



City of Brunswick, Georgia

COMMUNITY ASSESSMENT EXECUTIVE SUMMARY

Prepared for
City of Brunswick Comprehensive Plan

DRAFT

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Community Assessment

Introduction

What is a Comprehensive Plan?

A Comprehensive Plan is the City's primary guide for managing future growth and development. This includes not just new buildings, but also the protection of natural areas, the preservation of cultural features, and the provision of community facilities such as roads, sidewalks, sewers, and parks.

The Comprehensive Plan will have three parts:

Community Participation Program – A strategy for how to get the public involved in the planning process.

Community Assessment – An overview of the state of the community, including a review of the City's population, housing, economic development, transportation, cultural

resources, natural resources, and community facilities.

Community Agenda – A guide to future physical development and to addressing the issues and opportunities that are of concern to the Brunswick community.

This Community Assessment document marks the end of the Community Assessment phase of the Comprehensive Plan and the commencement of the Community Agenda phase of the plan.

Executive Summary

This Community Assessment Executive Summary briefly summarizes some of the primary issues facing the City of Brunswick for its future growth and development and in support of the Comprehensive Plan process. This document is a summary of a larger document, the Community Assessment, which thoroughly reviews the current state of the



Glynn Academy's Bell



Restored Fountain in Hanover Park Square





Buildings, landscape, and natural areas all contribute to community character and define character areas

community. The purpose of the Executive Summary and the Community Assessment are to capture the current state of the City of Brunswick and to lay a foundation for planning the City’s future.

Copies of the complete Community Assessment document are available from the City of Brunswick website and are available for review from the City’s Community Development Department. The publication and distribution of this Executive Summary and the accompanying Community Assessment allow City of Brunswick stakeholders to have a more informed conversation in order to develop the Community Agenda – the primary statement of how the City wants to guide its future development, and the centerpiece of the Comprehensive Plan.

This Executive Summary includes the following sections:

- Issues and Opportunities
- Areas of Special Concern
- Proposed Character Areas
- Existing Land Use
- Quality Community Objectives
- State Environmental Planning Criteria

The **Issues and Opportunities** section identifies issues facing the Brunswick community identified through the research and analysis conducted for the Community Assessment. These issues will be further refined through public meetings and discussions held during the Community Agenda phase of the plan.

Areas of Special Concern describes geographic areas of the City that are facing serious or unique issues of concern. These may include especially valuable natural or cultural resources or areas of the City with particular problems.

Proposed Character Areas describes how the City has been divided into distinct areas for defining the character of future development. Character areas are marked by distinguishing features in their built or natural environments

and boundaries that distinguish them from other areas. Separating and defining the character of each area will help to keep the City of Brunswick an interesting place to live with a high quality of life. Members of the public will be invited to alter and refine what makes each character area unique during the development of the Comprehensive Plan.

Existing Land Use is the current physical pattern of activities or land uses and how they are distributed through the City. Analyzing land uses patterns can reveal important trends in the City’s growth and development.

Quality Community Objectives are desirable characteristics or objectives for any community to have. These have been defined by the State of Georgia’s Department of Community Affairs. This section of the Executive Summary described how well the City of Brunswick performs in relation to the benchmarks set out in the Quality Community Objectives.

State Environmental Planning Criteria are important environmental regulations that the State of Georgia Department of Community Affairs recommends for each community. This section describes whether the City of Brunswick has these or similar regulations in place and whether these regulations apply to the City.



Potential Issues and Opportunities

Population and City Growth

Issues

- Providing public services for and including the growing Hispanic workforce in the broader community, while dealing with a variety of linguistic and immigration status obstacles.
- Meeting the needs of a growing senior population, including an expanding need for health care and social services. Particular attention is warranted for the low-income senior population.
- There are concentrations of poverty in the City and the divide between the wealthy and poor populations in the City and the region is a concern.
- Lack of accurate information about current population size and growth.

Opportunities

- Capitalize upon the ongoing Blueprint Brunswick planning process to spread the benefits of new investment and redevelopment throughout the City.
- Increase City-County cooperation to promote the efficiency and effectiveness of public services.

Economy

Issues

- Increasing de-centralization of employment opportunities could lead to decreased access to employment opportunities for poor populations without vehicles.
- The regional economy is transitioning away from a traditional industrial base to more service, arts, entertainment and professional jobs. As a result, employment opportunities increasingly



Historically, much employment has been concentrated in downtown Brunswick

require an educated or trained job-ready workforce in order to earn a living wage. Job training and life skills training are needed to qualify for even entry level jobs.

- Port of Brunswick development needs to be balanced with impacts to the City's quality of life, including public access to the waterfront and Brunswick's natural amenities.

Opportunities

- The Port of Brunswick is likely to be a continuing source of economic and employment growth as international trade expands. Recent trends indicate increasing activity through the port and increased demand for port traffic and related economic activities.
- The provision of transit service to major employment destinations could enhance the accessibility of more outlying employment locations for the vehicle-less population.
- The City and associated non-profits provide strong support for the development and expansion of small businesses.



Brunswick has a major historic housing stock, and is seeing increasing infill housing



Housing and Community Development

Issues

- Some City neighborhoods have experienced long disinvestment, neglect, and decline. In these areas there are often concentrations of vacant and dilapidated structures. High rental and vacancy rates may have contributed a climate of disinvestment and neglect in certain City neighborhoods.
- The City lacks an adequate supply of affordable housing. There is a large lower income working population and current subsidized housing opportunities have a lengthy waiting list.
- The lack of an active nonprofit housing developer operating within the City is a concern as it limits the supply of new affordable housing.
- The low income senior home owning population needs assistance in maintaining the quality of their housing because they are often unable to perform maintenance on their own.
- As infill development increases in the City, it is important that new development is compatible with existing neighborhoods and fits in with the historic context of existing neighborhoods.

Opportunities

- The City has the opportunity to promote

stable, mixed income neighborhoods with a mix of housing types and a diverse population. The City's historic grid and block pattern promotes the possibility of diverse, mixed income neighborhoods.

- The large supply of vacant lots in the City provides an opportunity for developing new affordable housing and stabilizing neighborhoods in the City.
- Accessory dwelling units may provide an opportunity to increase the supply of affordable housing in a way that is compatible with the historic character of Brunswick. These units may also increase opportunities for residents to age in place by providing supplemental income for home owners.

Land Use and Urban Design

Issues

- Bay Street is overly wide for the level of traffic it carries and serves to separate the City of Brunswick from its waterfront.
- Historic patterns in the Old Town district, including narrow streets and double frontage lots, pose a challenge for urban design and infill development in this area. Parking is often scattered in a haphazard fashion and the fronts of some residences face the backs of others, decreasing property values.
- New civic buildings and schools



in Brunswick should fit within the traditional urban pattern and promote walking and biking to school where possible.

- Better urban design regulations are needed throughout the City in order to guide the compatibility of new development with historic patterns and in order to elevate the standard for urban design in the City.

Opportunities

- Reconnecting the City of Brunswick and its downtown to the East River could help the City re-establish a vital natural connection with its surroundings and increase development opportunities along the waterfront and in the downtown area. Public access to the waterfront and associated recreational and tourism activities could likewise be increased.
- The Hercules site may someday require redevelopment and allow the re-connection of the urban fabric of the City. Neighborhoods and streets can be knitted together and revitalized.
- New development on the US Hwy 17 Commercial Corridor could improve the City's image and create a clear sense of entrance into the City and its downtown area.
- Defunct industrial and railroad lands in general present an opportunity for land to be reclaimed for public uses such as parks and greenways.
- The City's waterfront could be made available for public access and enhanced with public amenities. The City needs clear standards and incentives to promote the development of a river walk.
- A Safe Routes to School program could be implemented to take advantage of the close proximity of Brunswick's schools to its neighborhoods and its generally walkable development patterns.
- The City's historic squares, while

providing welcome open space, are generally lacking in facilities and poorly maintained as gathering places for the community. They lack the paths, seating, shade structures, and other features that could make them focal points for their surrounding communities.

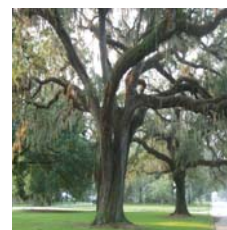
Community Facilities

Issues

- Although the historic parts of the City are fairly well served for parks, the more northern neighborhoods need parks for recreation and as centers for their communities.
- Brunswick's sole groundwater supply, the Floridan aquifer, is experiencing saltwater intrusion. The long term viability of this water supply is uncertain, and the City and County may need to seek out other water sources or otherwise promote more efficient water use.
- The newly formed Joint Water and Sewer Commission has created a unique opportunity for improved efficiency of water and sewer services and increased the City's access to potable water.
- The City has not established clear benchmarks or targets for level of service of many community facilities.

Opportunities

- Increase City-County cooperation to promote the efficiency and effectiveness of public services.
- The City's historic grid structure provide a number of well-placed squares and pocket parks.
- The City could invest in municipal wireless internet to improve City services and increase resident access to high technology.



Community facilities include fire stations, parks, and other City-owned infrastructure



Marsh lands, open water, and marsh views are important natural resources for Brunswick



Natural Resources

Issues

- Brunswick has an inordinately high percentage of brownfield sites within its City limits. These sites can greatly hinder redevelopment and may pose environmental hazards.
- Poorly draining soils, low topography, and coastal proximity make Brunswick particularly susceptible to flooding
- International competition has reduced the economic competitiveness of the natural resources in the area, such as timber and shrimp.

Opportunities

- Brunswick's strongest asset is its unique coastal setting, including its surrounding marsh lands and rivers. This environmental setting enhances quality of life and increases Brunswick's appeal as a tourist destination.

