan

Valdosta State University maintains a Master Plan for both the north and south campuses that has been accepted by the University System of Georgia Board of Regents. Additionally, the VSU Master Plan includes a recently completed Campus Historic Preservation Plan (CHPP). This Plan represents collaboration among the University and the surrounding historic neighborhoods to preserve our community's valuable historic resources, while allowing the University to prosper as a regional economic engine. Additionally, the Plan evaluated existing and future parking demands and developed a campus sector Plan.

LIST OF APPENDICES

Appendix A – Lowndes County Report of Accomplishments
Appendix B – City of Valdosta Report of Accomplishments
Appendix C – City of Hahira report of Accomplishments
Appendix D – City of Lake Park Report of Accomplishments
Appendix E – City of Dasher Report of Accomplishments
Appendix F – City of Remerton Report of Accomplishment
Appendix G – Lowndes County Thoroughfare Plan