



PROTECTING THE ALTAMAHA CONSERVATION CORRIDOR

GLYNN COUNTY I-95 EXIT 42, HWY. 99

HOW WILL THIS AFFECT OUR COMMUNITY?

The Golden Isles is identified by access to vast wild spaces and the living history around us. This single development will transform the character of our region.

WHAT CAN I DO?

- Speak out, and speak loud! Write letters to the editor, educate your friends and neighbors, and contact Glynn County Commissioners and other leaders to protest.
- Until Glynn County updates our zoning ordinance with better policies, these bad developments will keep being proposed. Get involved in the rezoning process to demand better for our community.

TAKE ACTION

Visit OneHundredMiles.org/Travel-Center.

A CORRIDOR FOR CONSERVATION

The waters of the great Altamaha, one of the longest, undammed rivers East of the Mississippi, fill Georgia's salt marshes and rush into the Atlantic Ocean. Known as the Little Amazon, the banks of the Altamaha River have been permanently protected for more than 50 miles upstream from the ocean—creating a model conservation corridor and preserving this beloved landscape for future generations.

This undeveloped, character-rich landscape supports our coast's economy through the East Coast Greenway walking and biking route, commercial fishing industry, historical sites, and other creative tourism.

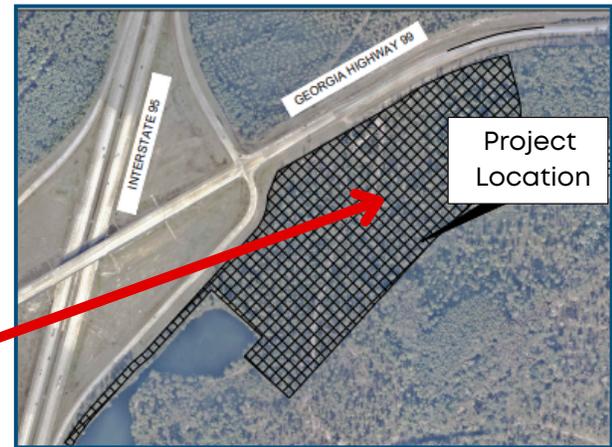
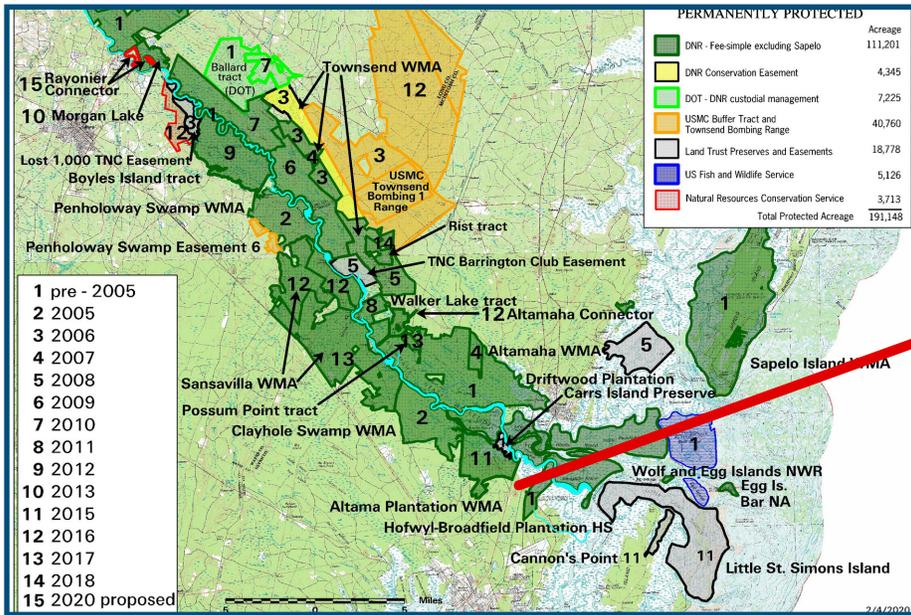
But now, a newly proposed development could change everything.

PAVING PARADISE?

An out-of-state developer has proposed to build what would become the world's largest travel center, complete with three football fields of concrete, two grocery stores' worth of commercial space, and 120 gas pumps—right in the middle of the Altamaha conservation corridor.

Demand Zoning That Benefits Our Community – NOT Corporations

OneHundredMiles.org/Travel-Center



The State of Georgia, The Nature Conservancy, and many private citizens have invested hundreds of millions of dollars to protect land within a 50-mile-long corridor covering 191,000 acres of land on both sides of the Altamaha River. The proposed travel center development puts these investments at risk.



What's at Stake: Our Gateway to the Historic Altamaha Canal

The Historic Altamaha Canal runs along the east side of the the proposed travel center site. The canal was built through enslaved labor in 1836 as a 12-mile waterway to link the Altamaha River with Brunswick Harbor. An important tie to the past, the canal winds through pinelands, hardwood swamps, and scenic marshes—an asset for the hundreds of thousands of bicyclists, paddlers, and other tourists who flock to our coast for outdoor recreation.



What's at Stake: Our Gateway to the Gullah Geechee Heritage Corridor

The proposed site is a gateway to Highway 17, a major thoroughfare for the Gullah Geechee Cultural Heritage Corridor. Visitors experience Gullah Geechee influence through the acres of old plantations and buildings built from enslaved labor at Butler Island Plantation and Hofwyl Broadfield State Park. The Weeping Time memorial and several African American cemeteries offer the opportunity to honor the enslaved people who built this coastal landscape.



What's at Stake: Our Gateway to Wildlife and Conservation

The Altamaha River Corridor provides essential refuge for many game and non-game wildlife. This conservation corridor stretches from Jesup to Wolf Island National Wildlife Refuge and includes the Altamaha and Altama Wildlife Management Areas, with countless opportunities for bird watching, fishing, and hunting. The proposed center would replace this critical habitat with more than 24 acres of concrete—putting our wildlife, and years of conservation investment, at risk.

Is This the Future We Want for Our Coast?



LEARN MORE: ONEHUNDREDMILES.ORG/TRAVEL-CENTER