Cultural Resources

Issues

- Some of Brunswick's historic pattern of streets and squares has been lost due to decades of development and neglect.
- Historic preservation initiatives have generally not extended beyond that of the Old Town area.

Opportunities

- Brunswick's historic assets provide a vehicle to promote neighborhood rehabilitation and economic development. The City has a variety of programs and incentives to protect its historic assets.
- The City and the region have a strong tradition of visual and literary arts. Arts and culture could be used as a catalyst for increased economic development and improved educational opportunities.
- The City's historic parks and squares offer opportunities for strong community and neighborhood anchors and gathering places.

Transportation

Issues

- The City needs increased transportation options for its low income population, which often lives without access to a private vehicle.

Opportunities

- The City has an opportunity to improve bicycle facilities as an alternative to auto travel as Brunswick is flat, compact, and benefits from a strong network of alternative routes for carrying traffic. The City could develop a connected network of bike routes to major destinations throughout the City.
- The City is interested in developing an East Coast Greenway, a bicycle and pedestrian facility connecting various parks along its eastern marshfront.



Areas of Special Concern

Industrial Waterfront

Currently, most of the City's waterfront along the East River is occupied by industrial land uses that prevent public access and views of the water. Blueprint Brunswick established increased public access to the East River waterfront as far south as First Avenue as a priority, with additional potential open space opposite on Andrew's Island. Public access to the waterfront would bring quality of life and economic benefits to the City of Brunswick, and re-establish the City's connection with its surrounding natural environment.

Old Town/Downtown Brunswick

Downtown is on the upswing, with a growth in retail businesses, rehabilitations of historic buildings, and increasing interest in downtown residential living. The City is also working to restore its historic squares, part of the original town plan for the City of Brunswick. Now is the prime opportunity to envision how a fully revitalized Old Town district will appear, including incorporating a mix of residential options and integrating new development into the historic development fabric.

Hercules Site

The Hercules site is the largest industrial site in the City and is a major disruption in the regular urban fabric of the City of Brunswick, with its regular, small blocks and neighborhood oriented development patterns. There is some possibility that the plant may close in the future. The City must be prepared to handle the brownfield remediation issues and redevelopment opportunities presented by the potential closure of the plant.

Habersham/Dixville/MLK Boulevard Corridor

The development of Liberty Harbor has increased real estate speculation in the nearby neighborhoods of Habersham and Dixville. Some investors are purchasing and renovating housing or building infill housing in hopes of



a quick profit, and this is generating unstable investment rather than gradual revitalization of the neighborhood.

Infill Development

There are few large, undeveloped parcels remaining in the City of Brunswick. As the City's prospects improve, the likelihood of the development of these parcels increases. The City must take a pro-active role in articulating how new developments can integrate into the City's historic fabric, and so set out a model for development that can guide incoming developers.

US Highway 17 Corridor

The US Hwy 17 commercial corridor is the City's front door. The majority of the traffic to St. Simon's, Sea, and Jekyll Islands travels along this corridor. However the appearance of the US Hwy 17 corridor is scattered, unattractive, and inconsistent. The City has developed an overlay for this corridor but more work can be done to improve the quality of urban design along the corridor and to present the best face forward that the City of Brunswick has to offer in order to improve the City's image and increase tourist traffic into the City.

The currently industrial waterfront is a key area of concern because it limits public access

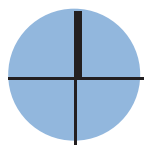




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- Development Opportunities
- City Boundary

Development opportunities diagram is intended for conceptual planning use only. Acreages are approximate and may be inaccurate due to inclusion of right of way or inexact boundary measurements.



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Existing Land Use

Land use data provided in this map was acquired from Glynn County in September of 2007. As with any land use map, not all information can be guaranteed to be accurate and up to date.

The City of Brunswick has a highly integrated network of mixed land uses, largely due to its historic, fine-grained pattern of blocks. Residential, institutional, commercial, and open space land uses are tightly woven within the block network. Multifamily land uses are relatively scarce.

A few large land uses break the general, fine grained pattern of land use. On the southern end of the City, a series of industrial and institutional land uses occupy much of the City's waterfront. The Hercules site is a major industrial land use in the central section of the City. To the north, large institutional and commercial land uses are apparent, such as the Coastal Georgia Community College and commercial land uses near the intersection of Altama and Community Boulevard.

The northern part of the City has a completely different land use pattern from the southern part. The block structure is haphazard or largely disappears. Parcel sizes tend to be much larger and irregularly shaped. Land use patterns are shaped less by blocks than by corridors.

Commercial land uses are primarily located along major corridors. However there are several distinct patterns of commercial development. Larger scale, strip, auto-oriented commercial development is found along Altama Avenue, Cypress Mill Road, and US Hwy 17, while smaller scale, community oriented commercial development is found along Norwich and parts of Gloucester Streets. Downtown patterns of commercial development in a main street pattern occur on the main streets of Gloucester and Newcastle.

Institutional land uses are highly distributed throughout the City and occupy a relatively high percentage of City land. Institutional land uses are concentrated near downtown in the Old Town area and along the Martin Luther King and Altama Avenue corridors. The large institutional land uses in the northern part of the City include Coastal Georgia Community College, the Southeast Georgia Regional Medical Center, and Brunswick High School.

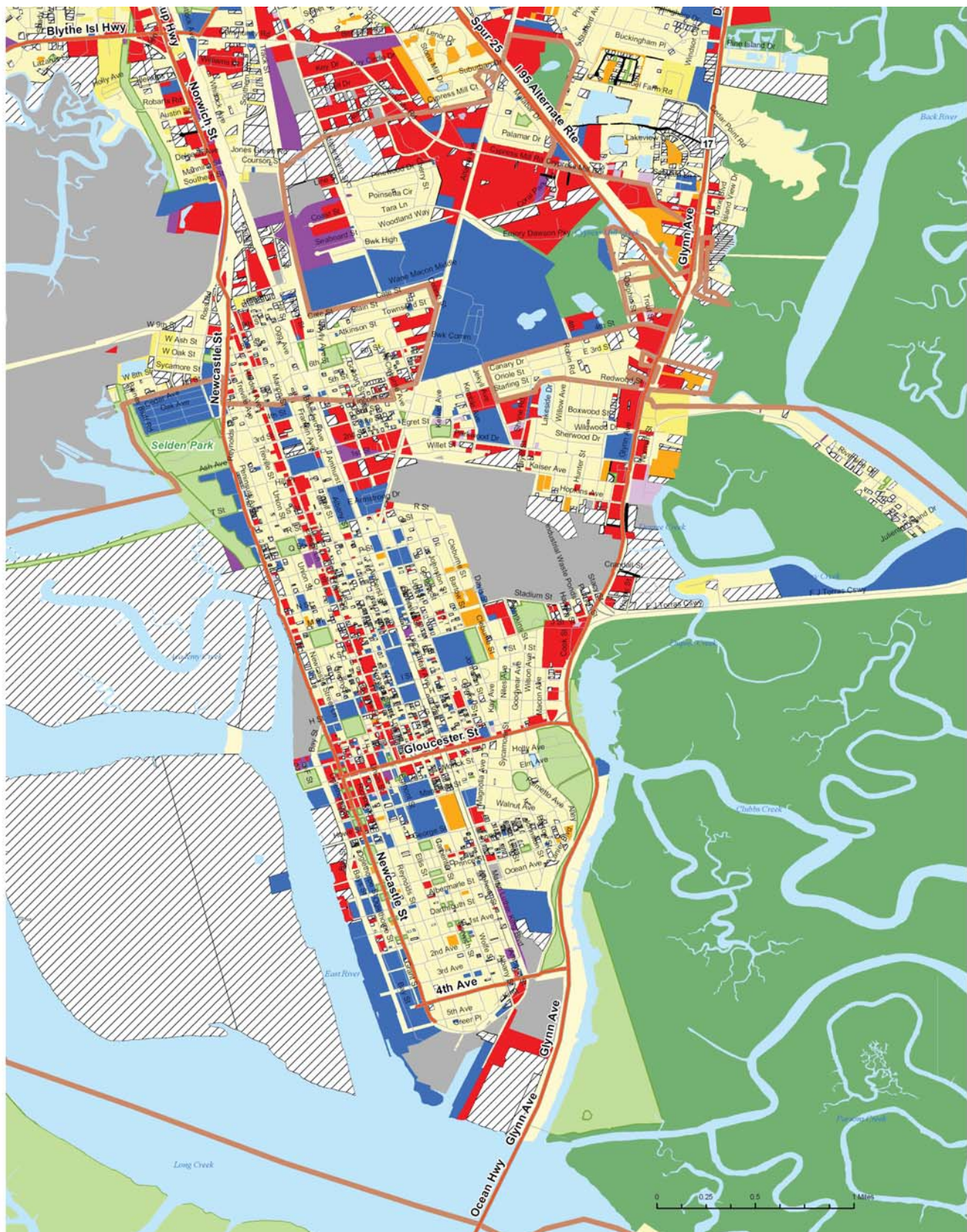
Industrial land uses are primarily found along the southern tip of the City and the Hercules site.

Open space, parks, and squares are found throughout the City, but most notably along its edges. The eastern edge of the City has a number of parks and views out onto the marsh. The western edge of the City has parks such as Selden Park and Mary Ross. Central squares are located in the Old Town and New Town parts of the City.



