

City of Brooklet Comprehensive Plan 2025

Acknowledgement

We would like to thank all those who participated in and assisted with developing the City of Brooklet Comprehensive Plan 2025. This Plan is the result of a year-long process involving City staff, stakeholders, and representatives, as well as a series of public meetings. We are extremely grateful for the support we received during the process and look forward to implementing this Plan.

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Executive Summary

The City of Brooklet, the Stakeholder Committee, and the Coastal Regional Commission worked together to prepare the Brooklet Comprehensive Plan 2025. Comprehensive planning is an important tool for promoting strong and healthy communities in the State of Georgia. Comprehensive Plans are centered around a vision and goals that express a desired future. Through the vision, goals, and work programs, Brooklet intends to utilize this Plan to continue to create a thriving community.

Brooklet is defined not by its geographic boundaries but by the strong sense of shared values that its residents hold dear. At the heart of Brooklet are principles such as small-town values, guided growth, and the preservation of its rich historical, cultural, and natural heritage. These guiding values form the foundation of what makes Brooklet a truly special place to live. This Plan outlines a vision for the City's future, focusing on maintaining the unique character of the community while embracing sustainable development and enhancing the quality of life for all residents.



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1 Introduction

1.1 Purpose

In the interest of providing healthy and successful communities that are vital to the State's economic prosperity, the State of Georgia requires all local jurisdictions to coordinate and conduct Comprehensive Planning activities through the Georgia Planning Act of 1989. The State has given authority to the Department of Community Affairs (DCA) to set the minimum standards for Local Comprehensive Planning and to provide oversight of the planning process. The purpose of the minimum standards is to provide a framework for the development, management, and implementation of Local Comprehensive Plans.

The purpose of Comprehensive Planning at the community level is to bring together all sectors within the City, including residents, the business community, and non-profit organizations to develop a strategy with the intent to make Brooklet an attractive place to invest, conduct business, visit, and raise a family. A Comprehensive Plan is intended to provide policy direction and guidance for elected officials, appointed officials, and the public in decision-making processes. The Plan articulates the City's vision for the future and creates a roadmap for residents, property owners, investors, businesses and industries, and interested parties in the City's plans and goals. The Plan is also intended to assist in recognizing the need for, and the subsequent implementation of, important economic development and revitalization initiatives. Finally, maintaining the Comprehensive Plan allows the City to maintain its Qualified Local Government status, making the City eligible for selected state funding and permitting programs.

1.2 Planning Scope

The City of Brooklet Comprehensive Plan 2025 was prepared by City staff and the Coastal Regional Commission with invaluable input from stakeholders and the public. This document was prepared to exceed the minimum requirements of the Georgia Department of Community Affairs' Minimum Standards and Procedures for Local Comprehensive Planning which became effective in March 2014.

In this Plan, the City addresses the elements, including: community goals, needs and opportunities, broadband, and community work program. As a community that has adopted zoning, the City is required to adopt a Comprehensive Plan that addresses land use. The City also addresses the planning elements of housing, economic development, and environmental and cultural resources.

This Plan continues the City's planning tradition and sets the stage for the City as a great place to live, work, play, and visit. Growth within and around the City is inevitable, but reasoned and thoughtful planning that forms the basis of this Plan will allow the City to manage its growth, maximize benefits for its residents in the community, and fulfill the City's vision.

As part of the requirement, the Coastal Georgia Regional Water Plan and the rules for Environmental Planning Criteria established by the Georgia Department of Natural Resources were considered during the planning process.

1.2.1 Regional Water Plan

Brooklet is part of the Coastal Georgia Regional Water Planning Council (Coastal Council). The Coastal Council was formed in 2009 as part of the statewide planning process to help address challenges and explore how Georgia is expected to grow to use water over the next 40 years. The Coastal Council developed a Coastal Regional Water Plan that was initially completed in 2011 and subsequently updated in 2017 and 2023. The City of Brooklet and the Steering Committee gave careful consideration to the Regional Water

Plan while preparing for this Plan. The City considered the 8 goals established by the Coastal Council for the region:

1. Manage and develop high-quality water resources to sustainably and reliably meet domestic, commercial, industrial, and agricultural water needs.
2. Identify fiscally responsible and implementable opportunities to maximize existing and future supplies, including promoting water conservation and reuse.
3. Optimize existing water and wastewater infrastructure, including identifying opportunities to implement regional water and wastewater facilities.
4. Protect and maintain regional recreation, ecosystems, and cultural and historic resources that are water-dependent to enhance the quality of life of our current and future residents and help support tourism and commercial activities.
5. Identify and utilize the best available science and data and apply principles of various scientific disciplines when making water resource management decisions.
6. Identify opportunities to manage stormwater to improve water quantity and quality, while providing wise land management, wetland protection, and wildlife sustainability.
7. Actively outreach to stakeholders to encourage awareness, collaboration, and implementation of the regional water plan.
8. Identify opportunities to prepare for and respond to climate variability and extremes as it relates to water resources and providing resiliency.

The Coastal Regional Water Plan’s vision to conserve and manage water resources to sustain and enhance Coastal Georgia’s unique environment and economy is inherent to this Plan’s goals, needs, and opportunities.

1.2.2 Environmental Planning Criteria

The Environmental Planning Criteria (O.C.G.A. 12-2-8) stated: “for the promulgation of minimum standards and procedures for the protection of natural resources, environment, and vital areas of the state; stream and reservoir buffers.” This was considered during the Plan development. The City of Brooklet has adopted several ordinances that comply with O.C.G.A. 12-2-8, including water supply and sewer disposal, wetlands, stormwater discharge, soil erosion, and conservation subdivision ordinances. These ordinances protect the natural resources in the City of Brooklet.

1.3 Community Engagement

Through this Comprehensive Plan, the City of Brooklet reaffirms its commitment to preserving its distinctive character while proactively shaping a future that reflects the needs and aspirations of its residents. This Plan is intended to embrace the special character of the City while encouraging economic development and improving the quality of life of the City’s residents. To accomplish this, a series of community engagement sessions were conducted.

1.3.1 Stakeholder Committee

Through community engagement, the Stakeholder Committee identified priority goals, strategies, and action items that have been incorporated into this Plan. A list of stakeholders can be found in [Appendix A](#).

A total of five individual stakeholder meetings were held throughout the planning process. The dates of the meetings and topics covered are summarized below.

Table 1. Stakeholder meetings schedule and discussion topics.

Date	Topic
December 3, 2024	This meeting was to inform the stakeholders of their purpose in the planning process. Census demographics data was presented. Stakeholders discussed their visions for the City.
January 7, 2025	The Committee reviewed and discussed the vision and goals.
January 28, 2025	The meeting focused on the strengths, weaknesses, opportunities, and threats analysis for the City.
February 18, 2025	This meeting focused on reviewing and updating the Character Area map, descriptions, and regulations.
April 15, 2025	This meeting reviewed the changes in the Character Area map and the community work program.



1.3.2 Public Hearings

The Department of Community Affairs (DCA) minimum planning standards require two public hearings to be held throughout the Comprehensive Planning process, at the beginning and end of the planning process. The first public hearing was held on November 14, 2024 and the second public hearing was held on [date].

2 Community Profile

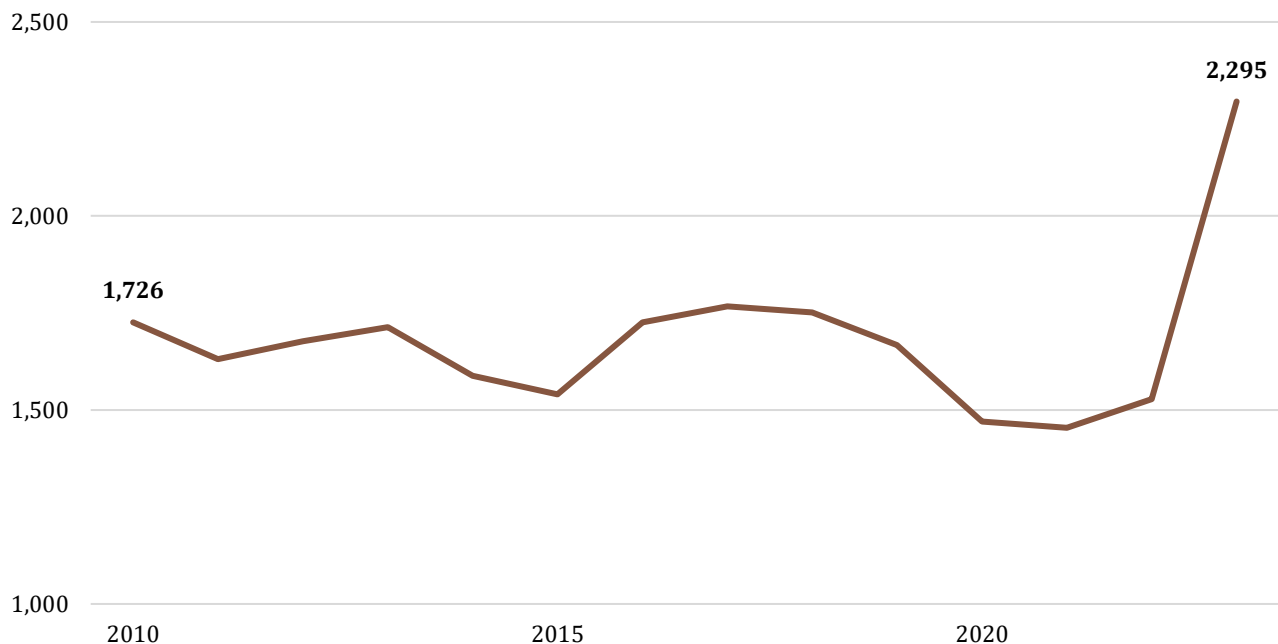
Located in Bulloch County in southeastern Georgia, the City of Brooklet was established in the early 1900s, spurred by the arrival of the railroads that connected the rural town to larger markets. Brooklet quickly grew into a small but vital agricultural hub. The City's economy has long centered on farming, especially cotton, peanuts, and tobacco. It served as a support center for nearby farms, offering supplies, services, and markets. Over time, small businesses like general stores and cotton gins helped shape the City's development.

Brooklet has maintained its rural charm and strong community ties. A highlight of its cultural life is the Brooklet Peanut Festival that started in the 1990s to celebrate the City's agricultural heritage with parades, food, and family-friendly events. Today, Brooklet remains a quiet, close-knit community with deep farming roots, serving as both a residential area and a contributor to the broader Bulloch County economy.

2.1 Population

The dynamics of Brooklet's population trends and projections provide essential information in the decision-making process for certain plans and projects. According to the 2023 American Community Survey (ACS) five-year estimates published by the U.S. Census Bureau, the total population for Brooklet was estimated at 2,295, representing a 64 percent increase since the 2010 Decennial Census. Most of the increase took place between 2022 and 2023, which can be attributed to the Hyundai Metaplant development in the neighboring Bryan County, and the continued expansion at the Port of Savannah in Chatham County.

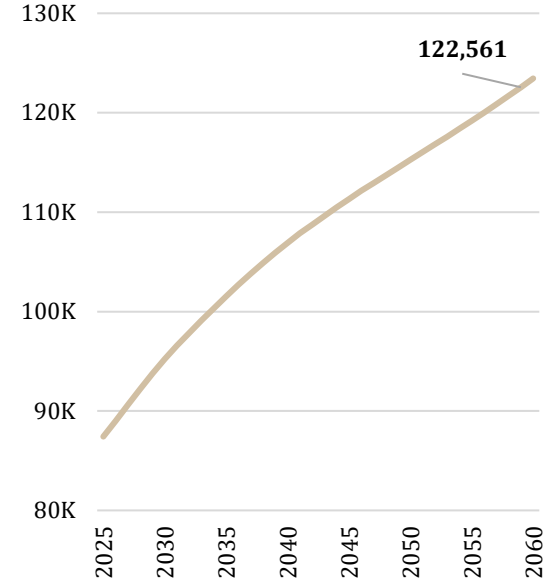
Figure 1. Total population 2010-2023.



Source: U.S. Census Bureau. "ACS Demographic and Housing Estimates." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP05, 2010-2023.

The Georgia Governor's Office of Planning and Budget (GOPB) uses the Cohort-Component Projection Method, incorporating fertility, mortality, migration, and group quarters, to project population. Although the data is not available on the city level, it is projected that Bulloch County may experience an 11 percent increase in population by 2030 and 43 percent by 2060. With major developments in the region, it is projected that coastal Georgia will experience a 30 percent increase, reaching over one million, in population by 2060. While this projection method is widely accepted and grounded in historical data, it assumes continuity in past trends and demographic behavior. As such, it may not fully capture recent or emerging factors that could accelerate or decelerate population growth. For Brooklet, these include the regional economic transformation driven by the Hyundai Metaplant and its suppliers, changes in college enrollment in the County, residential development, and military activities related to Fort Stewart and Hunter Army Airfield. These dynamics may result in faster-than-anticipated growth, placing added pressure and needs for housing, infrastructure, and public services in Brooklet.

Figure 2. Population projection of Bulloch County.



Source: Georgia Governor's Office of Planning and Budget. "County Residential Population 2024 Long-Term Population Projects."

The median age in the City of Brooklet is 38 according to ACS. This aligns with the state and national median age of 37. Bulloch County has a lower median age of 30, which can be attributed to the student population enrolled in higher education in the County. Brooklet's population pyramid suggests a mature community with a strong middle-aged population, indicating potential needs for family and child support services, employment and economic stability, workforce housing, and community events.

Figure 3. Population pyramid of Brooklet.

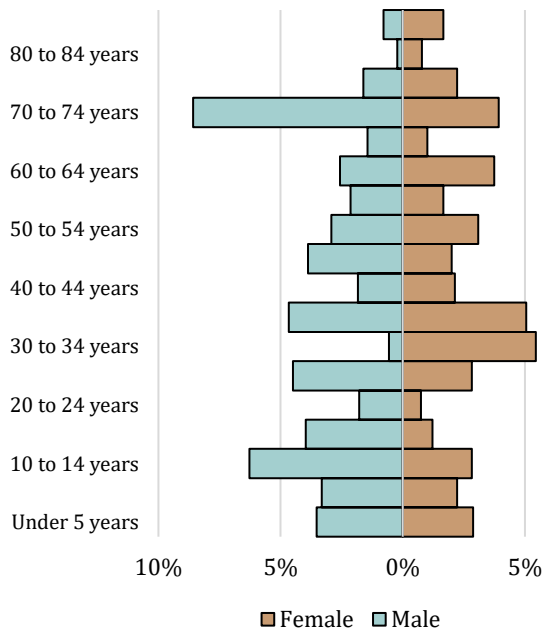
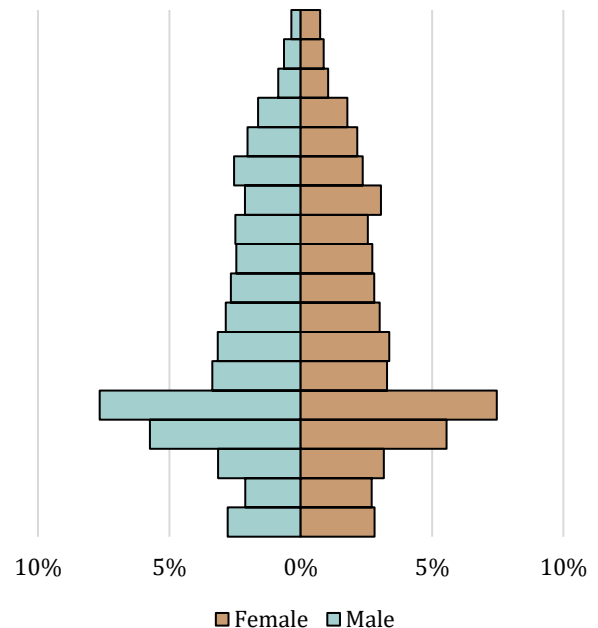


Figure 4. Population pyramid of Bulloch.



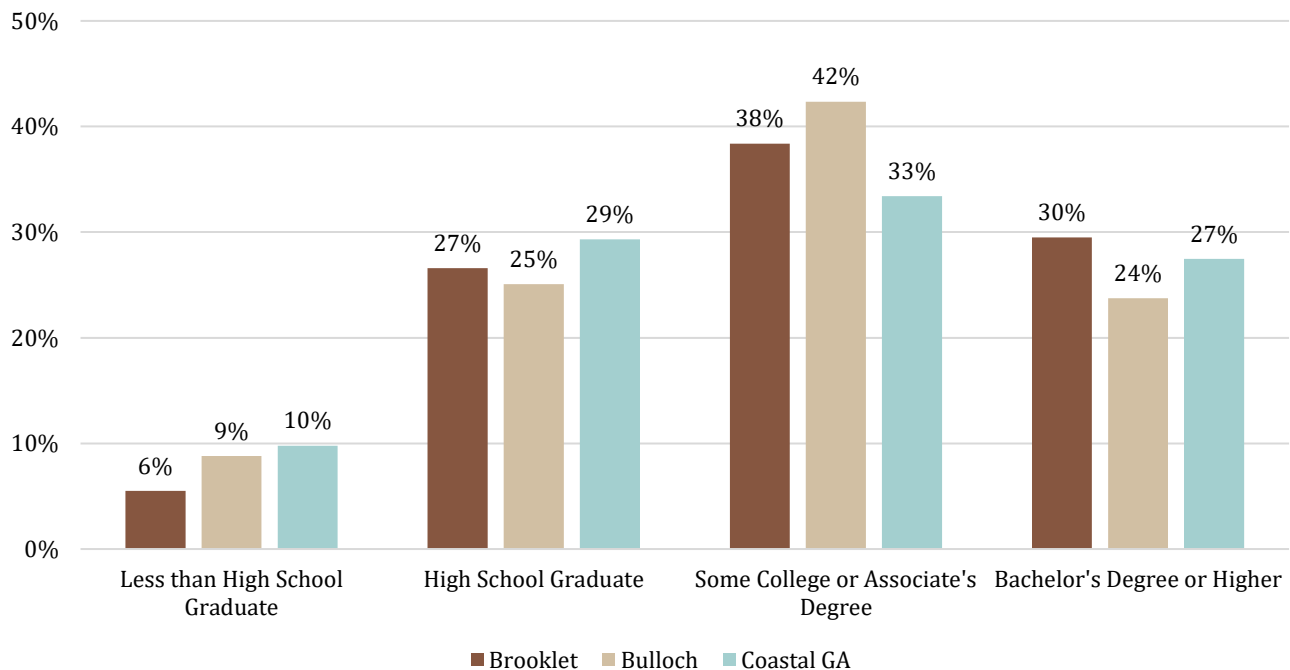
Source: U.S. Census Bureau. "Age and Sex." American Community Survey 5-Year Estimates Subject Tables. Table S0101. 2023.

2.2 Education

Brooklet has Brooklet Elementary, Southeast Bulloch Middle School, and Southeast Bulloch High School within its City limit. Georgia Southern University, Ogeechee Technical College, and East Georgia State College are located within Bulloch County, offering a variety of higher education opportunities, including dual enrollment, career and technical programs, and degree programs.

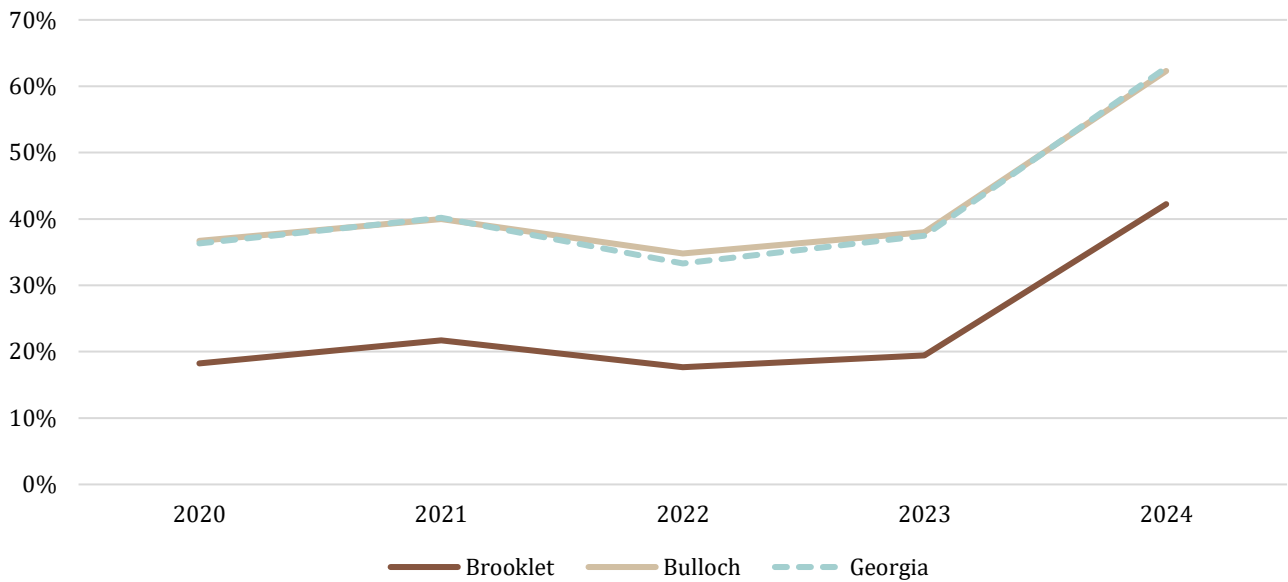
In Brooklet, according to the 2023 ACS five-year estimates on educational attainment, 27 percent of the population 18 years or older had a high school diploma or an equivalent GED as their highest level of education, 38 percent attended some college or earned an associate's degree, and 30 percent had a bachelor's degree or higher. Brooklet has a higher percentage of population with higher education than the region in general.

Figure 5. Educational attainment.



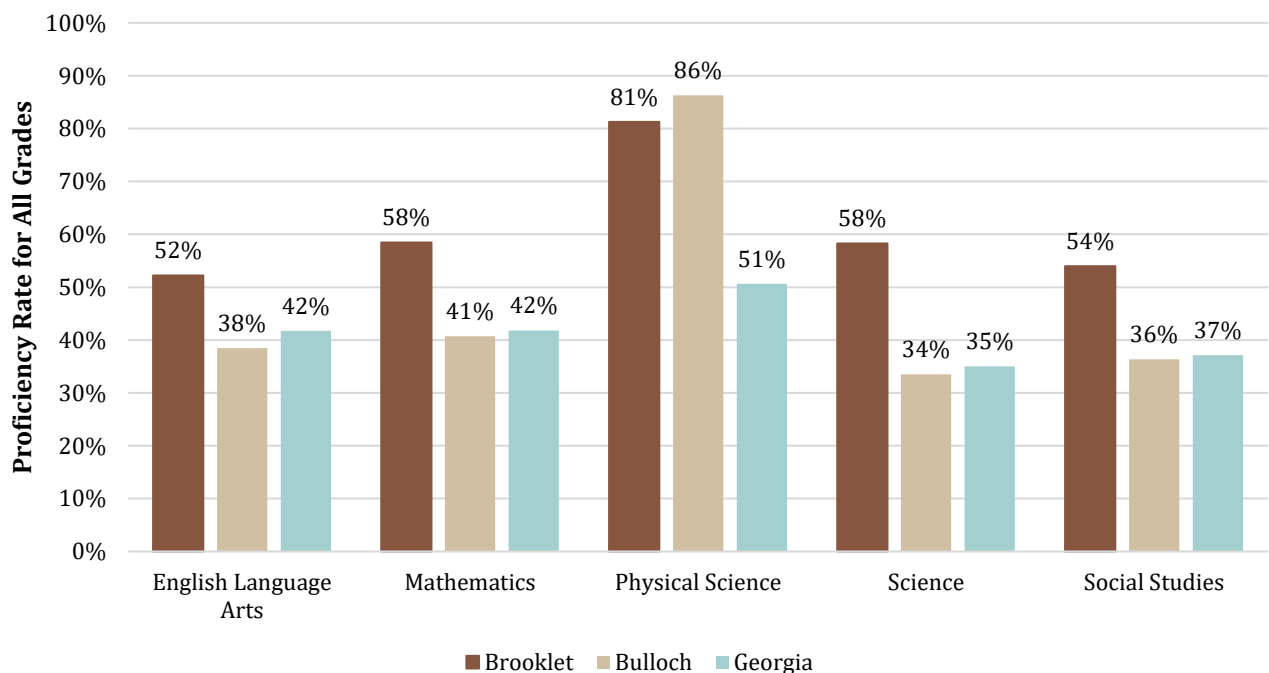
Source: U.S. Census Bureau. "Educational Attainment." American Community Survey, ACS 5-Year Estimates Subject Tables, Table S1501, 2023.

The Governor's Office of Student Achievement (GOSA) measures poverty levels of students through Direct Certification (DC). Direct certified students include students living in a family unit receiving Supplemental Nutrition Assistant Program (SNAP) food stamp or Temporary Assistance for Needy Families (TANF) benefits, and students identified as homeless, unaccompanied youth, foster, or migrant. In the last five years, there have been around 20 percent of students classified as direct certified in Brooklet. In 2024, the GOSA added in its DC definition to include students living in a family unit with Medicaid income that does not exceed free or reduced-price lunch eligibility standards. With the new definition, direct certified students reached 42 percent in 2024. In general, Brooklet has a lower percent of direct certified students than Bulloch County and Georgia, but is following similar yearly patterns in the last five years.

Figure 6. Direct Certification.

Source: The Governor's Office of Student Achievement. "Direct Certification (School Level)." Fiscal year 2020-2024.

According to GOSA data for school year 2023-2024, Brooklet students have a higher proficiency rate than Bulloch County and Georgia in all five subjects (except for Physical Science that is slightly lower than Bulloch County's proficiency rate). The Direct Certification Report released by GOSA for school year 2023-2024 highlighted a strong correlation between student poverty, student achievement, and rate of absenteeism. Limited access to resources, such as books, technology, and high-quality early learning opportunities, can negatively impact students' academic performance.

Figure 7. Proficiency rate for all grades.

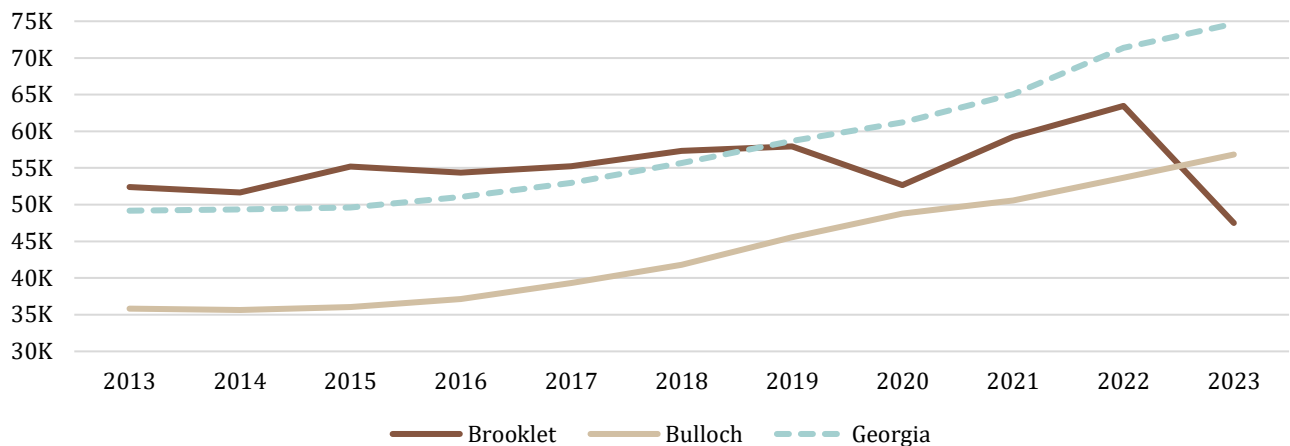
Source: The Governor's Office of Student Achievement. "Georgia Milestones End of Grade (EOG) assessments." School year 2023-2024.

2.3 Economic Development

Key indicators of the economic health of Brooklet are household income, employment, and employment and unemployment trends.

The median household income in Brooklet is \$47,500, which is significantly lower than the Bulloch County's \$56,832 and Georgia's \$74,664. Over the last decade, the median household income in Bulloch County has risen at a pace comparable to the state overall. However, regional economic development initiatives and investments may not have extended to smaller towns like Brooklet, which could explain why its income trends have not followed the same upward pattern.

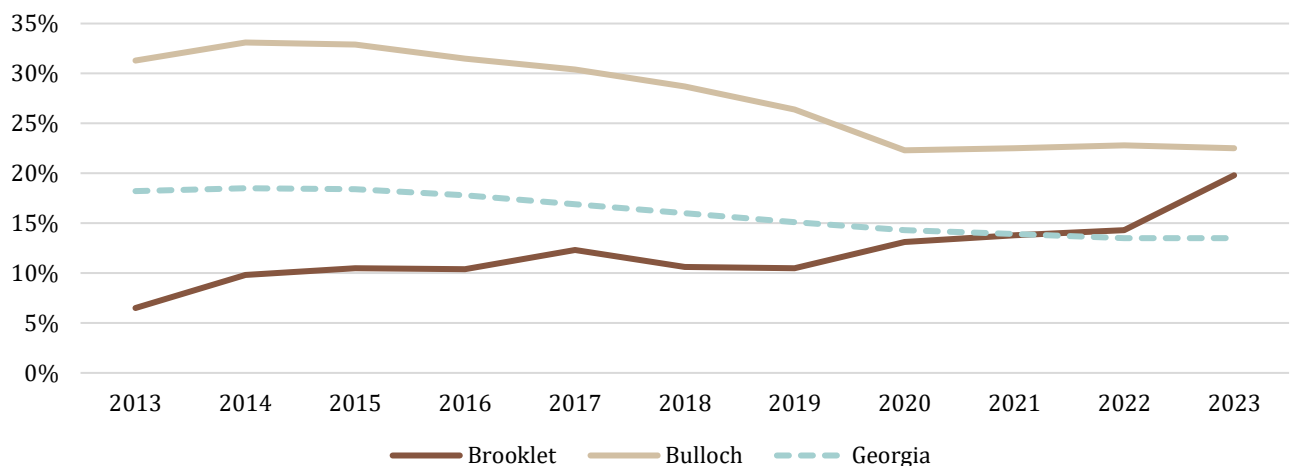
Figure 8. Household income since 2013.



Source: U.S. Census Bureau. "Income in the Past 12 Months (in 2023 Inflation Adjusted Dollars)." American Community Survey, ACS 5-Year Estimates Subject Tables, Table S1901, 2013-2023.

In 2023, the U.S. Census Bureau defined the poverty threshold as an income of \$15,850 or less for an individual under 65 years old and an income of \$31,200 or less for a family of four. In 2023, ACS estimated 20 percent of Brooklet's population lived below the poverty level. This is lower than Bulloch County's 23 percent but is higher than the 14 percent in Georgia and 12 percent in the United States.