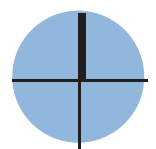
Commercial land uses along the Gloucester corridor





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|------------------------------|---------------------------|--------------------------------------|--------------------|
| Existing land use | Single Family Residential | Office Commercial | Industrial |
| Agriculture/Forestry | Mobile Home Residential | Public/Institutional | Drainage; ROW; |
| Easement | Multi-Family Residential | Transportation/Communication/Utility | Undeveloped/Vacant |
| Park/Recreation/Conservation | General Commercial | | |



NORTH

Proposed Character Areas

Character Areas are parts of Brunswick with a unique identity or uniquely defining characteristics. If someone asked you what part of Brunswick you live in, how would you tell them where you live? What makes it different? All of the City must be divided into distinct Character Areas for the Comprehensive Plan.

The idea behind Character Areas is that every area needs to be treated differently to respond to its unique character and the objectives that support that character. You need different policies for a downtown than you do for a residential area or for a rural area. Each Character Area will be assigned a recommended physical character, including land uses and development types.

Old Town

Old Town is the oldest part of the City of Brunswick, planned from before the Revolutionary War. Old Town displays a regular block structure with small blocks and some of its historic squares are still preserved as open space. The Old Town Character Area exhibits the widest mix of land uses of any part of the City, with civic and governmental structures, retail and business establishments, and a variety of historic and modern single family homes. Most of Old Town is covered by the Brunswick Historic Preservation District, where new development and renovations are overseen by the City's Historic Preservation Board. Parts of the Character Area, particularly the Newcastle, Gloucester, Norwich, and MLK corridors, are covered by the Downtown Development Authority and are eligible for its programs.

Industrial Waterfront

Industrial land uses line the East River west of Bay Street and south of 4th Avenue. Many of these industrial uses have a lengthy history with the City dating back to when it was a hub for processing timber related products and seafood. One of the major land users on the industrial waterfront is the Georgia Ports Authority, which runs the Mayor's Point Terminal. A rail line runs along the

waterfront and provides rail access to many of these parcels. The industrial uses along the waterfront generally prevent public access and views to the river and marshes beyond.

Hercules

The Hercules plant, which processes tree stumps into resins and related materials, occupies a large piece of land in the northern sector of the City, highly visible from US Hwy 17 and the Torras Causeway. The appearance of the site is typical for a heavy industrial use with large machinery, chain link fences, and a smokestack over the central plant. There is some possibility that the Hercules plant may close in the future; if so, environmental constraints may restrict future development on the site.

US Highway 17 Corridor

The US Hwy 17 Corridor is a highly visible and highly traveled part of the City as it is the primary gateway to both St. Simon's Island and Jekyll Island. The US Hwy 17 Corridor has a split personality, with low density, highway oriented commercial uses and views of open space and marshlands characterizing different sections. Some of the commercial areas along US Hwy 17 are deteriorating and suffering from disinvestment. The City zoning ordinance includes an overlay to govern the appearance of new development on US Hwy 17 and to promote a parkway appearance by regulating landscaping, signs, and curb cuts.

North Brunswick

The northern portion of the City north of 4th Street includes an irregularly shaped area primarily centered on Altama Avenue but also with frontage on Community Road and the Spur 25. The development pattern here is very mixed with no one type of development predominating. The campus of the Coastal Georgia Community College and Brunswick High School comprise major civic uses. Linear, auto-oriented commercial uses with scattered building sites and large parking areas are found along Altama Avenue, Community Boulevard, and the Spur 25. Two residential neighborhoods with curved but connected street systems, Magnolia Park and College Park, are also part of this area.



These buildings and streets are typical of the Old Town Character Area.



Brunswick Neighborhoods

Neighborhoods in the City of Brunswick are distinct in character but most share some key common characteristics. Most neighborhoods display a connected, rectangular street grid which serves to maximize connectivity between different land uses for both vehicles and pedestrians. Most neighborhoods also feature one or more squares or parks in a central location in the neighborhood. Most neighborhoods are also defined by predominantly single family housing, though housing styles and the pattern of lots vary greatly depending upon the era when the neighborhood was first developed.

New Town/ Town Commons

New Town is the second oldest area of the City. The Character Area extends northwards from Old Town/F Street up to T Street and east to the Hercules Plant and includes both sides of MLK Boulevard. New Town includes three large public squares that were set aside when it was originally platted, such as Palmetto Square. The New Town Character Area is defined by a regular rectangular block pattern which serves to connect diverse land uses in a highly integrated pattern, but also makes it more difficult to identify boundaries between distinct neighborhoods. Land uses in New Town are predominantly single family, though there are many commercial land uses along Norwich and some churches and schools scattered through the area. There are also large multifamily Brunswick Housing Authority properties in this Character Area which tend to stand out from their surroundings.

South End Brunswick

Though the block pattern for South End Brunswick is a continuation of that of Old Town, the residences in this Character Area are predominantly in a brick ranch style. This area was developed in the post-World War II era. This area is almost all single family with the exception of the Glynn Iron metal scrap yard. South End Brunswick is bounded by mostly industrial uses to the east and south.

Liberty Harbor

Liberty Harbor is a new, master-planned development currently under construction at the southern tip of the City of Brunswick near the landing for the Sydney Lanier Bridge. Liberty Harbor will include single family residences, condominiums, and a shopping village with public spaces and entertainment venues, all connected within a highly walkable framework. Liberty Harbor will include a marina and public waterfront access. The City of Brunswick is also developing a new public park in this Character Area to be known as Liberty Ship Park.

Dixville/ Habersham Park

These historic neighborhoods date back to the period just after the close of the Civil War. Historic and newer single family homes are mixed in this Character Area. The area is bounded by US Hwy 17 on the east, MLK Boulevard on the west, and includes some industrial land uses on its southern end. The new Glynn Middle School is planned for just south of this area.

Windsor Park

Windsor Park is a 1930's-1940's subdivision developed on the site of a former City golf course. Windsor Park is distinguished from surrounding neighborhoods by its curvilinear street pattern and its circular (as opposed to rectangular) central park. The Windsor Park Character Area also includes Howard Coffin Park. The Character Area is bounded by Gloucester to the north, US Hwy 17 to the east, and Lee Street to the west.

Mayhew/Urbana

Urbana and Mayhew are post-war subdivisions with mostly single family housing. A large garden apartment development, Whispering Oaks, is a major land use feature of this neighborhood. The Abbott Andrews Brunswick Housing Authority development is also located in this Character Area. These neighborhoods are bounded by the US Hwy 17 commercial corridor to the east, the Hercules Plant to the north, and the Burroughs-Molette School to the west. Edo Miller Park is on the northern boundary of the neighborhood adjoining Hercules Park.





Parkwood

The Parkwood Character Area includes a 1960's single family neighborhood in a regular block pattern as well as a small medical district surrounding the Southeast Georgia Regional Hospital on Parkwood Avenue. There are also some 1970's era townhouses in this neighborhood. The Parkwood Character Area is bounded by the US Hwy 17 Corridor on the east, the Hercules Plant on the south, and Altama Avenue on the west.

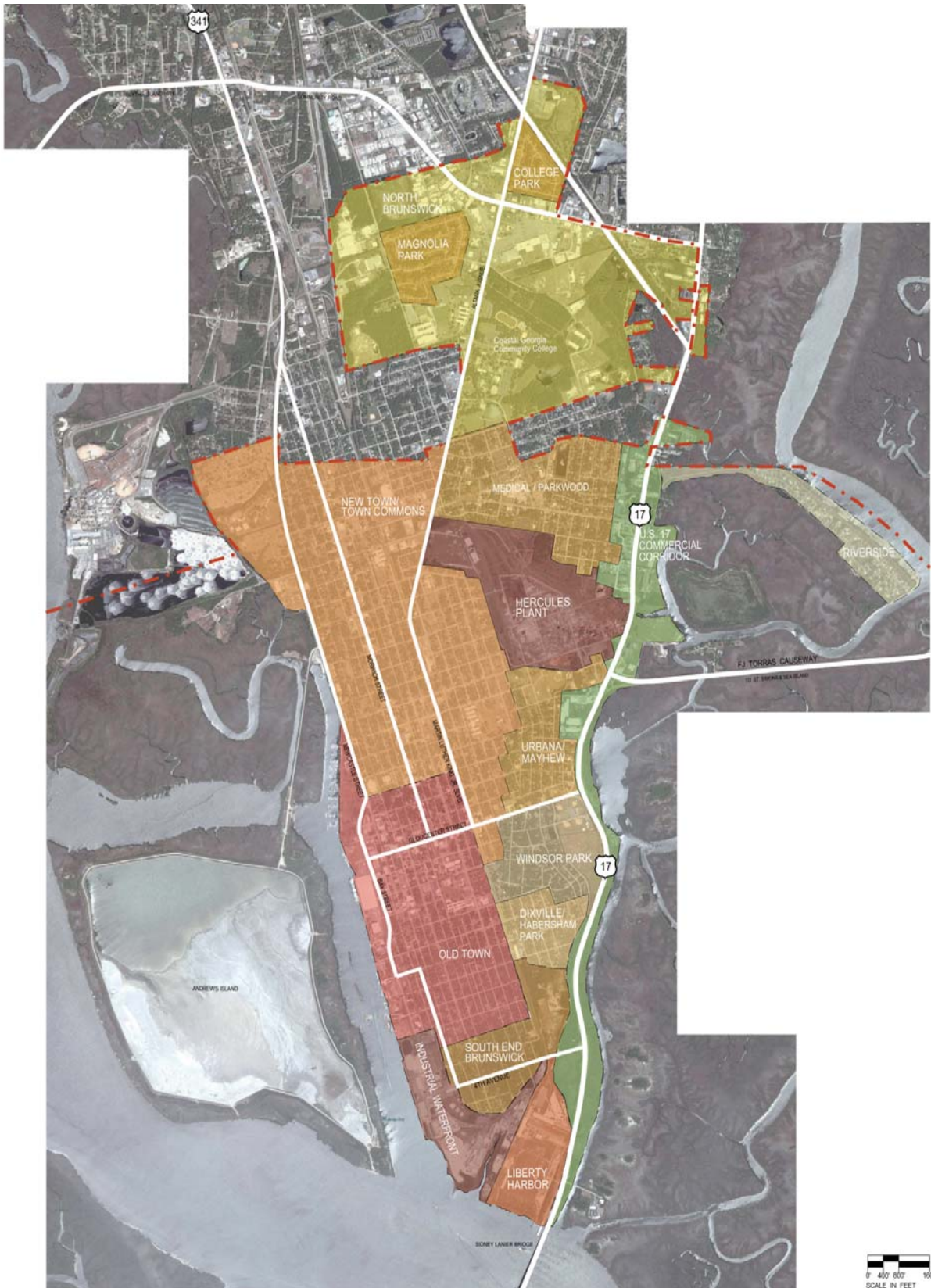


Riverside

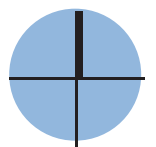
The Riverside Character Area is a single family neighborhood located on a peninsula bordered by the Back River and Terry Creek. Homes here tend to have water views and boat docks for accessing the water. The Riverside Character Area is somewhat isolated from other parts of the City of Brunswick and so is less impacted by land use compatibility issues.