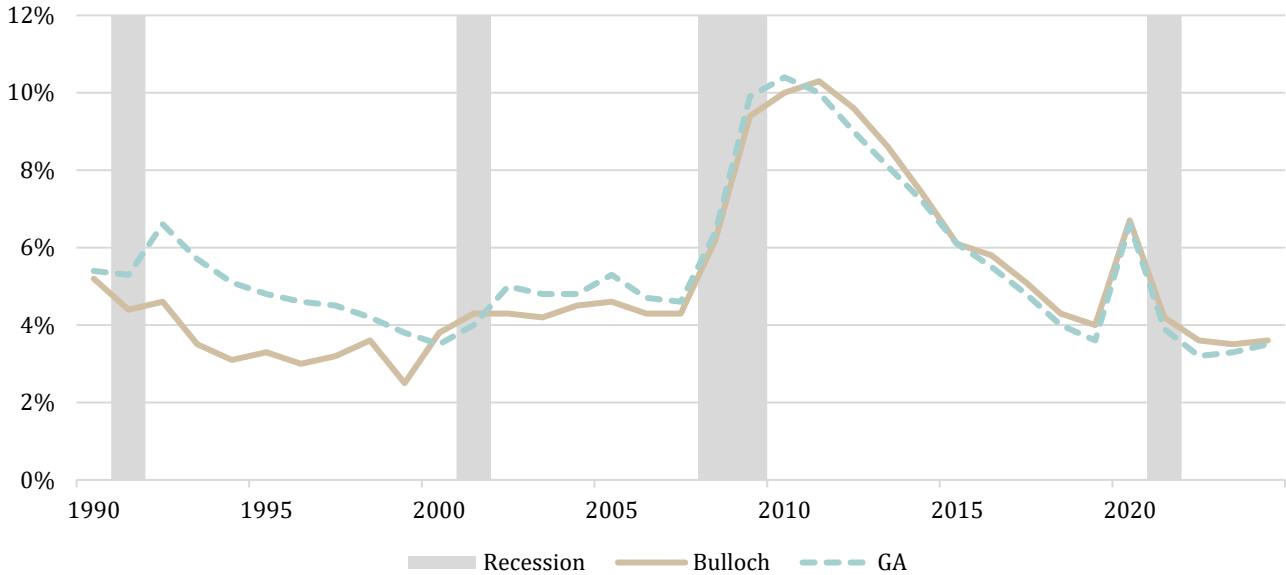
Figure 9. Poverty status since 2013.



Source: U.S. Census Bureau. "Poverty Status in the Past 12 Months." American Community Survey, ACS 5-Year Estimates Subject Tables, Table 1701, 2013-2023.

Although unemployment rate data is not available for Brooklet, according to the Georgia Department of Labor Workforce Statistics Division, the unemployment rate in March 2025 (not seasonally adjusted) was 3.7 percent in Bulloch County and 3.4 percent in coastal Georgia region.

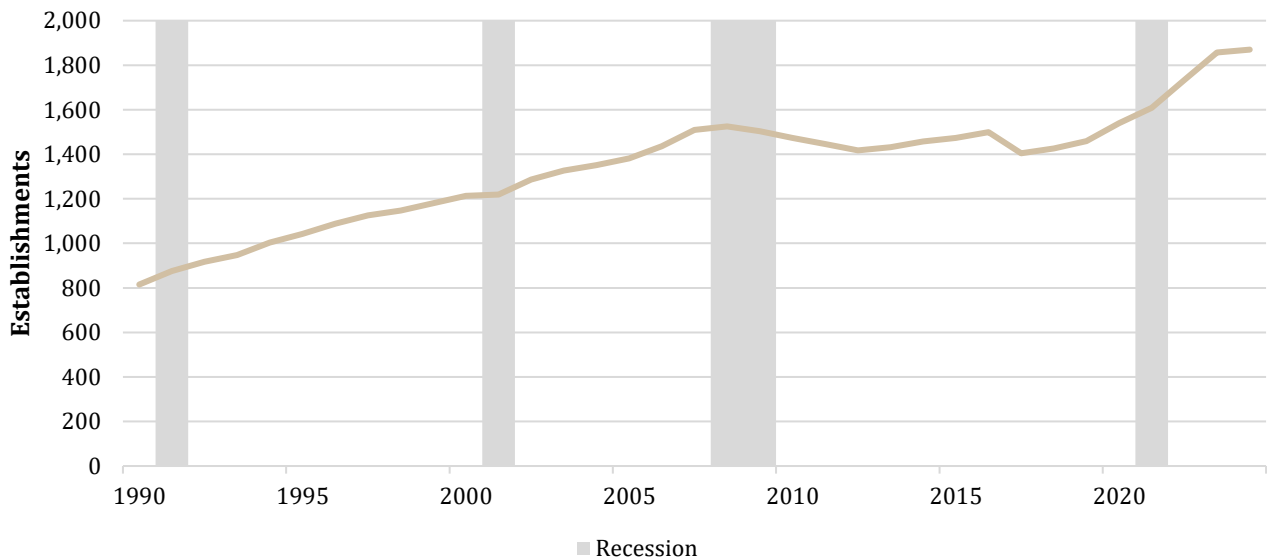
Figure 10. Unemployment rate in Bulloch County since 1990.



Source: U.S. Bureau of Labor Statistics, Unemployment Rate in Bulloch County and Georgia, retrieved from FRED, Federal Reserve Bank of St. Louis.

The U.S. Bureau of Labor Statistics defines an establishment as an economic unit, such as a factory, store, or office, that produces goods or services. Since 2019, the number of private establishments across all industries has been increasing rapidly in Bulloch County. The County is expecting a continued growth in industries supporting the new Hyundai facility in Bryan County.

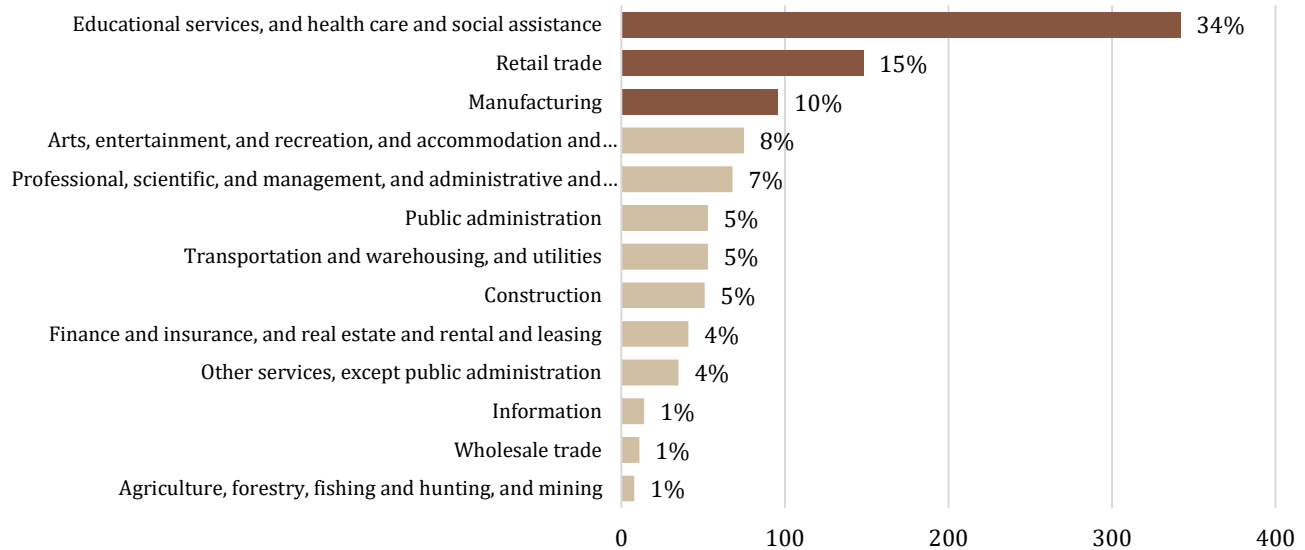
Figure 11. Private establishments for all industries in Bulloch County.



Source: U.S. Bureau of Labor Statistics, Number of Private Establishments for All Industries in Bulloch County, retrieved from FRED, Federal Reserve Bank of St. Louis.

It is estimated that 995 civilians over 16 years old were employed in Brooklet in 2023. The majority of the population was employed in educational services, health care, and social assistance. The second and third main industries in the City are retail trade and manufacturing.

Figure 12. Industry of civilian employment.

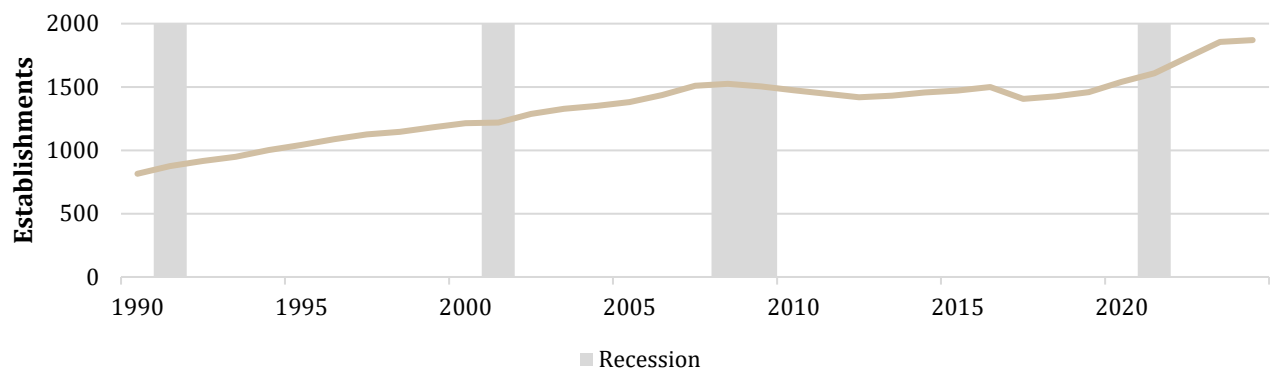


Source: U.S. Census Bureau. "Industry by Occupation for the Civilian Employed Population 16 Years or Over." American Community Survey, ACS 5-Year Estimates Subject Tables, Table S2405, 2023.

Approximately 68 percent of Brooklet's residents work within the County with 91 percent people drive to work alone. The mean travel time to work in Brooklet is about 27 minutes, which is similar to Georgia's average of 28 minutes. The percentage of people working from home has increased threefold in the last decade from 2 percent in 2013 to 6 percent in 2023.

Over the past decade, Bulloch County has seen notable growth in private establishments across a range of industries, driven by strategic economic development efforts and its advantageous location near major transportation routes. Further growth is expected with the Hyundai Metaplant in the neighboring Bryan County. This trend may provide increased employment opportunities for Brooklet's residents and stimulate the establishment of small and local business. However, these opportunities could result in higher demands for housing and infrastructure in the City.

Figure 13. Private establishments for all industries in Bulloch County.



Source: U.S. Bureau of Labor Statistics, Number of Private Establishments for All Industries in Bulloch County, retrieved from FRED, Federal Reserve Bank of St. Louis.

3 Vision and Goals

This section of the Plan presents the desired direction for Brooklet's growth and quality of life over the next ten years and beyond.

3.1 Vision

A consistent, locally generated vision can spark economic opportunity and social cohesiveness. Brooklet has adopted the following vision to guide future development and decision making.

"The City of Brooklet embraces its small-town charm and deep-rooted history while fostering a safe, connected, and thriving community. We envision a vibrant and inclusive place of thoughtful growth where neighbors support one another, traditions are honored, and a strong sense of place continues to define who we are."

3.2 Goals and Policies

Goals	Policies
Economic Development	
Support a diverse and resilient economy	<ul style="list-style-type: none"> • Encourage a mix of businesses from different sectors. • Attract and retain existing businesses.
Encourage entrepreneurship and small business growth	<ul style="list-style-type: none"> • Attract and support local businesses and professional services. • Encourage the utilization of development-ready commercial and industrial sites. • Promote and utilize support services from local technical assistance organizations to help launch and sustain small businesses.
Promote workforce development and education	<ul style="list-style-type: none"> • Support workforce development programs in partnership with local schools, colleges, and workforce agencies to align training with industry needs. • Encourage internships, apprenticeships, and youth employment programs. • Develop a quality childcare support network.
Foster revitalization and investment in key areas	<ul style="list-style-type: none"> • Invest in infrastructure improvements that support economic activity. • Establish and promote incentive programs that encourage the development of community amenities, enhance aesthetic quality, and support infill development in appropriate areas. • Promote development in downtown area with a mix of offices, shops, and restaurants.
Natural and Cultural Resources	
Conserve and enhance natural resources	<ul style="list-style-type: none"> • Protect environmentally sensitive areas such as wetlands, floodplains, and watersheds.

Goals	Policies
Promote coastal resiliency	<ul style="list-style-type: none"> • Incorporate climate adaptation strategies into land use and infrastructure planning. • Support public education on coastal resiliency and sustainable living.
Ensure public access to natural and cultural resources	<ul style="list-style-type: none"> • Promote and encourage the use of walking and nature trails. • Preserve and encourage recreational use of greenspaces.
Community Facilities and Services	
Ensure adequate and equitable public facilities and services	<ul style="list-style-type: none"> • Plan for facilities based on current and projected population needs.
Provide safe, reliable, and efficient infrastructure	<ul style="list-style-type: none"> • Maintain and improve water, sewer, and stormwater infrastructure to accommodate growth. • Establish working relationships with utility providers to ensure consistent and reliable access to water, electricity, and broadband.
Foster intergovernmental and regional collaboration	<ul style="list-style-type: none"> • Collaborate and share services and facilities across jurisdictions when appropriate. • Pursue and engage in shared service agreements for infrastructure projects with cross-jurisdictional benefits. • Periodically review and update master plans related to community facilities, such as transportation, public safety, solid waste, redevelopment, and land use, to ensure they remain current and responsive to community needs. • Participate in countywide collaboration and planning initiatives.
Land Use and Development	
Promote efficient and sustainable growth	<ul style="list-style-type: none"> • Coordinate land use planning with transportation, utilities, and public services. • Encourage mixed-use developments to enhance accessibility, support walkability, and maximize the efficiency of shared infrastructure and services. • Encourage compact design and infill development.
Preserve community character and livability	<ul style="list-style-type: none"> • Maintain transitions and buffers between incompatible land uses. • Incorporate public spaces, greenways, and pedestrian amenities into development projects. • Discourage new industrial development within city limits to protect public health, environmental quality, and neighborhood character.
Ensure land use decisions support environmental stewardship	<ul style="list-style-type: none"> • Protect sensitive natural areas such as wetlands and floodplains from inappropriate development. • Integrate and prioritize coastal resiliency in planning and development.

Goals	Policies
Housing	
Ensure housing affordability for all income levels	<ul style="list-style-type: none"> • Increase availability of attainable and affordable housing. • Promote equal housing opportunities for all. • Coordinate and collaborate with the Department of Community Affairs (DCA) to increase the supply of affordable housing.
Provide a diverse range of housing options	<ul style="list-style-type: none"> • Support development of a variety of housing types, including single-family homes, townhomes, and multi-family apartments, etc. • Promote housing options that serve all household types, such as seniors, individuals, students, families, and people with disabilities.
Expand opportunities for homeownership across income levels	<ul style="list-style-type: none"> • Encourage development of housing at various price points, including starter homes, townhomes, and condominiums.
Transportation	
Develop a safe and efficient transportation system	<ul style="list-style-type: none"> • Prioritize roadway safety and improvement initiatives for all users, including drivers, pedestrians, and cyclists. • Coordinate transportation improvements with future land use patterns and growth projections. • Utilize the Transportation Special Local Option Sales Tax for transportation maintenance and enhancement projects.
Enhance connectivity and walkability	<ul style="list-style-type: none"> • Expand and improve pedestrian and bicycle infrastructure, including sidewalks, multi-use paths, and trails. • Improve access to jobs, homes, and services through a multimodal transportation system.
Foster intergovernmental and regional collaboration	<ul style="list-style-type: none"> • Participate in the update of Statesboro-Bulloch Long-Range Transportation Plan and other cross-jurisdictional planning initiatives. • Collaborate with Georgia Department of Transportation (GDOT) to improve state highways.
Manage traffic congestion	<ul style="list-style-type: none"> • Collaborate with local educational institutions to plan current and future site developments in ways that reduce traffic congestion and minimize pedestrian-vehicle conflicts during peak travel times. • Evaluate impacts on traffic flow from new developments.