Neighborhood character is defined by housing type, streets, sidewalks, and other public realm features





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NORTH



Pedestrian friendly neighborhoods and tree cover are two important aspects of quality communities

Quality Community Objectives

The Georgia Department of Community Affairs has developed the Quality Community Objectives to help local communities determine how well they are doing in managing their growth and development. The following list includes a series of objectives, defined in italics, followed by a description of how the City of Brunswick is performing as a community relative to this objective.

The primary purpose of this section is to help local stakeholders know how well their community measures up to these recommended standards. These Quality Community Objectives are not mandates, but rather they provide a starting point for discussion about the issues and opportunities that will be addressed in the Comprehensive Plan.

Traditional Neighborhoods

Traditional neighborhood development patterns should be encouraged, including the use of more human scale development, compact development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.

The development pattern for most of the City of Brunswick is based on a historic organization of small blocks with residences, workplaces, shopping areas, and civic institutions all within easy walking distance of one another. The City's zoning code tends to separate uses, but the City has introduced a Traditional Neighborhood planned district that permits a mix of uses and traditional

development patterns.

Amenities in the City's neighborhoods vary greatly. The City has a marvelous network of existing trees, but efforts to plant new trees are minimal. The sidewalk network is spotty but mostly complete in the downtown area and its vicinity. The City spends a small amount of capital funds extending its sidewalks system annually. Because of the location of schools in town, many children can and do walk or bike to school, though bicycle and pedestrian facilities near schools could be improved.

Infill Development

Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraged development or redevelopment of sites closer to downtown or the traditional urban core of the community.

The City of Brunswick is a model community in terms of its infill development efforts. The 2003 Blueprint Brunswick plan identified key sites for redevelopment and included detailed development strategies for each site. The City also has a Brownfield Task Force that is currently assessing seven potential brownfield redevelopment sites with grant funding. The City has developed a tear down list of target dilapidated properties for demolition, and the Downtown Development Authority maintains a list of vacant lots and buildings in the downtown area. One area where the City would like to improve its efforts is by incorporating this information into a Geographic Information System



The City of Brunswick maintains its identity through the preservation of historic buildings and coastal features

Sense of Place

Traditional downtown areas should be maintained as the focal point of the community. Community focal points should be attractive, mixed-use, pedestrian friendly places where people choose to gather for shopping, dining, socializing, and entertainment.

The City of Brunswick values and seeks to preserve its unique sense of place. The City's distinctive character benefits from a variety of natural and cultural resources. The oldest part of Brunswick, known as Old Town, is protected with a designated historic district. Old Town includes Downtown Brunswick, which has many of the characteristics of a traditional downtown including main streets with historic buildings and continuous frontage. Projects in Old Town must be approved by the City's Historic Preservation Board. The highly trafficked US Hwy 17 commercial corridor is covered by an overlay zoning district that promotes an improved appearance through landscaping and limiting curb cuts. Also, the City has a sign chapter in its ordinance that regulates the types, sizes, and locations of signs. The City would like to further ensure its aesthetic character by incorporating more graphically communicated, design-oriented regulations.

Transportation Alternatives

Alternatives to transportation by automobile, including mass transit, bicycle routes, and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.



The City of Brunswick is not currently served by regular transit service, but the Brunswick Area Transportation Study (BATS) committee has undertaken a study to determine the feasibility of regular transit service in the Brunswick and central Glynn County areas. The transit study proposes a number of potential routes to major destinations in the county.

The sidewalks system is fairly good in the City, but there are major parts of the City without sidewalks. New development is not required to have sidewalks in the City. The City does not have a pedestrian and bicycle network plan, but a greenway is planned between Howard Coffin Park and the planned Liberty Ship Park.

Shared parking arrangements are generally permitted in the City and the City is currently studying the adequacy of parking downtown.

Regional Identity

Each region should promote and preserve a regional identity or regional sense of place, defined in terms of traditional architecture, common economic linkages that bind the region together, or other shared characteristics.

The City of Brunswick is integrated into the region in terms of its economy, its culture, its tourism offerings, and its physical character. Brunswick and the Golden Isles share a convention and visitor's bureau. Both Brunswick and the Golden Isles market the surrounding natural environment, beaches,





marshes, and trees and the deep heritage of the area to tourists. The City and Glynn County collaborate on economic development efforts through the joint City-County development authority. Many of the City's key industries are historic industries that rely on traditional regional products such as timber and seafood.

Architecture and landmarks unique to the region are found in the City of Brunswick as well as on St. Simon's and Jekyll Islands. The City functions as a cultural center for arts and civic events both downtown and at the Coastal Georgia Community College.

Heritage Preservation

The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.

As noted earlier, the City has established an historic district covering Old Town Brunswick and oversees development and renovations in this area through its Historic Preservation Board. The City has also developed a Traditional Neighborhood Development zoning district in order to promote new development that is compatible with historic development patterns. On the federal level, the US government has enacted a Gullah-Geechee Cultural Heritage Corridor to preserve historic sites and artifacts and assist local organizations in telling the story of Gullah and Geechee cultures.

Open space provides important environmental and public benefits.

Open Space Preservation

New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts. Compact development ordinances are one way of encouraging this type of open space preservation.

As most of the land in the City of Brunswick has been developed at some time in the past, open space issues for the City revolve more around managing existing parks and reclaiming developed land for new parks. The City benefits from a well-planned park system as a result of its early master plans for the Old Town and New Town areas. However, the level of facilities and maintenance of the parks in Brunswick could be improved. Signature Squares is a local non-profit organization dedicated to restoring the City's historic squares to 19th century conditions, when the City was at its peak. The City is also very interested in new opportunities to reclaim once developed land for parks, particularly along its waterfront and in other formerly industrial areas.

Environmental Protection

Environmentally sensitive areas should be protected from negative impacts of development, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.

The City of Brunswick is predominantly urbanized and the most important sensitive natural environments, rivers and wetlands, are protected by state and federal regulations. One area where the City has been increasing its efforts lately is in stormwater, where there is a new stormwater ordinance and the City is increasing the training of its public works staff. Trees, which are a special part of Brunswick's natural environment, are not



generally protected outside of the historic district.

Growth Preparedness

Each community should identify and put in place the pre-requisites for the type of growth it seeks to achieve. These might include infrastructure (roads, water, sewer) to support new growth, appropriate training of the workforce, ordinances and regulations to manage growth as desired, or leadership capable of responding to growth opportunities and managing new growth when it occurs.

The City is not currently facing any immediate constraints with regard to growth preparedness, however the overall feeling is that the City could be better prepared for future growth. Generally the water, sewer, and roadway systems are considered adequate though the City's wastewater system could lose its capacity cushion due to rapid growth in the County. The City does not currently have a Capital Improvements Program and the zoning code is considered out of date. The development process is fairly transparent and well understood by the development community.

All development review processes are conducted in public and publicized, but the level of public interest is generally low. The agendas of the City Commission and the Downtown Development Authority Board are regularly publicized. Extensive public outreach is planned for this Comprehensive Plan.

Appropriate Businesses

The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, long term sustainability, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.

The City of Brunswick has a broad economic base including significant employment in

the paper and related products industry, tourism, seafood, health care, and government sectors. Economic development efforts are led in a regional, coordinated strategy by the Brunswick-Glynn County Development Authority, which has identified target industries most appropriate for the region's growth. A regional economic development strategy has been adopted for building upon the region's economic and human resource assets. The Downtown Development Authority is currently conducting a study to identify the most appropriate businesses to continue the momentum for the downtown's revitalization.

Employment Options

A range of job types should be provided in each community to meet the diverse needs of the local workforce.

Several nonprofit and government agencies provide services in the areas of employment and entrepreneur support. The Coastal Area District Development Authority provides a variety of small business loans to entrepreneurs, while the University of Georgia Small Business Development Center assists with counseling and technical assistance. Employment for less skilled labor is available through local industry and landscaping and construction jobs in the community. Professional and managerial jobs are available in the government and medical sectors of the economy.

Housing Choices

A range of housing size, cost, and density should be provided in each community to make it possible for all who work in the community to also live in the community (thereby reducing commuting distances), to promote a mixture of income and age groups in each community, and to provide a range of housing choice to meet market needs.