4 Needs and Opportunities

This section provides a list of needs and opportunities the City has identified through this planning process. The City intends to address these needs and opportunities through corresponding measures in the community work program. This list was developed with assistance from the stakeholder committee through a strengths, weaknesses, opportunities, and threats (S.W.O.T.) analysis and evaluation of demographics and economic data.

4.1 Economic Development

The City's goal of diverse economic development emphasizes the need to support the development and expansion of a variety of businesses that are valuable for the community, ensure long-term sustainability, foster connections with other economic activities in the region, minimize impact on City resources and the environment, and create job opportunities that meet the needs of local workforce. This objective also includes a directive for the City to use innovative approaches to enhance and expand the skills of its workforce and attract a variety of businesses.

NEEDS

1. Diversification of the local economy

The City needs to identify business retention strategies to prevent loss of existing businesses and encourage the establishment of small local businesses.

2. Infrastructure to support economic growth

Infrastructure is critical to economic development. The City needs to ensure there is sufficient water, sewer, and stormwater capacity at areas with projected growth, and provide competitive rates and tap fees on infrastructure.

3. Workforce development and skills training

The City needs to address gaps in workforce readiness and alignment with employer needs, expand vocational training, continue education, and youth workforce programs. There is also a need to provide accessible and quality childcare to support working families.

OPPORTUNITIES

1. Institutional partnerships

There are opportunities for the City to explore partnerships with schools, career academies, Georgia Southern University, and neighboring communities to recruit and attract skilled labor.

4.2 Quality of Life

Improving quality of life is a central goal of the City to create a livable, attractive, and inclusive community. This involves shaping environments that support health and foster social interaction.

OPPORTUNITIES

1. Community events

There are opportunities for the City to continue and expand its community events to strengthen social ties, celebrate local culture, and enhance quality of life.

4.3 Land Use

The City's objective of efficient land use, guided by development suitability, focuses on managing growth by promoting development in areas with adequate public facilities, available infrastructure capacity, and a minimized impact on transportation and environmental resources.

NEEDS

1. Infrastructure to support growth

The City needs to expand water and sewer infrastructure to areas with projected growth.

2. Managed Growth

The City needs to manage growth through thoughtful planning and ordinance regulations.

OPPORTUNITIES

1. Cross-jurisdictional coordination and collaboration

There are opportunities for the City to participate in countywide and regional planning efforts.

2. Preserving open space

There are opportunities to dedicate vegetated areas for passive recreational use or aesthetic purposes.

4.4 Housing

The housing element is required for Community Development Block Grant Entitlement Communities and is an option but encouraged for all other local governments. The City's goal for housing is to encourage a range of safe and healthy housing types, sizes, costs, and densities for all income levels.

NEEDS

1. Housing availability and affordability

The City needs to encourage diverse housing options for people with different income levels.

2. Public Service and Infrastructure

The City needs to evaluate the availability of public services and infrastructure at new developments, e.g. emergency services, water and sewer availability, etc.

OPPORTUNITIES

1. Public-private partnerships

There are opportunities to explore partnerships with developers and non-profits to provide incentives for affordable housing.

2. Funding and resources

There are opportunities for the City to utilize and apply for federal and state housing programs, e.g. Community Development Block Grant (CDBG), Community HOME Investment Program (CHIP), etc.

4.5 Transportation

The City's goal of transportation is to improve roadway safety, explore alternative modes of transportation, and address congestion concerns.

NEEDS

1. Traffic congestion and safety

The City needs to coordinate with surrounding jurisdictions and the Georgia Department of Transportation (GDOT) to develop strategies for addressing current traffic concerns.

2. Roadway aesthetics

There are needs to implement consistent roadway design elements, including landscaping, signage, sidewalks, etc.

OPPORTUNITIES

1. Multimodal network

There are opportunities to expand and improve the non-motorized transportation network, such as sidewalks, bike lanes, and trails.

2. Funding and resources

There are opportunities to explore and utilize various state and federal funding sources to improve roadway safety.

4.6 Intergovernmental/Inter-Agency Coordination

The City's objective of county and regional coordination is intended to cultivate collaboration with neighboring jurisdictions, as well as regional, state, and federal agencies, to address shared needs through adequate funding, legislation, and technical assistance.

NEEDS

1. Communication and collaboration

The City needs to enhance open communication between local governments and other agencies to work on common goals to address issues that can hinder growth, cause loss of natural and cultural resources, or negatively impact the quality of life. The City needs to continue its participation in cross-jurisdictional planning initiatives.

OPPORTUNITIES

1. Shared services and facilities

There are opportunities to share or consolidate services across jurisdictions to reduce costs while maintaining a reasonable level of service capacity and quality.

2. Formal agreement and partnerships

There are opportunities for the City to establish agreements and partnerships with agencies and organizations that focus on similar tasks to plan towards common goals.

5 Land Use

According to the minimum standards and procedures for Local Comprehensive Planning, communities with zoning or similar development regulations are required to include a land use element within their Comprehensive Plan. The table below outlines the zoning districts in Brooklet.

Table 2. Zoning Districts.

Category	District	District Name	District Summary
Residential	A-1	Agricultural District	Rural residential and agricultural areas with a minimum lot size of 3 acres.
	R-1	Single-Family Residential	Low-density residential area with a minimum lot size of 20,000 square feet.
	R-2	Single-Family Residential	Low-density residential area with a minimum lot size of 15,000 square feet.
	R-3	Multi-Family Residential	One-, two-, or multi-family units with a minimum lot size of 10,000 square feet.
	R-4	Manufactured Home Community	Manufactured home parks with at least 3 acres, and minimum size for each manufactured home lot is 10,000 square feet.
Commercial	C-1	Central Business District	Small-scale, walkable, downtown-oriented commercial uses.
	C-2	General Commercial	Larger-scale or highway-oriented businesses that allow for a wide range of uses and larger buildings.
Industrial	L-1	Light Industrial	Clean industrial uses with minimal impact.
	L-2	Heavy Industrial	Heavier industrial uses with more noise, dust, etc.
Other	F-H	Flood Hazard	Flood-prone areas that restrict developments.

To support future growth, the City may explore the establishment of the following new zoning districts tailored to emerging development needs and community priorities:

Table 3. Recommended New Zoning Districts.

District	District name	District Summary
COD	Conservation Overlay District	Conservation and open space areas that preserve rural character and natural features.
MU	Mixed Use	A combination of residential and commercial uses within the same building or across a compact area.
DOD	Downtown Overlay District	Design-focused overlay district that guides architecture, signage, and walkability enhancements.
INS	Institutional	Facilities that provide essential services to the community from public, quasi-public, and nonprofit entities, such as educational facilities, government offices, religious institutions, and healthcare facilities.

5.1 Related Goals

- Promote efficient and sustainable growth.
- Preserve community character and livability.
- Ensure land use decisions support environmental stewardship.

5.2 Character Areas

The Character Area Map is defined by the Department of Community Affairs (DCA) as a specific geographic area or district within a community that possesses unique or special characteristics that should be preserved or enhanced, such as a downtown, historic district, neighborhood, or transportation corridor. It may also represent an area with the potential to evolve into a distinctive area through intentional guidance of future development, facilitated by adequate planning and implementation, like a strip commercial corridor that could be revitalized into a more attractive village development pattern. Additionally, a character area may require special attention due to unique development issues, including rapid changes in development patterns or economic decline.

The City has defined the following character areas, which are shown on the map in this chapter.

- | | | |
|---------------------|----------------------|------------|
| • Conservation Area | • General Commercial | • Rural |
| • Downtown | • Institutional | • Suburban |
| • Gateway Corridor | • Light Industrial | • Town |

Conservation

This area includes Brooklet's most sensitive natural landscapes – such as floodplains, wetlands, and forested areas. These lands are unsuitable for development due to their ecological value and flood risk. They serve as vital green infrastructure, supporting stormwater management, wildlife habitat, and the City's rural character, while offering opportunities for passive recreation and education.

Regulations

- No new development should be permitted, except for passive recreation amenities, e.g. trails, bird-watching areas, and interpretive signage.
- Conservation easements and similar land management tools should be promoted to maintain long-term protection of sensitive lands.
- Roadway expansions should be discouraged unless essential for safety, emergency access, or regional mobility. Any improvements should minimize ecological and visual impacts.
- Encourage green buffers and low-impact development (LID) practices on adjacent properties to reduce runoff and preserve natural hydrology.
- Promote these areas as part of Brooklet's eco-tourism and heritage identity, with emphasis on natural beauty, wildlife, and local history.

Compatible Zoning Districts

- F-H (Flood Hazard)
- A-1 (Agricultural) – Limited
- COD (Conservation Overlay District) – recommended new zoning district



Downtown

Downtown Brooklet is the historic center of the city, developed by a traditional main street feel, local businesses, and civic institutions. This area features a walkable layout, smaller block sizes, and a mix of commercial, institutional, and residential uses. It reflects the City's identity and heritage, and serves as a social and economic hub for both residents and visitors. Future development should enhance its historic character while supporting small business growth, infill housing, and community activity.

Regulations

- Encourage a dense, walkable mix of retail, dining, office, services, and civic spaces to support daily needs and local entrepreneurship.
- Support infill housing such as lofts, townhomes, and small apartments, especially in or near existing buildings, to foster downtown living and housing variety.
- Preserve and rehabilitate historic structures wherever possible, and ensure new buildings reflect the scale, materials, and charm of traditional downtown architecture.
- Promote pedestrian-first design:
 - Sidewalks and crosswalks should connect buildings and public spaces.
 - Buildings should front the street, with parking to the side or rear.
- Plan for shared parking and district-wide parking strategies to avoid large surface lots disrupting the walkable character.
- Enhance connectivity with trail and sidewalk links to surrounding neighborhoods, schools, parks, and destinations.

Compatible Zoning Districts

- C-1 (Central Business District)
- R-3 (Multi-family Residential)
- MU (Mixed-Use) – recommended new zoning district
- DOD (Downtown Overlay District) – recommended new zoning district



Gateway Corridor

Highway 80 serves as Brooklet's primary east-west corridor and the community's most visible point of entry. This corridor accommodates regional traffic, connects Brooklet to Statesboro and I-95, and acts as a key location for future commercial development. While some sections are developed with scattered businesses or residences, others remain open or underutilized. The Gateway Corridor is envisioned as an attractive, well-managed commercial corridor that welcomes visitors while preserving the City's small-town appeal. The Gateway Corridor is defined as 300 feet from Highway 80 right-of-way edge.

Regulations

- Promote commercial development in a coordinated, corridor-friendly manner, focusing on clustered or nodal development instead of isolated strip uses.
- Encourage shared access points and inter-parcel connectivity to reduce traffic conflicts and preserve corridor function.
- Require landscaping and signage standards:
 - Ground-mounted signs and monument-style signs should be preferred over pole signs.
 - Landscaping buffers along road frontages and between commercial lots should be encouraged.
- Retrofit or screen unattractive frontages, e.g. blank walls and parking lots, with fencing, greenery, or façade upgrades.
- Integrate wayfinding signage and branding elements that reflect Brooklet's character and provide clear guidance to destinations such as downtown, parks, and civic buildings.
- Discourage excessive curb cuts, oversized parking lots, and sprawling strip-style layouts.

Compatible Zoning Districts

C-2 (General Commercial)



General Commercial

This category is for land dedicated to non-industrial business uses, including retail sales, offices, services, and entertainment facilities. Commercial uses may be located as a single use in one building or grouped together in a shopping center or office building.

Regulations

- Commercial development must be compatible with adjacent land uses.
- Appropriate to traffic flow/access and must be supported by existing or planned infrastructure.
- Development should have an internal parking and pedestrian circulation system.
- Create a comprehensive design scheme for future development and redevelopment.
- Site design should be pedestrian-oriented internally and between development and neighborhoods.
- Commercial development should have required site design features that limit noise, lighting, or other activities to not adversely impact surrounding residential areas.

Compatible Zoning Districts

- C-2 (General Commercial)
- MU (Mixed-Use) – recommended new zoning district



Institutional

This area includes Brooklet's key public and semi-public facilities, such as schools, churches, government offices, utilities, libraries, and community centers. These uses often serve as community anchors, providing essential services, gathering spaces, and educational or spiritual support. While not always contiguous, these sites share common land use needs such as accessibility, buffering, and long-term stability.

Regulations

- Ensure adequate buffering between institutional uses and adjacent residential neighborhoods through landscaping, fencing, or transitional site design.
- Promote pedestrian access, safe crosswalks, and bicycle connectivity to schools, parks, and nearby neighborhoods.
- Encourage multi-use or shared space concepts where appropriate, such as community meeting rooms in schools and joint-use parks.
- Consider architectural standards that complement surrounding land uses, particularly near historic or residential areas.
- Allow for future institutional expansion through thoughtful site planning and coordinated infrastructure improvements.
- Manage traffic, access points, and parking layout to reduce congestion, especially for schools and high-traffic civic buildings.

Compatible Zoning Districts

INS (*Institutional*) – recommended new zoning district



Light Industrial

Brooklet's light industrial areas support local employment and economic development through clean, lower-impact industrial uses such as small-scale manufacturing, warehousing, logistics, fabrication, and equipment storage. These areas are typically located on the City's periphery or near major transportation routes, providing access without disrupting residential or commercial character. Light industrial uses in Brooklet are expected to operate with minimal noise, odor, dust, or visual intrusion.

Regulations

- Encourage planned industrial development rather than piecemeal growth.
- Require adequate infrastructure (water, sewer, stormwater, broadband, access roads) to support industrial uses at full buildout.
- Screen or buffer loading docks, equipment storage, and parking areas from adjacent streets or non-industrial districts.
- Incorporate landscaping, lighting, and signage standards to enhance visual quality and reduce negative impacts.
- Promote site design that reduces auto-dependence, including on-site sidewalks and crosswalks, and bike racks or trail connections, as appropriate.
- Small-scale supportive retail or services to serve employees, such as cafes and shipping centers.
- Discourage heavy industry or pollutant-generating uses unless appropriate buffering or zoning (e.g. L-2) is applied.

Compatible Zoning Districts

- L-1 (*Light Industrial*)
- C-2 (*General Commercial*) - Limited



Rural

Rural areas surround the urbanized core of Brooklet and include agricultural lands, scattered homes on large lots, open fields, and forested tracts. This area captures the City's rural charm, with a slower pace, scenic views, and limited infrastructure. While largely undeveloped today, it is under increasing pressure for low-density residential growth. The intent is to preserve Brooklet's rural character while allowing context-sensitive development that protects open spaces and supports long-term growth management.

Regulations

- Support conservation subdivisions or rural cluster designs that preserve open spaces, agricultural lands, or woodlands while allowing limited residential development on smaller footprints.
- Maintain a minimum lot size of 3 or more acres for traditional subdivisions unless designed as a conservation community.
- Encourage trail networks, bridle paths, and greenway corridors that connect homes, farms, and natural features.
- Cluster new homes around a central green space or community facility, preserving open vistas around the development rather than allowing large-lot sprawl.
- Limit curb cuts and roadway fragmentation, preserving the visual quality and function of rural roads.