Even though housing in the City is more affordable than in many other locations in the region, there is a well known lack of affordable housing for low and moderate income households in the City that also meets the City's minimum code requirements. The City has taken and is taking a number of





actions to address the affordable housing issue, including permitting multifamily, permitting upper story residential, permitting small lot housing, working with affordable housing developers, and providing funding to programs that offer housing for those with special needs. The City does not currently allow accessory dwelling units to be created. Another issue of concern is that current regulations may not ensure compatibility of new development with old neighborhoods. The City is very interested in exploring new ways of adapting regulations, tapping into sources of funding, and initiating new collaborations to increase the supply of affordable housing.

Educational Opportunities

Educational and training opportunities should be readily available in each community – to permit community residents to improve their job skills, adapt to technological advances, and to pursue entrepreneurial ambitions.

The Coastal Georgia Community College, located in the City of Brunswick, is a key educational and training resource for the community. The Coastal Georgia Community College offers two year associate degrees as well as technical training and certificate training for immediate employment. The Glynn County School Board is currently working on a public-private venture to roll out the Golden Isles Career Academy, which will more directly link high school education with local employment opportunities. Entrepreneurial opportunities are supported by a number of local organizations that facilitate small business, such the Downtown Development Authority.



A variety of educational and training opportunities is vital for a quality community

Regional Solutions

Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer.

The City of Brunswick participates in a number of regional organizations and efforts to serve the regional community efficiently. The Brunswick-Glynn County Economic Development Authority is one such regional entity. The City has actively participated in the state sponsored Coastal Comprehensive Plan. The City of Brunswick and Glynn County have recently agreed on a Joint Water-Sewer Commission to cooperate on water and sewer service provision for the region. Other areas of cooperation between the City and the County include the convention and visitor’s bureau, emergency response, the library system (part of a seven-county system), and the Brunswick Area Transportation Study Group (BATS).

The City and City residents are particularly interested in recent developments on Jekyll Island. Residents are interested in protecting their current access to public beaches, fishing areas, and other public amenities.

Regional Cooperation

Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such





Well designed storm-water features can improve water quality and decrease water pollution

as protection of shared natural resources or development of a transportation network.

The City of Brunswick and Glynn County do not have a formal process for coordinating and cooperating on key regional issues, but City and County elected officials do tend to consult each other as issues of joint concern come up. City elected officials and staff network with other cities and discuss issues that pertain to cities of their size. Local elected officials do have informal communications, and in the past there were quarterly meetings between the City and County Commissions. Regional structures are in place to address many issues of regional concern, such as BATS for transportation and the Joint Water Sewer Commission on water and sewer issues.

State Environmental Planning Criteria

Overview

The Georgia Planning Act of 1989 requires municipalities to adhere to minimum planning standards as defined by the Act. These standards require Comprehensive Plans to identify and assess any environmentally sensitive areas within their boundaries, and determine if local action is needed for their protection. The criteria are divided into five distinct sections, covering primary natural resources.

- Criteria for Water Supply Watersheds
- Criteria for Protection of Groundwater Recharge Areas
- Criteria for Wetlands Protection
- Criteria for River Corridor Protection
- Criteria for Mountain Protection

Criteria for Water Supply Watershed

This section presents guidelines and minimum requirements for ensuring the health of surface watersheds used for potable water demands. Brunswick pulls all of its water from groundwater sources so this section does

not apply to the City.

Criteria for Protection of Groundwater Recharge Areas

Protection of Groundwater Recharge Areas became a part of the State Planning Environmental Criteria as an effort to ensure the safety of the State's potable water resources. While Brunswick has no Groundwater Recharge Areas within its boundaries, four exist within Glynn County. The newly formed Joint Water and Sewer Commission will have several items to consider in order to fulfill criteria necessary for groundwater protection.

- The Commission must insure that new and existing stormwater basins for industrial uses in and around recharge areas are noted and avoided if feasible.
- The Commission should seek to adopt ordinances in groundwater recharge areas that reflect these minimum standards.

Criteria for Wetlands Protection (391-3-16.03)

Department of Natural Resources has emphasized wetland protection because these habitats have an unusually high diversity of species and also provide useful ecological functions such as filtering water. Brunswick should ensure every effort is made towards achieving the outlined minimum criteria since wetlands are an integral part of the surrounding landscape. Two requirements from the State Criteria are specifically pertinent.

- "Unacceptable Uses: Receiving areas for toxic or hazardous waste or other contaminants." Maps provided by City of Brunswick show several stormwater outfalls near industrial uses. Untreated outfalls near these uses have a high probability of containing contaminants.
- "Wetlands will be appropriately identified and mapped in the land-use plans developed by local and regional governments." All mapping and data established by this Comprehensive



Planning process should be utilized and made readily-accessible.

Criteria for River Corridor Protection

Georgia's waterways are a critical resource for potable water supply, navigation, and species habitat. Establishing minimum criteria for river protection is a vital component of the planning process for any area. While much of the necessary protections are in the form of stream buffers promulgated by state and federal legislation, further steps may be necessary under the State Planning Environmental Criteria.

Brunswick has taken steps to further protect its river corridors by creating the Stormwater Ordinance. This ordinance helps reduce impervious surface cover, assures adherence to the Georgia Erosion and Sedimentation Act, and restricts illicit discharge into stormwater areas. The ordinance is a useful tool to further protecting river corridors.

Criteria for Mountain Protection (391-3-16.05)

This section identifies specifications for land disturbing activity along Georgia's mountains and ridges. With Brunswick's low lying topography, this set of criteria is not applicable.

The most crucial areas for Brunswick in terms of the State Environmental Planning Criteria are clearly the protection of wetlands and groundwater recharge areas. The City should consider a wetland ordinance under the guidance of the Georgia Department of Natural Resources, and the City should work within the Joint Water Sewer Commission to ensure that groundwater recharge areas are adequately protected.



CITY OF BRUNSWICK

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Bryan Thompson, Mayor
Jonathan L. Williams, Mayor Pro Tem
James H. Brooks, Sr., Commissioner
Cornell L. Harvey, Commissioner
Mark A. Spaulding, Commissioner

City Attorney
M. Lynn Frey, III

City Manager
Roosevelt Harris, Jr.

City of Brunswick

Resolution to Transmit

WHEREAS the City of Brunswick Board of Commissioners has completed the Community Participation and Community Assessment documents as part of the 20-year Comprehensive Plan Update

WHEREAS these documents were prepared according to the Standards and Procedures for Local Comprehensive Planning effective May 1, 2005 and established by the Georgia Planning Act of 1989, and the required public hearing was held on October 18, 2007.

BE IT THEREFORE RESOLVED that the City of Brunswick Board of Commissioners does hereby transmit the Community Assessment and the Community Participation Program portions of the 20-year Comprehensive Plan Update to the Coastal Georgia Regional Development Center and the Georgia Department of Community Affairs for official review


Adopted this 7th day of November, 2007

By



Mayor

Attest:



City Clerk

Community Assessment

Research and Analysis Document

DRAFT

Population 1.0

Population Change

The City of Brunswick is in the middle of a change moment. Over the decade from 1990-2000, the City of Brunswick lost population, even as Glynn County saw significant population growth. Recent estimates and patterns now show that this trend is reversing. The City of Brunswick is now gaining population, and as this is a relatively new trend, it is difficult to know how much population the City will gain and how quickly.

Given the uncertainty over the magnitude and timing of the City's population growth, three projections are provided – a middle range projection, a low range projection, and a high range projection. All of these population projections should be considered feasible. Ultimately, the City's population is limited by its small land area and permitted development densities within that land area, so population growth cannot continue indefinitely.

Given these projections, the City of Brunswick will see a population growth of between 20-50% from 2005 - 2030. This is the equivalent of adding between 3,000 and 8,500 people to the City. This rate of population growth is about what is expected for the State of Georgia and Glynn County overall.

1990-2000 Population Growth for the City of Brunswick and Glynn County¹

	1990	2000	1990-2000 Growth	Annual Growth Rate
City of Brunswick	16,433	15,600	-5.1%	-0.5%
Glynn County	62,496	67,568	8.1%	0.8%

Population Estimates for the City of Brunswick since 2000²

	2000	2001	2002	2003	2004	2005	2006
Brunswick	15,585	15,638	15,766	15,655	15,668	15,793	16,074
Population Growth		53	128	-111	13	125	281
Percent Growth		0.3%	0.8%	-0.7%	0.1%	0.8%	1.8%

Population is ensured to grow based on existing projects that have been approved or are under construction within the City. The largest of these projects is Liberty Harbor, which is expected to add 1800 units. This project alone will produce a major population boost for the City of Brunswick.

In addition, the City has seen a recent and large growth in its Hispanic population. Much of this population remains uncounted because of language barriers and/or immigration status. By some estimates, the City's "shadow population" of Hispanic immigrants may number as many as 5,000 persons.

Section Outline	PG
Population Change	1-1
Age	1-3
Race & Ethnicity	1-6
Income	1-8
Poverty Map	1-10

¹ Source: Census 2000 Summary File 1; Census 1990 Summary File 1

² Source: US Census Bureau, Population Estimates Program, 2006

2000-2030 Projected Population and Population Growth for the City of Brunswick and Glynn County³

	2000	2005	2010	2015	2020	2025	2030
City of Brunswick	15,600	17,335	18,786	20,114	21,269	22,298	23,200
High Range	15,600	18,203	20,379	22,371	24,104	25,647	27,000
Low Range	15,600	16,468	17,193	17,857	18,435	18,949	19,400
Glynn County	67,568	75,084	81,368	87,118	92,121	96,581	100,483

Population Growth	2000	2005	2010	2015	2020	2025	2030
City of Brunswick		1,735	1,451	1,328	1,155	1,029	902
High Range		2,603	2,177	1,992	1,733	1,544	1,353
Low Range		868	726	664	578	515	451
Glynn County		7,516	6,284	5,750	5,003	4,460	3,902

³ Source: Georgia Coast 2030, Population Projections for the 10 County Coastal Region, Center for Quality Growth and Regional Development, 2006. Low and High Range forecasts from EDAW, 2007.