Compatible Zoning Districts

- A-1 (Agricultural)
- COD (Conservation Overlay District) – recommended new zoning district



Suburban

Brooklet's suburban residential areas include neighborhoods that developed or are likely to develop with water and sewer access, typically on moderately sized lots with curvilinear streets and separated land uses. These areas are predominantly residential, with scattered civic buildings like churches or schools. The street network often lacks full connectivity, and pedestrian infrastructure is limited. These areas offer opportunities for reinvestment and thoughtful infill that enhances neighborhood character and walkability.

Regulations

- Encourage moderate-density subdivisions designed with Traditional Neighborhood Development (TND) principles:
 - Mix of housing types and sizes (single-family, townhomes, accessory units).
 - Homes oriented to streets with usable front porches and sidewalks.
- Foster neighborhood identity and walkability by:
 - Creating small commercial nodes or civic buildings (e.g. parks, schools, churches) within walking distance of homes.
 - Encouraging internal street connectivity and links to adjacent subdivisions.
 - Adding sidewalks, bike lanes, and street trees where possible.
- Discourage franchise-style architecture, favoring homes and neighborhood centers that reflect local and regional building traditions.
- Retrofit older subdivisions, where feasible, with:
 - Sidewalks and traffic-calming features.
 - Trail connections to parks, schools, and other amenities.
- Support neighborhood-scaled infill that introduces housing diversity while maintaining scale, such as accessory dwelling units (ADUs), duplexes, and cottage courts.
- Encourage open space preservation within subdivisions through pocket parks or trail corridors.

Compatible Zoning Districts

- R-1 (Single-Family Residential)
- R-2 (Single-Family Residential)
- R-3 (Multi-Family Residential) – Limited



Town

Brooklet's town character area surrounds the historic downtown core and serves as a natural extension of the City's civic, cultural, and commercial heart. It includes a mix of neighborhood-serving businesses, small offices, higher-density residential, and community institutions. This area supports daily life with a walkable street pattern, compact development, and thoughtful public spaces that connect surrounding neighborhoods to the City's hub. The area functions as a bridge between suburban neighborhoods and the traditional downtown.

Regulations

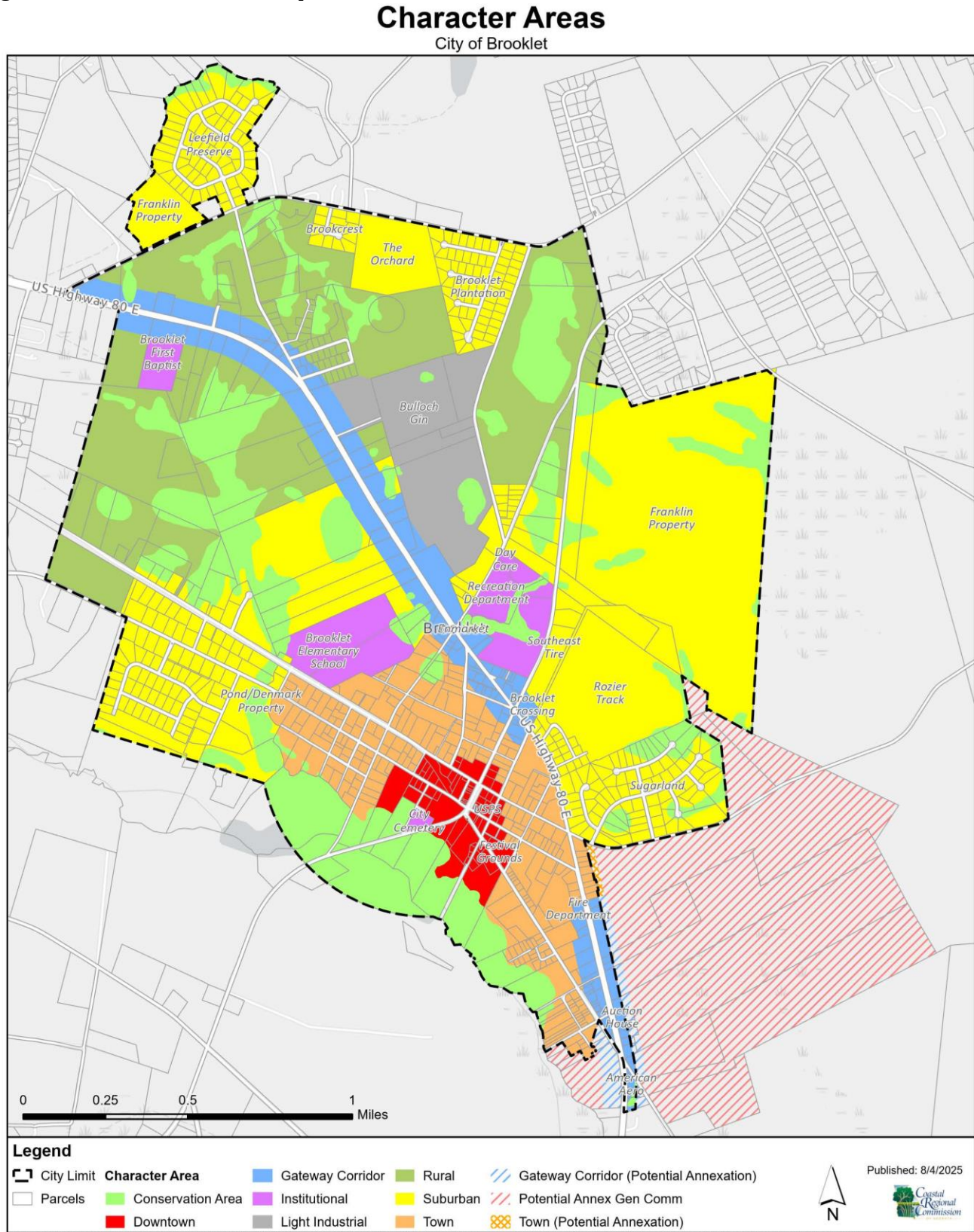
- Discourage uses that diminish pedestrian character.
- Encourage and implement buffering to lessen potential conflicts between uses in major retail centers and surrounding areas.
- Encourage land use densities that allow for a transition from the high densities of the urban area to the lower densities of the rural area.
- Any exterior off-street parking should be located and designed to provide the least intrusive visual impact on the public right-of-way.
- Incorporate sidewalk requirements for all new residential, neighborhood, and community center developments and retrofit existing sidewalks.
- Revitalization of the corridor should include improved signage, landscaping, lighting, and controlled access management.

Compatible Zoning Districts

- C-1 (*Central Business District*)
- R-3 (*Multi-Family Residential*)
- MU (*Mixed-Use*) – recommended new zoning district



Figure 14. Character Areas map.



6 Housing

The housing section of the Plan evaluates the adequacy and suitability of the existing housing stock to address current and potential future community needs.

6.1 Related Goals

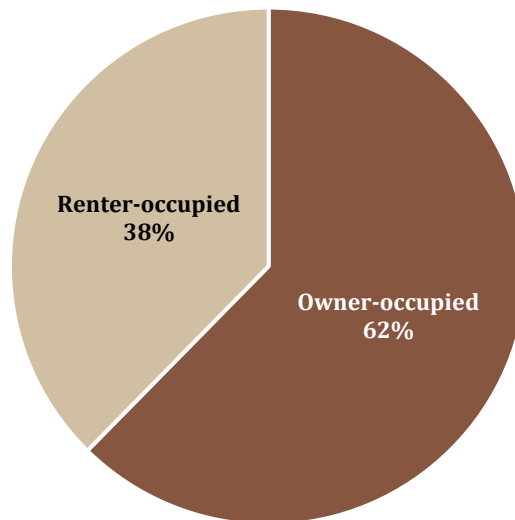
- Ensure housing affordability for all income levels.
- Provide a diverse range of housing options.
- Expand opportunities for homeownership across income levels.

6.2 Existing Housing Conditions

6.2.1 Housing Occupancy

According to the U.S. Census Bureau's 2023 American Community Survey (ACS) five-year estimates, the City has 952 housing units. Of the 952 housing units, 46 units are estimated to be vacant. About 62 percent of the housing units are owner-occupied and 38 percent are renter-occupied. The distribution between owner- and renter-occupied housing units is very similar to the distribution in coastal Georgia and Georgia.

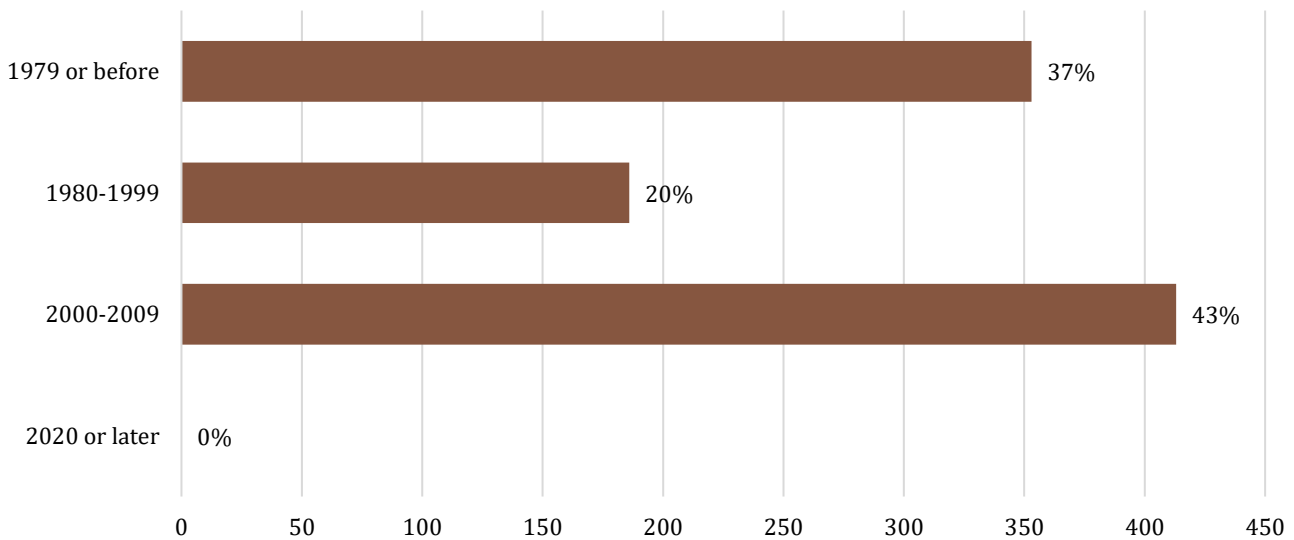
Figure 15. Owner- and renter-occupied housing units.



Source: U.S. Census Bureau. "ACS Demographic and Housing Estimates." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP04, 2023.

Most housing units in Brooklet were built in the 2000s and before the 1980s. Major subdivisions include the Orchard, Leefield Preserve, Brooklet Plantation, Winnie Brooks Estates, and Sugarland.

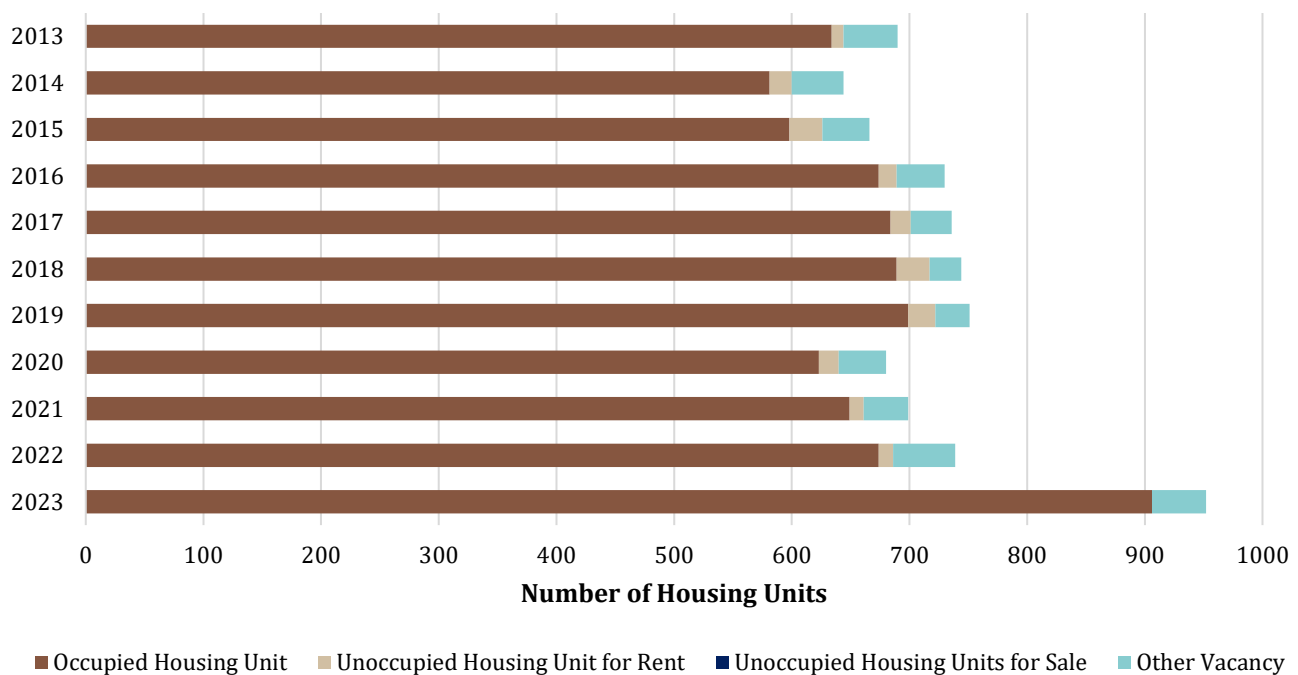
Figure 16. Housing units year built.



Source: U.S. Census Bureau. "ACS Demographic and Housing Estimates." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP04, 2023.

Unlike many urban areas in Georgia that are experiencing a near all-time lows with regards to vacancy rates, Brooklet's number of vacant housing units has been relatively stable in the last decade with an occupancy rate consistently at 90 to 95 percent.

Figure 17. Housing vacancies.

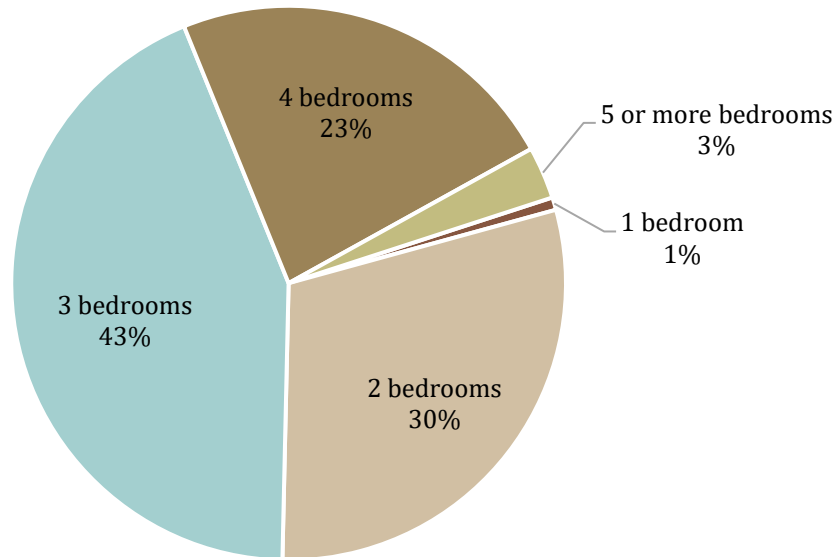


Source: U.S. Census Bureau. "Vacancy Status" and "Occupancy Status." American Community Survey, ACS 5-Year Estimates Detailed Tables, Tables B25002 and B25004, 2023.

6.2.2 Housing Types

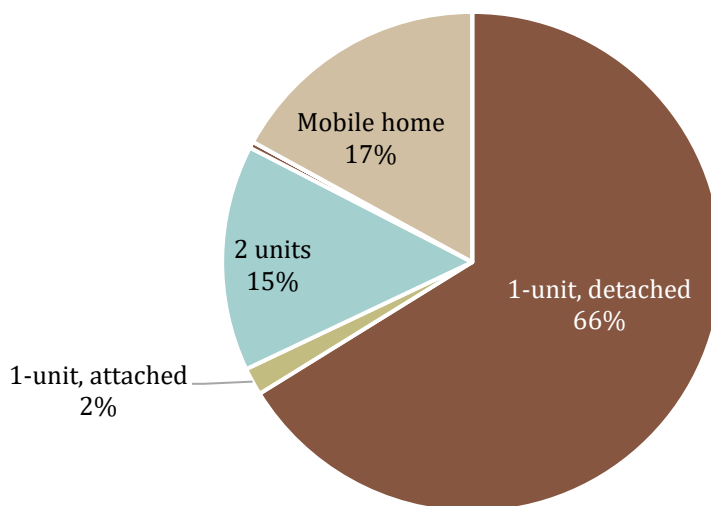
To assess the housing needs of a community, it is helpful to look at the breakdown of household sizes as it compares to what is currently available in terms of housing form, function, and cost. ACS reports that the average household size is 2.53. This is similar to the average household size of 2.6 in Georgia and 2.5 in the U.S. In Brooklet, 35 percent of households have one or more people under 18 years old, and 58 percent of households have one or more people 60 years or older. Most housing units in the City have between two to four bedrooms. Only 1 percent are one-bedroom housing units and no studios are present in the City.

Figure 18. Housing unit number of bedrooms.



Source: U.S. Census Bureau. "ACS Demographic and Housing Estimates." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP04, 2023.

Housing units in Brooklet are predominantly one-unit detached structures. The second major type is mobile homes, comprising 17 percent of the housing units. The City has identified the need to support and encourage the development of a diverse housing stock to accommodate people with different income and household types.

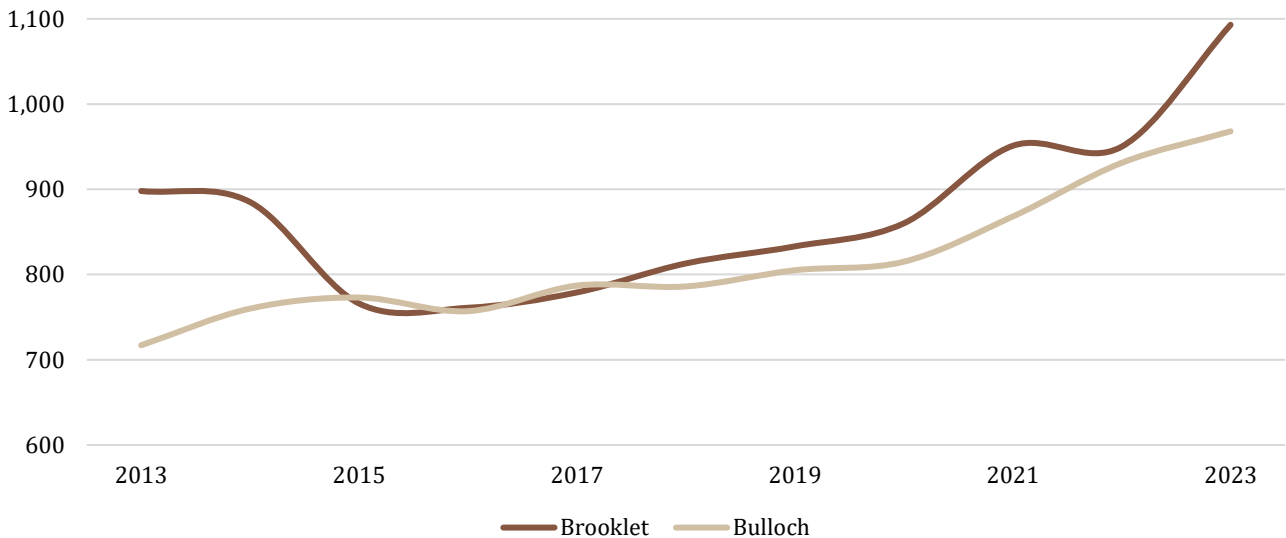


Source: U.S. Census Bureau. "ACS Demographic and Housing Estimates." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP04, 2023.

6.2.3 Housing Costs

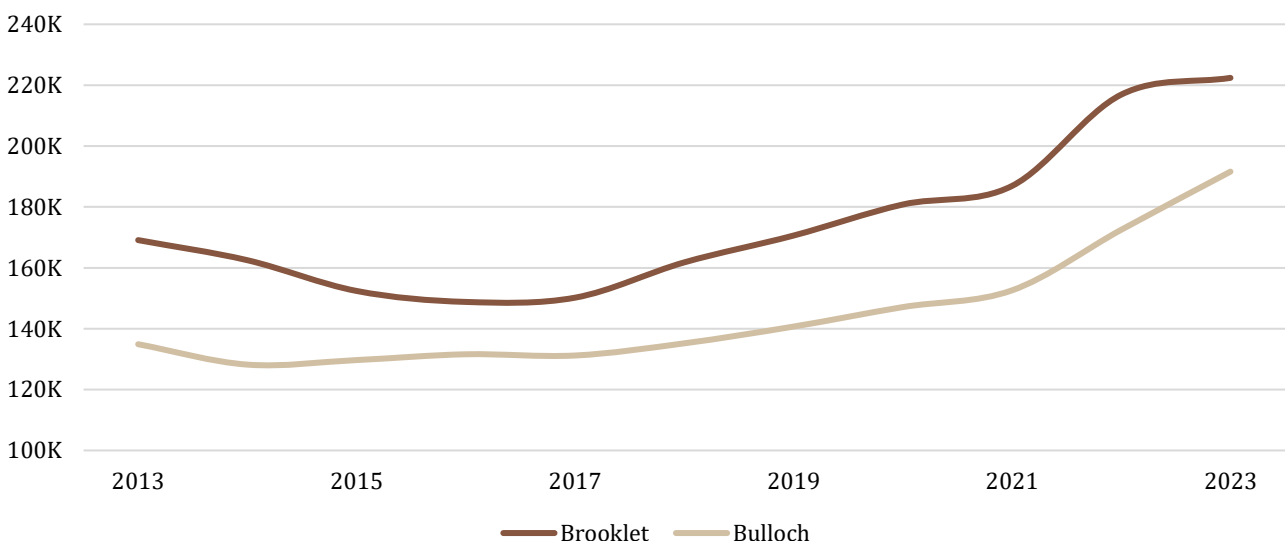
Housing costs for Brooklet's renters have increased over the past decade as a response to the increasingly limited supply of housing and increasing construction costs. ACS estimated that the median monthly gross rent in the City was \$1,093, a 27 percent increase since 2020. This is higher than the County's median of \$968 but lower than the state's median of \$1,306.

Figure 19. Median gross rent.



Source: U.S. Census Bureau. "ACS Demographic and Housing Estimates." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP04, 2013-2023.

Home prices have also appreciated 23 percent, with a median home value increasing from \$180,800 in 2020 to \$222,400 in 2023. Median home value has been higher in the City than the County. However, the rate of increase is significantly lower than the 43 percent increase observed in Georgia.



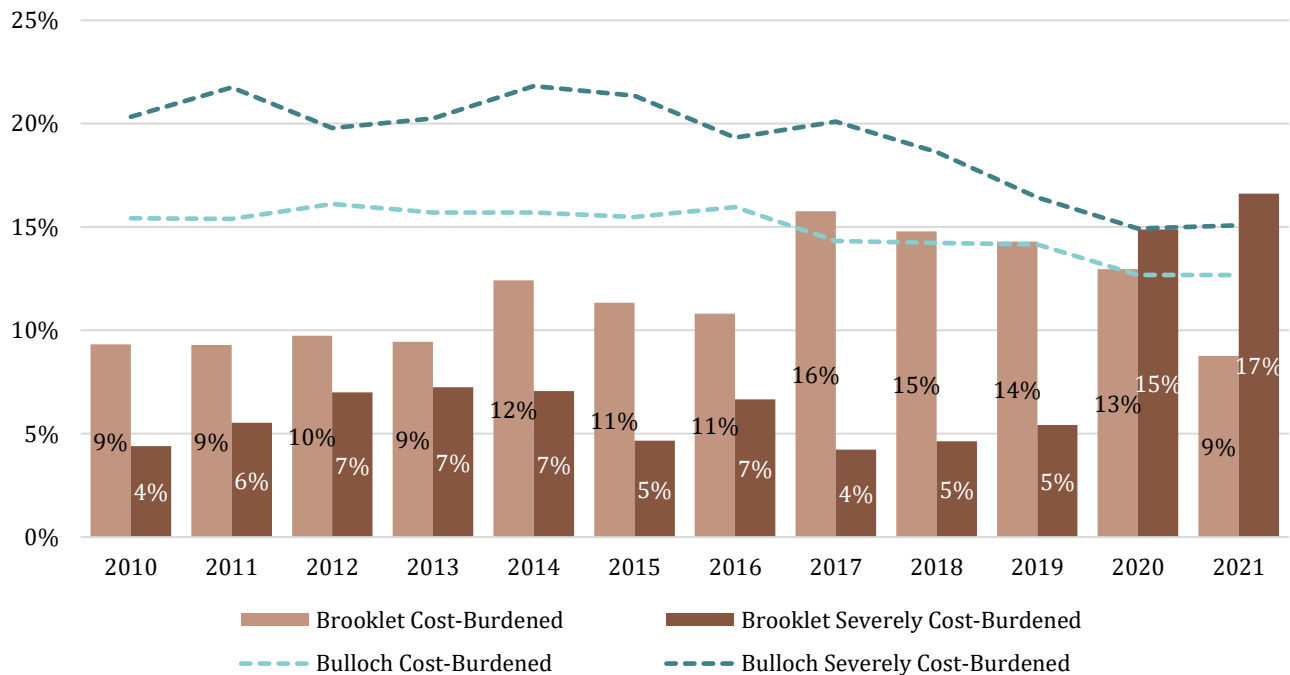
Source: U.S. Census Bureau. "ACS Demographic and Housing Estimates." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP04, 2013-2023.

6.2.4 Cost-Burdened Households

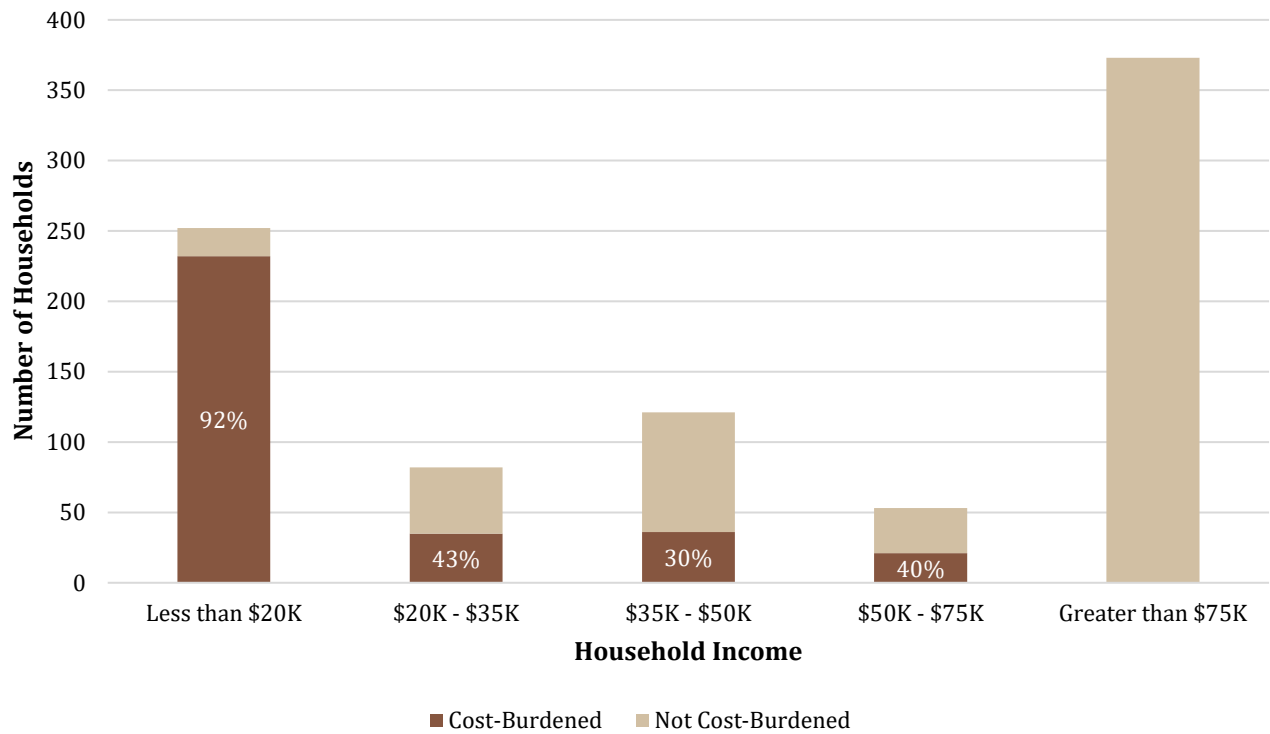
The U.S. Department of Housing and Urban Development (HUD) considers housing affordable if housing expenses, primarily rent or mortgage payments, utilities, and insurance, comprise no more than 30 percent of a household's income. This number is calculated as the threshold that a resident can be expected to pay for housing while being able to afford critical expenses, such as groceries, medication, transportation, etc. If a household pays more than 30 percent of its gross family income on housing costs, HUD considers these households cost-burdened. If a household pays more than 50 percent of their family income on housing costs, HUD considers these households severely cost-burdened, meaning their housing costs substantially affect their ability to afford other necessities.

HUD has determined that 9 percent of households in Brooklet are classified as cost-burdened, and 17 percent as severely cost-burdened. Although the percentage of cost-burdened households has decreased slightly since 2017, the percent of severely cost-burdened households has increased fourfold from 4 percent to 17 percent. Compared to the County, Brooklet has had a lower percentage of cost-burdened and severely cost-burdened household.

Figure 20. HUD cost-burdened households.



Source: U.S. Department of Housing and Urban Development Office of Policy Development and Research, Comprehensive Housing Affordability Strategy (CHAS) data based on 2010-2021 American Community Survey (ACS) 5-Year Estimates.

Figure 21. Cost-burdened by household income.

Source: U.S. Census Bureau. "Financial Characteristics." American Community Survey, ACS 5-Year Estimates Subject Tables, Table S2503, 2023.

6.3 Housing Needs

The City's goal for housing is to encourage a diverse range of safe and healthy housing types, sizes, costs, and densities for all income levels. Although additional housing is necessary in the area, the City must carefully assess the capacity of public services and infrastructure at new developments to ensure the continued quality of living environment.

7 Transportation

The transportation element of the Comprehensive Plan evaluates all modes of transportation operating within the City, including vehicular travel, transit, bicycle, and pedestrian.

7.1 Related Goals

- Develop a safe and efficient transportation system.
- Enhance connectivity and walkability.
- Foster intergovernmental and regional collaboration.
- Manage traffic congestion.

7.2 Existing Transportation Network

7.2.1 Roadways

Brooklet's roadway system consists of a network of federal, state, and local facilities, each with a functional classification determined by the Federal Highway Administration. Function classifications group roadways into classes or systems according to the character of service they are intended to provide, and the amount of traffic carried. Functional classifications include arterials, collectors, and local roads.