Age

Over the decade from 1990-2000, the age distribution of the City of Brunswick has been fairly stable. In comparison to the State of Georgia, the City of Brunswick has a large population under 18 (29%) and a large senior population (15%). This means that in the City of Brunswick there are relatively more dependents in comparison with the working-age population.

Age Distribution for City of Brunswick, 1990⁴

Age	Count	Percent
Under 5 years	1,409	9%
5 to 17 years	3,288	20%
18 to 20 years	764	5%
21 to 24 years	853	5%
25 to 44 years	4,566	28%
45 to 54 years	1,484	9%
55 to 59 years	679	4%
60 to 64 years	780	5%
65 to 74 years	1,365	8%
75 to 84 years	936	6%
85 years and over	309	2%
Under 18 years	4,697	29%
65 years and over	2,610	16%
Total population	16,433	100%

⁴Source: Census 1990 Summary File 1

Age Distribution for City of Brunswick, 2000⁵

Age	Count	Percent
Under 5 years	1,178	8%
5 to 9 years	1,174	8%
10 to 14 years	1,171	8%
15 to 19 years	1,229	8%
20 to 24 years	1,082	7%
25 to 34 years	2,003	13%
35 to 44 years	2,227	14%
45 to 54 years	1,872	12%
55 to 59 years	671	4%
60 to 64 years	613	4%
65 to 74 years	1,139	7%
75 to 84 years	874	6%
85 years and over	367	2%
Under 18 years	4,507	29%
65 years and over	2,380	15%
Total population	15,600	100%

⁵Source: Census 2000 Summary File 1

Population projections by age are provided for Glynn County, with the City of Brunswick expected to follow similar trends. Overall, the working population between 40-59 years old is expected to become a smaller proportion of the population, while the senior population over 65 will become an increasingly large proportion of the population. Over 22% of Glynn County's population will be over 65 in 2030, and for the City of Brunswick this proportion could be even higher, given its current larger than average senior population.

Projections of Population by Age for Glynn County through 2030⁶

Age Cohort	2005	2010	2015	2020	2025	2030
0 – 4 Years Old	4,873	5,239	5,628	6,012	6,393	6,756
5 – 9 Years Old	4,711	5,152	5,534	5,973	6,404	6,826
10 – 14 Years Old	4,916	5,000	5,460	5,880	6,372	6,838
15 – 19 Years Old	5,275	5,241	5,362	5,859	6,339	6,856
20 – 24 Years Old	4,758	4,955	4,962	5,106	5,594	6,056
25 – 29 Years Old	4,291	5,087	5,263	5,285	5,447	6,006
30 – 34 Years Old	4,397	4,670	5,456	5,646	5,693	5,915
35 – 39 Years Old	4,550	4,697	4,991	5,798	6,008	6,086
40 – 44 Years Old	5,274	4,817	4,987	5,315	6,153	6,375
45 – 49 Years Old	5,420	5,554	5,079	5,274	5,635	6,496
50 – 54 Years Old	5,102	5,735	5,858	5,368	5,611	5,978
55 – 59 Years Old	4,705	5,217	5,852	5,990	5,527	5,795
60 – 64 Years Old	3,681	4,713	5,211	5,855	6,013	5,586
65 – 69 Years Old	2,929	3,702	4,716	5,232	5,896	6,024
70 – 74 Years Old	2,392	2,675	3,375	4,330	4,796	5,425
75 – 79 Years Old	2,000	1,963	2,180	2,760	3,544	3,933
80 – 84 Years Old	1,576	1,498	1,461	1,629	2,075	2,656
85+ Years Old	1,574	2,111	2,682	3,239	4,049	5,480
Total	72,427	78,025	84,055	90,551	97,549	105,088

⁶ Source: Woods and Poole, Glynn County Estimates, 2006.

*Proportion of Population by Age Cohort for Glynn County
2005 vs. 2030⁷*

Age Cohort	2005	2030	Change
0 – 4 Years Old	6.7%	6.4%	-0.3%
5 – 9 Years Old	6.5%	6.5%	0.0%
10 – 14 Years Old	6.8%	6.5%	-0.3%
15 – 19 Years Old	7.3%	6.5%	-0.8%
20 – 24 Years Old	6.6%	5.8%	-0.8%
25 – 29 Years Old	5.9%	5.7%	-0.2%
30 – 34 Years Old	6.1%	5.6%	-0.4%
35 – 39 Years Old	6.3%	5.8%	-0.5%
40 – 44 Years Old	7.3%	6.1%	-1.2%
45 – 49 Years Old	7.5%	6.2%	-1.3%
50 – 54 Years Old	7.0%	5.7%	-1.4%
55 – 59 Years Old	6.5%	5.5%	-1.0%
60 – 64 Years Old	5.1%	5.3%	0.2%
65 – 69 Years Old	4.0%	5.7%	1.7%
70 – 74 Years Old	3.3%	5.2%	1.9%
75 – 79 Years Old	2.8%	3.7%	1.0%
80 – 84 Years Old	2.2%	2.5%	0.4%
85+ Years Old	2.2%	5.2%	3.0%

The youth population – those under 18 – will be a mostly stable proportion of the population. Therefore youth services such as schools and recreation services will need to grow approximately in proportion with forecast population growth.

In the table above, blue population cohorts are a shrinking proportion of the population, while orange population cohorts are an increasing proportion of the population.

As the age structure of the City of Brunswick shifts toward an older distribution, it will be important for the City to plan for the needs of this growing segment of the population. Potential needs of the senior population include affordable housing, health care, transportation, and other social services.

The reduction in the size of the mature working-age population may also affect the supply of the labor force. Attracting an adequate and well-trained labor force may be an issue of increasing concern for the future of the Brunswick metropolitan area.

⁷ Source: Woods and Poole, Glynn County Estimates, 2006.

Race and Ethnicity

Historically racial composition in the Brunswick and Glynn County area has mostly been a division between African-American and White populations. The City of Brunswick has been and is still majority African-American, while Glynn County has been and is majority White. This difference in racial composition may be one of the reasons that the City and the County have had difficulty cooperating on certain initiatives in the past, as political issues can have undertones of racial power issues.

In recent years, the City of Brunswick has seen rapid growth in its population of Hispanic ethnicity. As of 2000, the Census count established the Hispanic population at 5.8% of the population, but local government officials believe this count is lower than the actual Hispanic population. This is introducing a more complex racial and ethnic dynamic into the community. With growth in the Hispanic population, cultural tension has increased, with many issues falling along White-Hispanic or African-American-Hispanic lines. It should be noted that "Hispanic" is technically not a race, but an ethnicity. Some of the issues of concern include linguistic issues, immigration status, drunk driving, and reporting of crimes. According to Census data, about 80% of the Hispanic population is of Mexican origin.

As of 2000, the City of Brunswick's population was 36% White and 60% African-American, with 4% of the population in other race or mixed race categories. The trend from 1990-2000 was a reduction in the White and Asian populations, and a stable African-American population. Now that the City's population is growing, it is likely that the trend towards "white flight," if there had been one, is now over. The fastest change in racial and ethnic composition was in the Hispanic population, which grew some 500% from 1990-2000. Anecdotal evidence indicates that this rapid population growth of the Hispanic population has continued through the present.

Racial and Ethnic Distribution of the City of Brunswick, 1990⁸

Race and Hispanic Origin	Count	Percent
White	6,726	40.9%
Black	9,570	58.2%
American Indian, Eskimo, or Aleut	37	0.2%
Asian or Pacific Islander	70	0.4%
Other race	30	0.2%
Hispanic origin (of any race)	146	0.9%
Total Population	16,433	100.0%

Racial and Ethnic Distribution of the City of Brunswick, 2000⁹

Race	Count	Percent
One race	15,382	98.6%
White	5,680	36.4%
Black or African American	9,330	59.8%
American Indian and Alaska Native	42	0.3%
Asian	55	0.4%
Native Hawaiian and Other Pacific Islander	5	0.0%
Some other race	270	1.7%
Two or more races	218	1.4%
HISPANIC OR LATINO AND ORIGIN		
Total population	15,600	100.0%
Hispanic or Latino (of any race)	908	5.8%
Mexican	704	4.5%
Puerto Rican	43	0.3%
Cuban	15	0.1%
Other Hispanic or Latino	146	0.9%

⁸ Source: Census 1990 Summary File 1

⁹ Source: Census 2000 Summary File 1

Change in Population Size of Different Racial and Ethnic Groups of the City of Brunswick, 1990-2000¹⁰

RACE or ETHNICITY	Percent Growth
White	-16%
Black or African American	-3%
American Indian and Alaska Native	14%
Asian	-21%
Some other race	1527%
Hispanic or Latino	522%

Projections of racial composition and ethnicity are included from Glynn County because the City's population was deemed too small to be suitable for these type of detailed population projections.

Glynn County is projected to have a fairly stable racial population balance, with the percentage of the White population decreasing slightly and the percentage of the African-American population increasing slightly. It is difficult to predict what the implications of this racial change are for the City of Brunswick. Presumably much of the population growth that is occurring now is primarily due to in-migration rather than natural population growth. As a result, the population of the City of Brunswick may become more like that of the State of Georgia as a whole, i.e. a higher proportion of White population.

Projections of Racial Composition for Glynn County, 2000-2030¹¹

	2000	2005	2010	2015	2020	2025	2030
White alone	71%	70%	70%	69%	69%	69%	68%
Black or African American alone	26%	26%	26%	26%	27%	27%	27%
American Indian and Alaska Native alone	0%	0%	0%	0%	0%	0%	0%
Asian or Pacific Islander	1%	1%	1%	1%	1%	1%	1%
other race	2%	2%	3%	3%	3%	3%	4%

Projections of Hispanic Origin for Glynn County, 2000-2030¹²

	2000	2005	2010	2015	2020	2025	2030
Persons of Hispanic origin	2,019	2,396	2,773	3,150	3,527	3,904	4,281

¹⁰ Source: Census 2000 Summary File 1; Census 1990 Summary File 1

¹¹ Source: Woods and Poole, Glynn County Estimates, 2006.

With regards to population of Hispanic origin, Glynn County is projected to see substantial growth. Since much of the Hispanic population in Glynn County is centered in the City of Brunswick, it is likely that the City of Brunswick will continue to see strong Hispanic population growth.

With its increasing Hispanic population, the City of Brunswick will be challenged on many fronts. Although people of different races and ethnicities often see themselves aligned with different interests, it will be the challenge of the City to ensure that the different aspects of the community remain in dialogue and that the overall public interest is served. The City may have to adapt to a changing legal environment with regards to immigration issues, as the federal and state governments create different policy initiatives with regards to immigration. One of the basic challenges for any local government is to ensure that all populations are aware of local laws and regulations and to issue necessary public services to all qualified populations. The issue of language also must be addressed, whether it is the policy of the City to provide documents in Spanish or to promote the learning of English among immigrant populations, or some combination of both.

The continued demographic split between the County and City will likely mean that City-County coordination will continue to present a challenge. At the same time, the City and the County in both the public and non-profit sectors have a track record of cooperation where they find mutual benefit.

¹² Source: Woods and Poole, Glynn County Estimates, 2006.

Income

The City of Brunswick's population has a below-average income relative to the State of Georgia. Median household income severely lags the State of Georgia, both past and present. During the decade of 1990-2000, the City's median household income fell further behind the State's. Median household income for the City was only 52% of the State's, just \$22,272, for the year 2000.

Median Household Income for City of Brunswick and State of Georgia, 1990-2000¹³

	1990	2000
City of Brunswick	17,959	22,272
Georgia	29,021	42,433
As % of State	62%	52%

The income distribution for the City of Brunswick shows large low-income populations and small high-income populations. Over the decade of 1990-2000, it appears that this trend was maintained.

As of 1990, there were very few high-income households within the City of Brunswick. There were large low income and middle income populations. The largest grouping for 1989 data was the \$15,000-24,000 household income cohort.

As of 2000, the City of Brunswick was still dominated by low income and middle income populations. There were still few high income households in the City of Brunswick. The largest household income cohorts in 2000 were the less than \$10,000 cohort and the \$15,000-24,000 cohort.

Household Income Distribution for the City of Brunswick, 1989¹⁴

Households		
Households	6,144	
Less than \$5,000	814	13%
\$5,000 to \$9,999	1,000	16%
\$10,000 to \$14,999	750	12%
\$15,000 to \$24,999	1,338	22%
\$25,000 to \$34,999	870	14%
\$35,000 to \$49,999	730	12%
\$50,000 to \$74,999	490	8%
\$75,000 to \$99,999	111	2%
\$100,000 to \$149,999	29	0%
\$150,000 or more	12	0%

Household Income Distribution for the City of Brunswick, 1999¹⁵

Households		
Households	6,012	100%
Less than \$10,000	1,297	22%
\$10,000 to \$14,999	842	14%
\$15,000 to \$24,999	1,101	18%
\$25,000 to \$34,999	840	14%
\$35,000 to \$49,999	732	12%
\$50,000 to \$74,999	688	11%
\$75,000 to \$99,999	258	4%
\$100,000 to \$149,999	167	3%
\$150,000 to \$199,999	62	1%
\$200,000 or more	25	0%

Per capita income for the City of Brunswick also severely lags the State of Georgia's per capita income. Looking at per capita income, the City fell further behind the State over the 1990-2000 decade. On the other hand, per capita income growth at 46% did exceed the growth in inflation as measured by the consumer price index, which grew 34%, over the 1990-2000 decade.

¹³ Source: Census 2000 Summary File 3; Census 1990 Summary File 3

¹⁴ Source: Census 1990 Summary File 3

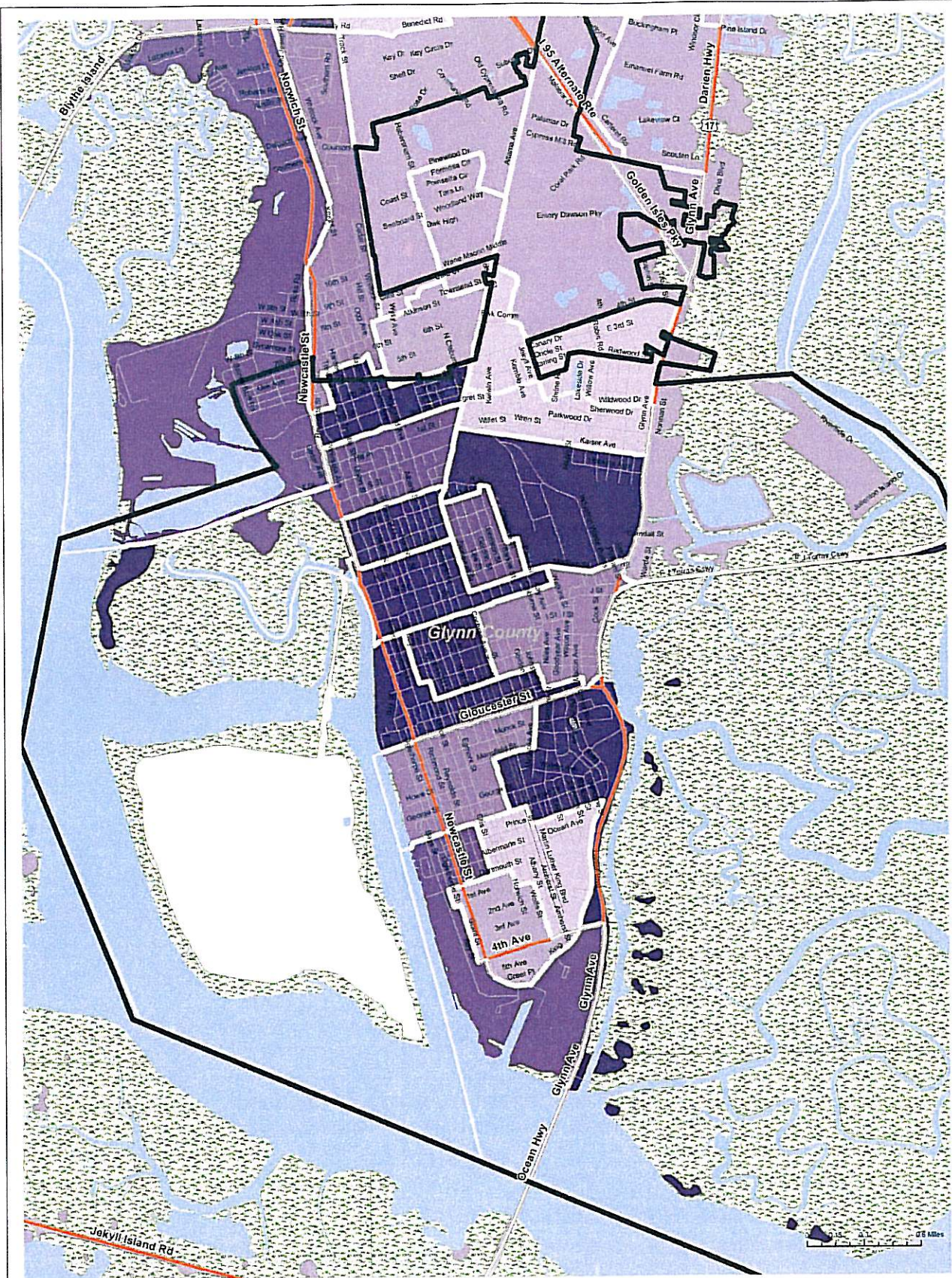
¹⁵ Source: Census 2000 Summary File 3

Per Capita Income for City of Brunswick and State of Georgia, 1990-2000¹⁶


	1990	2000
City of Brunswick	8,937	13,062
Georgia	13,631	21,154
As % of State	66%	62%

Like many cities in the south, the City of Brunswick has long been a location where poor and disadvantaged populations are concentrated. The City continues to confront the multiple issues that are associated with concentrations of poverty – lack of employment opportunities, poor public facilities, deteriorating neighborhoods, and a generally disenfranchised population.

¹⁶ Source: Census 1990, 2000 Summary File 3



LEGEND	2000 Poverty/Block Group	21% - 30%	Brunswick Boundary
	10% or less	31% - 40%	
	11% - 20%	More than 40%	



NORTH

Housing 2.0

Housing Types and Mix

For a highly urban environment, housing in the City of Brunswick is dominated by single family housing with regard to type. In 2000, 62% of housing was of the single family housing type, with the second most common housing type being small multifamily complexes of less than 10 units, which were 14% of the housing units. About 7% of housing units are in multifamily housing developments of over 50 units, and about 7% of housing units are in double units (duplexes).

Few housing units were produced in the City of Brunswick from 1990-2000. The largest growth was in multifamily housing of 50 or more units, where approximately 380 units were added between 1990-2000. In most other categories, there was a net loss of housing units, indicating a general lack of investment and population stagnation.

More recent trends suggest that the City is starting to see increasing investment in housing. Housing renovations are quite common and some new-construction infill housing is coming to the City as well.

The development of Liberty Harbor will also add substantially to the City's housing stock, and will include both single family as well as condominium housing types.