- Arterials are roadways with the most access control. They are designed to carry large volumes of traffic at high speeds and are typically for long-distance travel. Based on the amount and type of traffic, arterial roads are further stratified as principal or minor arterials.
- Collectors are designed to carry medium traffic levels at lower speeds for distances between arterials and local roads. These roadways collect traffic from the local network, provide access to the arterial system, and balance access and mobility.
- Local roads are the most common roads. They are designed specifically to be highly accessible and to connect to collectors and arterials. They are typically utilized for local trips rather than through traffic.

Brooklet has approximately 23 miles of roadways, including 3 miles of arterials (US Hwy 80), 2 miles of collector (Parker Ave), and 18 miles of local roads.



7.2.2 Public Transit

The Coastal Regional Commission operates a regional rural public transit system serving 10 counties and 35 municipalities within the coastal region, including Brooklet. The Coastal Coaches service is a demand-response, advanced-reservation, regional rural public transit program. The service operates Monday through Friday from 7am to 5pm. Coastal Coaches vehicles are fully accessible and equipped to accommodate passengers with disabilities, including those who use wheelchairs.

7.2.3 Statesboro-Bulloch 2045 Long Range Transportation Plan

As Bulloch County and Statesboro continue to grow, it is nearing the population threshold that would require the formation of a Metropolitan Planning Organization (MPO). In preparation, the County and Statesboro adopted a Long Range Transportation Plan (LRTP) in late 2024, with Brooklet actively participating in the technical advisory committee. The LRTP identified, analyzed, and recommended a fiscally constrained and prioritized list of short- and long-range strategies and investments that will support a safer and more efficient intermodal transportation system. The goals and objectives identified in the 2045 LRTP are listed in the table below.

Table 4. 2045 LRTP goals.

Goals	Description
Congestion and Connectivity Improve traffic congestion and increase street connectivity, through strategic funding and implementation of infrastructure projects that improve traffic flow and increase alternative transportation options.	<ul style="list-style-type: none"> • Incentivize future development to provide alternative access options to the existing street network to increase connectivity and prevent congestion at access points. • Establish limited access – “access management” – standards on all major roads. • Encourage alternative forms of transportation to reduce vehicle use for local trips. • Establish and maintain real-time traffic congestion data to develop informed traffic solutions.
Roadway Operations Improve the safety, functionality, and reliability of existing and future transportation network.	<ul style="list-style-type: none"> • Implement intersection improvements at key congested locations. • Support safety for all users by applying safety improvements at key high traffic areas. • Modernize transportation network with transportation demand management and operations strategies.
Roadway Conditions Improve the design, construction, and maintenance of existing and future roadways and alternative transportation infrastructure.	<ul style="list-style-type: none"> • Develop performance measures to ensure accountability for maintenance of transportation infrastructure. • Seek alternative funding sources to complete projects that improve road conditions. • Deploy maintenance crews in an efficient and reliable manner to address substandard roadway conditions.
Active Transportation Expand access to alternative transportation options and create a safe and connected	<ul style="list-style-type: none"> • Implement a complete streets policy, where feasible. • Seek alternative funding opportunities to expand options for an active transportation network.

Goals	Description
network of sidewalks, bike lanes, and multi-use trails.	<ul style="list-style-type: none"> • Work with surrounding jurisdictions to increase connectivity of an active transportation network. • Enhance safety of all vulnerable roadway users.
Regional Mobility and Economic Development Improve regional mobility, connectivity, and intergovernmental coordination to support strategic industrial development and freight movement, especially to and from the Port of Savannah.	<ul style="list-style-type: none"> • Improve and sustain the operation and safety of the roadway and freight network for passenger vehicles and freight. • Improve connectivity within the region to increase access to jobs, goods, and services. • Prepare the transportation network to support anticipated population and commercial growth and increased freight operations. • Evaluate options for improved connectivity and increased capacity within current revenue streams based on return-on-investment analysis.
Transit Increase access to transit options and encourage awareness of and ridership on existing transit system.	<ul style="list-style-type: none"> • Encourage awareness of transit options to increase ridership. • Expand transit routes to future major employment centers. • Improve access, efficiency, and reliability of the transit network.

Source: Statesboro-Bulloch 2045 Long Range Transportation Plan.

8 Broadband

In 2018, Georgia launched the Georgia Broadband Deployment Initiative to provide high-speed internet to rural communities and underserved areas statewide. Georgia defines broadband services as a minimum of 25 Mbps download and 3 Mbps upload speed. The Georgia Broadband Map identifies homes and businesses that do not have access to broadband services. This helps local communities and providers to direct investment to reach the unserved areas.

8.1 Benefits

Access to broadband internet is one of the most crucial elements for a community looking to grow its economy, develop its workforce, and improve the overall quality of life for residents. With the younger and more educated workforce coming to the community, fast and reliable internet services are expected.

8.2 Current Access

According to the June 2024 Federal Communications Commission (FCC) Broadband Data Collection (BDC), 100 percent broadband serviceable locations in Brooklet have low-latency fiber, cable, copper, or licensed terrestrial fixed wireless offering the speed of at least 100/20 Mbps.

9 Community Work Program

The community work program (CWP) presents the specific action items designed to address the needs and opportunities identified in [Section 4](#). It is important to note that the implementation of these elements is dependent on a number of variables, such as future developments, federal and state programs, legislation, etc.

Action Item	Timeframe					Responsible Party	Estimated Cost	Funding Source
	2025	2026	2027	2028	2029			
Economic Development								
Conduct a business retention and expansion survey and address results.	x	x	x			City Council	\$10,000	General Fund
Develop and implement a targeting and recruitment plan for retail and commercial businesses that meet local consumer demand.	x	x	x			City Council	\$5,000	General Fund
Natural & Cultural Resources								
Elevate nature walkway.				x	x	City Council, City Engineer	TBD	General Fund
Evaluate feasibility and impact of the location of the S&S Greenway.	x	x	x	x	x	City Council	Staff Hours	General Fund
Participate in updating the Countywide Greenways Master Plan and define priorities for development.	x	x	x	x	x	City Council	Staff Hours	General Fund
Community Facilities & Services								
Relocate Public Works facility.				x	x	City Council	TBD	General Fund
Activate Downtown Development Authority.		x				City Council	Legal fees	General Fund
Expand sewer infrastructure in downtown.		x				City Council	TBD	General Fund
Participate in a stakeholder committee of public-private entities to plan and maintain a Community Broadband Road Map or Strategic Plan.				x		City Council	TBD	General Fund
Apply for Broadband Ready Community Designation with DCA upon adopting a model broadband ordinance.	x	x				City Council	Staff Hours	General Fund

Action Item	Timeframe					Responsible Party	Estimated Cost	Funding Source
	2025	2026	2027	2028	2029			
Establish and annually update a six-year capital improvements program and budget.		x				City Council	Staff Hours	General Fund
Construct a splash pad.		x				City Council	\$150,000	SPLOST
Establish a farmers market at the Randy Newman Center.	x	x				City Council	\$5,000	USDA
Establish an annual barbecue competition at the Randy Newman Center		x				City Council	\$5,000	TBD
Establish free Wi-Fi in downtown	x	x				City Council	\$5,000	TBD
Land Use & Development								
Revise zoning ordinance and classes, including subdivision, sign, tree, and conservation/greenspace ordinances.	x	x				City Council, Planning and Zoning Board	\$45,000	General Fund
Develop a Downtown Overlay District.	x	x				City Council, Planning and Zoning Board	Staff Hours	General Fund
Develop a Highway 80 Corridor	x	x				City Council	Staff Hours	General Fund
Prepare a city-wide inventory of vacant sites to target for infill development.			x			City Council	\$10,000	General Fund
Prepare a city-wide inventory of buildings to target redevelopment.			x			City Council	\$10,000	General Fund
Transportation								
Install sidewalks, targeting about 1,000ft/year based on need and feasibility.	x	x	x	x	x	City Council	\$28,000	TSPLOST, General Fund
Install common branded wayfinding signage for downtown and other points of interest		x				City Council	\$15,000	TBD
Install gateway signage & landscaping along US Hwy 80			x			City Council	\$20,000	GDOT Gateway Grant

10 Report of Accomplishments

Action Item	Status	Comments
Economic Development		
Conduct a business retention and expansion survey and address results.	Postponed	No actions taken. Postponed to 2026.
Develop and implement a targeting and recruitment plan for retail and commercial businesses that meet local consumer demand.	Postponed	No actions taken. Postponed to 2026.
Establish an existing local business incentives program.	Cancelled	Action item is not feasible at this time.
Encourage the location of small-to-moderate scale business development near existing or future neighborhoods, urban centers, or future mixed-use developments.	Cancelled	Activity is moved to the Goals and Policies section.
Encourage the location of major commercial, industrial, or mixed-use activity urban corridors.	Cancelled	Activity is moved to the Goals and Policies section.
Leverage and promote resources available from local technical assistance organizations to establish and sustain small businesses.	Cancelled	Activity is moved to the Goals and Policies section.
Natural & Cultural Resources		
Participate in updating the Countywide Greenways Master Plan and define priorities for development. U-N, U-CTR, U-C	Postponed	The joint city-county planning update was postponed.
Develop a program to link the greenway system while at the same time providing bike and pedestrian amenities.	Cancelled	Future trail connectivity will be considered once the greenway is installed.
Phase IV the S&S Greenway to complete the connection from Statesboro to Brooklet	Postponed	Rephrased as "Evaluate feasibility and impact of the location of the S&S Greenway." in new Community Work Program.
Community Facilities & Services		
Participate in a stakeholder committee of public-private entities to plan and maintain a Community Broadband Road Map or Strategic Plan.	Postponed	The City remains supportive of broadband improvements and will participate in future stakeholder meetings.
Apply for Broadband Ready Community Designation with DCA upon adopting a model broadband ordinance.	Postponed	The City will consider the adoption of a broadband ordinance in 2025.
Aggressively pursue leveraged funding opportunities that support infrastructure to expand economic development opportunities	Underway	Rephrased as "Expand sewer infrastructure in downtown." in new Community Work Program.

Action Item	Status	Comments
Monitor policy developments and legislation to align state goals with local initiatives.	Cancelled	This action item is addressed throughout the plan as a long-term and ongoing policy.
Coordinate and refer information on key land use proposals and impacts with appropriate units of local government, school district, and the Coastal Regional Commission, when appropriate.	Cancelled	This is an ongoing effort and is captured in the Goals and Policies section.
Optimize the use and availability of private, state and federal funding sources to leverage local funding sources for community facilities projects.	Cancelled	Activity is moved to the Goals and Policies section.
Update specific master plans affecting community facilities including, but not limited to transportation, public safety, solid waste, redevelopment, land use, when needed.	Cancelled	Activity is moved to the Goals and Policies section.
Coordinate with state agencies regarding legislation and regulatory issues and identify funding sources for operating and capital projects.	Cancelled	Activity is moved to the Goals and Policies section.
Coordinate with federal agencies regarding legislation and regulatory issues and identify funding sources for operating and capital projects.	Cancelled	Activity is moved to the Goals and Policies section.
Utilize Community Development Block Grant (CDBG) and related HUD funding for infrastructure, economic development, housing, and innovative projects.	Cancelled	Activity is moved to the Goals and Policies section.
Establish and annually update a six-year capital improvements program and budget.	Postponed	Priority has changed.
Land Use & Development		
Encourage mixed-use development at appropriate scales and in appropriate character areas.	Cancelled	Activity is moved to the Goals and Policies section.
Prepare a city-wide inventory of vacant sites to target for infill development. U-N	Postponed	This will be part of the recruitment plan for retail and commercial businesses.
Prepare a city-wide inventory of buildings to target for redevelopment.	Postponed	This will be part of the recruitment plan for retail and commercial businesses.
Prepare and adopt a Downtown Master Plan to guide design and regulations. U-CTR	Postponed	Rephrased as "Develop a Downtown Overlay District." in the new Community Work Program.
Prepare and adopt an Urban-Center Overlay District. U-CTR	Cancelled	The City will continue to follow the land use principles of this Plan. However, this action item is a longer term project that goes beyond the next five years.

Action Item	Status	Comments
Prepare and adopt an Urban-Corridor Overlay District.	Postponed	Rephrased as "Develop a Highway 80 Corridor." in the new Community Work Program.
Incorporate design principles into development ordinances or by zoning conditions. U-N, U-CTR, U-C	Postponed	Rephrased as "Revise zoning ordinance and classes, including subdivision, sign, tree, and conservation/greenspace ordinances." in the new Community Work Program.
Amend the zoning ordinance to include the use of planned unit developments for innovative site design (PUD's). U-N, U-C	Postponed	Rephrased as "Revise zoning ordinance and classes, including subdivision, sign, tree, and conservation/greenspace ordinances." in the new Community Work Program.
Develop and promote incentives for amenities, aesthetics, and infill. U-N	Postponed	Activity is moved to the Goals and Policies section.
Update the Service Delivery Strategy with Bulloch County and other municipalities with every Comprehensive Plan update, or when needed.	Completed	
Coordinate the planning, development, and siting of schools with Bulloch County Board of Education.	Completed	
Coordinate the planning, development, and construction of municipal utilities with Bulloch County when appropriate.	Underway	Activity is moved to the Goals and Policies section.
Coordinate planning and development efforts in the region with the Coastal Regional Commission.	Completed	
Transportation		
Utilize the Transportation Special Local Option Sales Tax for transportation maintenance and enhancements.	Underway	Activity is moved to the Goals and Policies section.
Participate in the update of the 2035 LRTP under MAP-21 guidelines should Statesboro-Bulloch County become a Metropolitan Planning Organization, and should Brooklet become part of the urbanized area.	Underway	Activity is moved to the Goals and Policies section to participate in countywide collaboration and planning initiatives.
Coordinate with local educational institutions on existing and future site development to minimize traffic congestion and pedestrian conflicts during peak periods.	Underway	Activity is moved to the Goals and Policies section.
Optimize the use and availability of SPLOST and TSPLIST as capital funding sources for community facilities projects.	Cancelled	Activity is moved to the Goals and Policies section.

Appendix A: Community Engagement Supplements

First Public Hearing Advertisement.

Statesboro Herald - 10/31/2024

Local

statesboroherald.com | STATESBORO HERALD — Thursday, October 31, 2024 — 11A

Election 2024 Bulloch County coroner

Chuck Francis offers to bring experience as RN and paramedic if elected

By DANIEL FRODOPOV
Special to Statesboro Herald

Charles R. "Chuck" Francis offers medical experience as a paramedic, registered nurse and clinical coordinator in the race for Bulloch County coroner as the Republican candidate. He has also been a deputy coroner for 22 years.

In fact, he said the Democratic contender for coroner, Craig Tremble, are two of the county's three current deputy coroners. Both say that if the other wins, they will continue as a deputy coroner, working for the other who will then be the elected department head. This is the third and final week of early voting. Then Tuesday Nov. 5 is the traditional Election Day.

Francis, a Bulloch County native, currently works as the clinical coordinator for East Georgia Regional Medical Center's cardiac catheterization lab. He qualified for the coroner



Chuck Francis

race in March and can unopposed in the Republican primary in May.

"I have been in medicine for the last 10 years," Francis said last week. "I have been working as a paramedic and registered nurse for a while. I'm not currently working as a paramedic, but I'm still certified with the state."

Francis' career began when he first learned about medicine and public safety in Charleston, South Carolina. While he stayed in Charleston for a year, he

worked as an emergency medical technician, or EMT.

After moving back to Bulloch County, he went back to school to become a licensed practical nurse. After becoming an LPN, he enrolled in paramedic school and was licensed in 1997. Simultaneously, he started at Georgia Southern University and graduated with a Bachelor's of Science in Nursing in 2002, also becoming an RN.

While working as a paramedic, Francis would often cross paths with coroners. The interactions he had with them sparked his interest in death scene investigations. He got in touch with the county coroner at the time, who offered to have him as a deputy coroner, and he has been involved with the coroner's office as a deputy coroner ever since.

On call 24/7
If elected, Francis intends

to ensure that the coroner's office is ready 24/7 to take any call. His goal is to work with the county's three deputy coroners (including one who is currently coroner) to arrange a schedule where there is a coroner on call at all times to cover the county, he said.

"We have an increase in population (in Bulloch County)," Francis said. "The more people you have, the more accidents you have, the more natural deaths you have, the more unexplained deaths... The bigger the population, the bigger these numbers are."

Both candidates say they would be full-time coroners in regard to what the office demands, but either would intend to keep his full-time job or business. Francis as a hospital employee or Tremble as a funeral home owner and church pastor.

The coroner's office, as an office itself is a 24-hour, seven-day-a-week office... and the coroner is

the coroner 24/7. With that being said, every coroner that has ever had this office had another job and worked as the coroner also," Francis explained. "There's not a schedule for when people die typically, and we just have to be available when it happens."

Care & compassion

Francis has always loved serving the county through his experience as a nurse, paramedic, deputy coroner and even a volunteer fire fighter, he said. He believes the coroner's office has always run smoothly and made a point to work through any circumstances to get the job done.

Being elected as coroner would be a new experience, but Francis would intend on understanding how the coroner's office operates from that new position and training in county leadership, he said. Along with professionalism, he believes he and others in the office

have a duty to be empathetic in what he says and probably the worst days of people's lives.

Francis believes his years of service to the county have led him to be a qualified and compassionate candidate, he said. Medical experience isn't required, but Francis believes it gives him a leg up in the race.

"I am well-versed in most things medical when it comes to cases and manner of death," he said. "It gives me more opportunity to be aware of what needs only may have happened to somebody and put together what my actual role is, and that's to determine cause and manner of death."

The current coroner, Richard Pylant, also previously a deputy coroner, was appointed to serve the remainder of previous coroner John Pylant's term after Pylant retired in April 2023. Pylant chose not to seek the elected office, and his term will end Dec. 31.

Craig Tremble, funeral director, pastor and chief deputy coroner, seeks office

By AL WICKS
Special to Statesboro Herald

Craig Tremble, funeral director and owner of Craig R. Tremble Funeral Home, has served as a Bulloch County deputy coroner for 27 years and for 23 of those years as chief deputy coroner. Since May he has been the Democratic nominee for the elected office of coroner.

Now, with early voting down to its final two days, he and Republican candidate Chuck Francis are headed toward the finish line, with Tuesday, Nov. 5, being the traditional Election Day when polls will be open 7 a.m.-7 p.m. before the votes are counted. There is a friendlier contest than many, with each of the candidates saying he will continue as one of the deputy coroners if the other one wins.

Both candidates say that coroner is a full-time responsibility in the sense of being in charge of an office that is on call at all hours, seven days a week. But neither sees the elected office evolving in the next term to one in which the elected coroner would be a full-time administrator unable to work in another job or business.

"It's a full-time, 24-hour role, but I will still be able to manage the funeral home business at this present time," said Tremble. "But I do have people that work for me that help with the funeral home."

Career and education
A Bulloch County native, he grew up in the Lathfield area, where his father was a farmer.

Tremble graduated in 1992 from Coptona Jones College of Funeral Service in Decatur and is a licensed funeral director and embalmer. He also earned a Bachelor of Arts in Biblical Studies from Gwinnett College in Marietta.

He worked with James B. Barnes Mortuary for years before starting his own funeral home in 2001. Today, Craig R. Tremble Funeral Home operates a Tremble Chapel as well as its original Statesboro location and has been in business for 23 years.

Also a pastor

For 28 years now, the Rev. Craig Tremble has also served as pastor of Second Saint John Missionary Baptist Church, on Fair Road in



Craig Tremble

Statesboro.

Barry Turner was the coroner when Tremble started as a deputy coroner. Turner was followed in the elected role by John Futch, also a funeral director and minister, who retired as coroner in April 2023. Richard Pylant, also previously a deputy coroner, was appointed to serve the remainder of Futch's term after he retired in April 2023. Pylant chose not to seek the elected office, and his term will end Dec. 31, after which the candidates say he will return to being deputy coroner, and whichever of them will have three deputies, including his election opponent.

"That's the agreement," Tremble said.

All of the deputy coroners work on-call and are paid based on the number of cases and hours worked.

The elected coroner is similarly on call but also has some administrative responsibilities.

Offers understanding

Tremble "wants to continue to move the coroner's office forward and just be transparent and honest and compassionate with the community, and especially with families whom they're going through their time of bereavement," he said. "You know, they need understanding."

A part of the coroner's role, as Tremble sees it, is "just helping the families understand what has happened," by supplying information in a compassionate way.

Cooperation with other agencies is also important, he observed.

"Of course we work hand-in-hand with the Sheriff's Department and all the local law enforcement, as well as the Georgia Bureau of Investigation. ..."

Tremble said. "We've been working well in this county, and I just want to continue that."

As a deputy coroner, he has not been involved with the office's budget-

ing and funding at this point.

"But from my understanding, so far it's fine," Tremble said.

"I guess once I get in I can kind of find out what's going on from our county commissioners and just once again assess what the coroner's office needs to continue to fulfill the role."

"Of course, the county is growing; there may be a possibility of adding another deputy coroner to help with the growth."

"I guess once I get in I can kind of find out what's going on from our county commissioners and just once again assess what the coroner's office needs to continue to fulfill the role."

At first, Tremble was one of two Democrats in the race. The other was Matthew Lovett, also a

funeral home owner but not one of the deputy coroners.

Tremble took almost 63% of the votes

PUBLIC HEARING NOTICE:

A Public Hearing will be held And taken by the Mayor and City Council of the City of Brooklet, Georgia, at City Hall, 104 Church Street, at 6:30 P.M. on Thursday, November 14, 2024, for or against the following request under the Brooklet Zoning Ordinance:

1. Public Hearing announcing The kickoff of the Brooklet Comprehensive Plan meeting.

Newspapers Deliver Engaged Voters

Local News
8 out of 10 American adults read print or digital newspapers every month

79% of newspaper readers vote in national or state elections, versus 61% among non-newspaper readers
66% of newspaper readers vote nearly every time/most of the time in local, school board or city elections, versus 46% among non-newspaper readers

Newspapers/newspaper websites are relied on more than any other source for information about local government

Local newspapers/newspaper websites	66%
Local TV/TV websites	36%
Social media	32%
Government websites	24%
Word-of-mouth/friends/relatives	21%
Local radio	19%
City newsletters	18%
Public bulletin boards	14%
Non-government websites	8%

*Multiple responses

64% of Americans rely on newspapers to make important voting decisions

America's Newspapers
Source: America's Newspapers 2023 Local Newspaper Study Conducted by Coda Ventures

Contact Kelly or Kiely at 912-764-9031 to reach local voters.

November 13, 2024 2:38 pm (GMT -5:00)

Powered by TECNIVIA

Second Public Hearing Advertisement.

Table 5. Stakeholder roster.

Name	Organization	Title
Ann Sapp		Resident
Debra Alexander	City of Brooklet	Planning & Zoning Commissioner
Fred Hill	Sack Co.	Vice-President
Ginny Macaluso	City of Brooklet	Planning & Zoning Commissioner
Jan Tankersley		Resident
Jason Nesmith	IGA	
Jimmy Lanier		Resident
Josh Williams	Georgia Southern University	Professor
Karen Groover		Resident
Kirk Hagan		Pastor
Lana Griner		Resident
Lori Phillips	City of Brooklet	City Clerk
Melissa Pevey	City of Brooklet	Planning & Zoning Administrator
Mike Wilson		Realtor
Nick Newkirk	Bulloch County	Commissioner
Nicky Gwinnett	City of Brooklet	Mayor
Patrick McElveen	Brooklet First Baptist Church	
Phillip Oliver		Retired Educator
Rebecca Kelly	City of Brooklet	City Council
Rene Keene	City of Brooklet	Planning & Zoning Commissioner
Richard Sapp		Resident
Rick Mitchell		Pastor
Romaine Bradford	Brooklet Crossing	Owner
Sheila Wentz	City of Brooklet	Council member
Stevie Stringer		Resident
Tracy Robinson		Resident
Wayne Sapp		Resident
Willow Farmer	Georgia Southern University	Special Collections Assistant

Stakeholder Meeting #1 Sign-In Sheet.



Serving the Cities and Counties of Coastal Georgia since 1964

Meeting Sign-In Sheet

Project:	BROOKLET COMP PLAN	Date:	12/03/2024	Location:	BROOKLET CITY HALL
Name		Title	Organization	Email	
SIMON HARDT		PLANNING MANAGER	CRC	shardt@crc.ga.gov	
KIRK HAGAN		PASTOR	Brooklet Community Church	kirkhagan@gmail.com	
FRED HILL		VP, HR (SKELCO.)	RESIDENT	fredh@skelco.com	
Oma Belcher			Brooklet Co		
Karen Groover			RESIDENT	kgroover30@gmail.com	
Nicky Corinnette		Mayor	Brooklet	Nicky.Corinnette@BrookletGa.us	

Stakeholder Meeting #2 Sign-In Sheet.



Serving the Cities and Counties of Coastal Georgia since 1964

Meeting Sign-In Sheet

Project:	BROOKLET COMP PLAN	Date:	01/07/2025	Location:	BROOKLET CITY HALL
Name	Title	Organization	Email		
SIMON HARDT	PLANNING MANAGER	CRC	shardt@crc.ga.gov		
GINNY MACALUSO	Stakeholder	Brooklet P+Z	GMACALUSO		
Nicky Corinnette	stakeholder	Mayor Brooklet	Nicky.Corinnette@BrookletGa.us		
JOSE WILLIAMS	STAKEHOLDER		jwilliams@georgetown.edu		
Patrick McElveen		Brooklet First Baptist	ppmcelveen723@gmail.com		
Phillip Oliver	Stakeholder	Retired Educ.	decatur115@gmail.com		
Tracy Robinson	"	Citizen	tracyrobinson1130@gmail.com		
Kirk Hagan	"	Brooklet Community Church			
Karen Groover	Stakeholder	KGroover Consulting	kgroover30@gmail.com		
Mike Wilson	"	404 West Lane	MikeWilsonRealtor@gmail.com		

Stakeholder Meeting #3 Sign-In Sheet.



Serving the Cities and Counties of Coastal Georgia since 1964

Meeting Sign-In Sheet

Project:	BROOKLET COMP PLAN	Date:	01/28/2025	Location:	BROOKLET CITY HALL
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Name	Title	Organization	Email
WINCY POON	GIS MANAGER	CRC	wpoon@crc.ga.gov
CAITY MCKEE	SENIOR PLANNER	CRC	cmckee@crc.ga.gov
Ginny Macaluso	P&Z Commissioner	Brooklet	GMACALUSO60@gmail.com
Nicky Lawinett	Mayor	Brooklet	Nicky.Lawinett@BrookletGa.us
Romaine Bradford	Property Owner	Brooklet	wbradford1968@gmail.com
Nick Newkirk	Commons/Business owner		nnewkirk@bullochcounty.net
René Keene	P&Z Commissioner	Brooklet	renemkeene@gmail.com
Philip Williams			PWilliams@bellsouth.net
Ann + Wayne Sapp	Property owner	Brooklet	rwaynesapp@yahoo.com
Josh Williams	"	Brooklet	jwilliams@georgiasutter.net
Tracy Robinson	"	Brooklet	tracyrobinson1130@gmail.com
Phillip Oliver	Stakeholder/Retired Educator	Brooklet	deatur115@gmail.com
Rick Mitchell	Pastor	Brooklet CC	(+M)2312@gmail.com
Kirk Hogan	Pastor	Brooklet CC	
Jana Griner	Property owner	Brooklet	jgriner@netv.com
Karen Groover	Stakeholder	Brooklet	kgroover30@gmail.com
Alan Carpenter	CRC	CRC	

Stakeholder Meeting #4 Sign-In Sheet.



Serving the Cities and Counties of Coastal Georgia since 1964

Meeting Sign-In Sheet

Project:		Date:	2/18/15	Location:	
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Name	Title	Organization	Email
René Keene	P&Z Commissioner	City of Brooklet	renemkeene@gmail.com
Ginny Macaluso	Citizen		GMACALUSO60@gmail.com
Romaine Bradford	Brooklet Council		wbradford1968@gmail.com
Nicky Lawinett	Mayor	City of Brooklet	
Philip Williams	Brooklet Res.		PWilliams@bellsouth.net
Jan Tankersley	Retired legislator		jantankersley@hotmail.com
Phillip Oliver	Retired Educator	SEBHS	deatur115@gmail.com
Jimmy Lanier			jamesblanier@yahoo.com
Karen Groover	Brooklet Res		kgroover30@gmail.com
WAYNE SAPP			

Stakeholder Meeting #5 Sign-In Sheet.



Serving the Cities and Counties of Coastal Georgia since 1964

Meeting Sign-In Sheet

Project:	Brooklet Comprehensive Plan	Date:	April 15, 2025	Location:	Brooklet City Hall
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Name	Title	Organization	Email
René Keene	T&Z Commissioner	T&Z	renekeene@brookletga.us
GINNY MACALUSO			GMACALUSO63@GMAIL.COM
Richard Sapp			
Nicky Cowinnett	Mayor	city	Nicky.Cowinnett@brookletga.us
Jimmy Lanier			jamesblanier@yahoo.com
Phillip Oliver			decatur115@gmail.com
Sheila Wentz	Councilwoman	City	Sheila.wentz@brookletga.us
Willow Farmer			wfarmer@georgiasouthern.edu

Appendix B: Amendment Remarks

The following is a list of items revised from the Community Work Program section in the Bulloch County Joint Comprehensive Plan adopted in 2024:

Community Work Program Activity	Changes Made
Leverage and promote resources available from local technical assistance organizations to establish and sustain small businesses.	Activity is moved to the Goals and Policies section.
Aggressively pursue leveraged funding opportunities that support infrastructure to expand economic development opportunities.	Rephrased as "Expand sewer infrastructure in downtown."
Phase V the S&S Greenway to complete the connection to from Statesboro to Brooklet.	Rephrased as "Evaluate feasibility and impact of the location of the S&S Greenway."
Coordinate the planning, development, and construction of municipal utilities with Bulloch County when appropriate	Activity is moved to the Goals and Policies section.
Update specific master plans affecting community facilities including, but not limited to transportation, public safety, solid waste, redevelopment, land use, when needed.	Activity is moved to the Goals and Policies section.
Prepare and adopt a Downtown Master Plan to guide design and regulations. U-CTR	Rephrased as "Develop a Downtown Overlay District."
Incorporate design principles into development ordinances or by zoning conditions. U-N, U-CTR, U-C	Rephrased as "Revise zoning ordinance and classes, including subdivision, sign, tree, and conservation/greenspace ordinances."
Amend the zoning ordinance to include the use of planned unit developments for innovative site design (PUD's). U-N, U-C	Rephrased as "Revise zoning ordinance and classes, including subdivision, sign, tree, and conservation/greenspace ordinances."
Develop and promote incentives for amenities, aesthetics, and infill. U-N	Activity is moved to the Goals and Policies section.
Develop a renaissance/redevelopment plan for downtown	The activity is combined with "Activate Downtown Development Authority." in the new work program.
Participate in the update of 2035 LRTP under MAP-21 guidelines should Statesboro-Bulloch County become Metropolitan Planning Organization, and should Brooklet become part of the urbanized area.	Activity is moved to the Goals and Policies section to participate in countywide collaboration and planning initiatives.
Coordinate with local educational institutions on existing and future site development to minimize traffic congestion and pedestrian conflicts during peak periods.	Activity is moved to the Goals and Policies section.
Utilize the Transportation Special Local Option Sales Tax for transportation maintenance and enhancement	Activity is moved to the Goals and Policies section.