Based on Census data, it appears that there was significant housing deterioration between 1990-2000. The percent of housing units with inadequate kitchen or plumbing facilities increased from less than 1% of the housing stock to nearly 5% of the housing stock, a relatively strong indicator of disinvestment during this period.

Types of Housing in the City of Brunswick, 1980-2000¹⁷

	1980	1990	2000
Total Housing Units	6,911	6,901	6,918
Single Units (detached)	4,822	4,550	4,317
Single Units (attached)	551	239	248
Double Units	415	505	477
3 to 9 Units	762	961	991
10 to 19 Units	135	360	208
20 to 49 Units	24	82	111
50 or more Units	171	76	459
Mobile Home or Trailer	31	57	92
All Other	0	71	15
Percents			
Single Units (detached)	70%	66%	62%
Single Units (attached)	8%	3%	4%
Double Units	6%	7%	7%
3 to 9 Units	11%	14%	14%
10 to 19 Units	2%	5%	3%
20 to 49 Units	0%	1%	2%
50 or more Units	2%	1%	7%
Mobile Home or Trailer	0%	1%	1%
All Other	0%	1%	0%

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¹⁷ Source: Census 1980, 1990, 2000 Summary File 1

Housing Condition and Occupancy

It is not surprising that City of Brunswick has older than average housing stock. In fact, most of the City's housing stock was built before 1959 – 55%, as of the 2000 Census. An older housing stock does not necessarily mean a deteriorated housing stock, however, as that depends upon the quality and frequency of maintenance. However, older housing stock is generally more vulnerable to deterioration due to lack of investment.

Age of Housing Units in the City of Brunswick, 1990 and 2000¹⁸

	1990	2000
1990 to 2000	NA	6%
1980 to 1989	11%	10%
1970 to 1979	11%	11%
1960 to 1969	20%	18%
1940 to 1959	42%	36%
1939 or earlier	16%	19%

Age of Housing Units in the State of Georgia, 1990 and 2000¹⁹

	1990	2000
Built 1970 - 1979	36%	37%
Built 1960 - 1969	25%	25%
Built 1950 - 1959	17%	17%
Built 1940 - 1949	9%	9%
Built 1939 or earlier	12%	12%

¹⁸ Source: Census 1990, 2000 Summary File 3

¹⁹ Source: Census 1990, 2000 Summary File 3

Condition of Housing Units in the City of Brunswick, 1990 and 2000²⁰

	1990	2000
Total housing units	6,901	6,918
Complete Plumbing Facilities	6,875	6,792
Lacking Plumbing Facilities	26	126
Complete kitchen facilities	6,876	6,703
Lacking complete kitchen facilities	25	215
Percents		
Complete Plumbing Facilities	99.6%	98.2%
Lacking Plumbing Facilities	0.4%	1.8%
Complete kitchen facilities	99.6%	96.9%
Lacking complete kitchen facilities	0.4%	3.1%

²⁰ Source: Census 1990, 2000 Summary File 3

Both 1990 and 2000 data indicate a high rate of renters and a low percentage of home ownership in the City. In fact, data indicate that the rate of renter occupancy rose while the rate of home ownership declined from 1990-2000. Rental housing can be important as part of the housing mix because it provides housing for those families and individuals whose income does not allow them to put together a down payment or otherwise afford a home. However, the high rates of rental housing in the City may also result in neighborhood disinvestment and decline, as home owners are more likely to invest in the maintenance of their properties than owners of rental properties.

Vacancies were also high in 1990 and 2000, with vacancies reaching 13% in 2000. High vacancy rates are another indication of a weak housing market and potential neighborhood decline.

Occupancy and Vacancy for the City of Brunswick, 1990 and 2000²¹

	1990	2000
Total Housing Units Built	6,901	6,918
Housing Units Vacant	740	876
Housing Units Owner Occupied	3,050	2,687
Housing Units Renter Occupied	3,111	3,355
Percents		
Housing Units Vacant	11%	13%
Housing Units Owner Occupied	44%	39%
Housing Units Renter Occupied	45%	48%

²¹ Source: Census 1990, 2000 Summary File 3

Housing Cost

Median housing costs rose from around \$42,000 in 1990 to roughly \$61,000 in 2000, a 46% increase. This increase in housing costs is much higher than the comparative increase in median household incomes, which only rose 24% between 1990-2000. As a result, housing affordability declined during this decade and an increasing percentage of households have become cost burdened.

Median Housing Costs for City of Brunswick in Comparison to Median Household Income, 1990, 2000.²²

	1990	2000	Percent Increase
Median property value	41,800	61,200	46%
Median rent	315	434	38%
Median HH Income	17,959	22,272	24%
Property Value as % of HH Income	233%	275%	

A household is defined to be "cost burdened" with respect to housing if that household must spend more than 30% of its gross income on housing costs. The percentage of households which are cost burdened by housing rose significantly, from 14% to 31% between 1990-2000. The increasing burden of housing cost is also reflected in overcrowding, which rose slightly between 1990 and 2000. Since 2000, housing prices have risen very rapidly in the City of Brunswick as they have through most of the country. As a result, housing affordability is now a more serious problem for the City.

Number and Percent of Cost Burdened Households in City of Brunswick, 1990-2000²³

	1990	2000
30% - 49%	880	995
50% and greater	NA	877
Not computed	189	416
Households	6161	6042
Percent Cost Burdened	14%	31%

²² Source: Census 1990, 2000 Summary File 3

²³ Source: Census 1990, 2000 Summary File 3

Overcrowded Households in City of Brunswick, 1990-2000²⁴

	1990	2000
Total occupied housing units	6,161	6,042
More than 1 person per room	386	446
More than 1 person per room	6%	7%

Between 2000 and 2006, the average cost of housing in the City of Brunswick nearly doubled. The rate of growth in the price of housing in the City has been even higher than that of St. Simon’s Island. Although average costs can be misleading (a few high-priced homes can skew average cost much higher than median cost), this data is a significant indicator of the rapid rise in housing prices in the City. On the other hand, home prices in the City of Brunswick are only a fraction of the housing price found on St. Simon’s Island. In comparison with St. Simon’s Island, the City’s housing is quite affordable.

Increase in Brunswick and Surrounding Area Home Prices, 2000-2006, Based on Home Sales²⁵

Location	2000	2003	2004	2005	2006	Percent Increase, 00-06
Brunswick	\$65,364	\$92,681	\$103,716	\$122,268	\$129,044	97%
Mid-South SSI	\$233,499	\$234,823	\$410,262	\$380,652	\$422,688	81%
Mid-North SSI	\$239,823	\$272,343	\$345,374	\$382,885	\$436,717	82%

Another measure of the rise of housing cost is the demand for public housing. As of January 2004, the Brunswick Housing Authority had a waiting list of 840 households, which is more than 60% of the number of households currently served by the housing authority. Following is a table of housing units and subsidies provided by the Brunswick Housing Authority as of the publication of the City’s Consolidated Plan in 2004 (the Consolidated Plan is a 5-year plan to address the major housing and other community development needs of the City and includes plans for the expenditure of federal Community Development Block Grant funds).

²⁴ Source: Census 1990, 2000 Summary File 3

²⁵ Source: Brunswick Downtown Development Authority, 2007

Brunswick’s Assisted Housing Inventory²⁶

	Total	0-1 Bedroom	2 Bedrooms	3+ Bedrooms
Public Housing	589	109	233	236
Section 8	750	n/a	n/a	n/a

The Consolidated Plan briefly reviewed potential obstacles to the provision of affordable housing. Some of the main issues identified in the Consolidated Plan include:

- Availability and cost of land for multifamily housing
- Cost and availability of vacant land suitable for development
- Public opposition to new affordable housing
- Financing – lender requirements to low income households
- Lack of a provision for personal care homes or assisted living facilities in residential settings

Another issue that may be a constraint on the supply of affordable housing is the lack of coordination between the City and non-profit housing developers.

There are several non-profits that have an interest in developing affordable housing in the City, but a clear lead organization for developing affordable housing is yet to emerge. Non-profits can play a vital role in coordinating public and private resources to promote new affordable housing development.

Special Housing Needs

Like any urban area, the City of Brunswick is faced with a variety of populations with special housing needs. These populations include low-income populations, seniors, those with physical disabilities, the homeless, those with mental illnesses, people with AIDS, and victims of domestic abuse. The City’s most complete assessment of these populations, their needs, and the primary service providers in the area is the City’s 2004 Consolidated Plan. The Consolidated Plan is a 5-year plan to address the major housing and other community development needs of the City. Given limited funding to address these needs, the Consolidated Plan identifies the following priorities:

²⁶ Source: City of Brunswick Consolidated Plan, 2004-2009

- Assistance to extremely low income and low income households
- Increased coordination for social, human, and community services
- Economic development and skills training
- Addressing homelessness

The Consolidated Plan also provides a table of planned initiatives and targets for each initiative. Some of the special housing needs identified in the plan are presented below.

According to Comprehensive Housing Accessibility Strategy data, the City had 1,516 extremely low income households and 1,277 low income household in 2000. These households have difficulty affording market rate rental and for-sale housing.

The homeless are notoriously difficult to count. Homeless service providers estimated that they had served about 150 persons in the 2 year period leading up to the Consolidated Plan. The 2000 Census counted 44 homeless persons in Brunswick. Many homeless remain uncounted due to their staying with friends, family, or in temporary shelters in cars or abandoned houses. The Consolidated Plan identifies the need for both emergency and transitional housing for the homeless. Transitional housing for the homeless must provide long term support services in order to facilitate the transition out of homelessness. Some of the populations that are vulnerable to homelessness include low income, single parent, female headed households, people living paycheck to paycheck, people with disabilities, and victims of domestic violence. The Glynn Community Crisis Center reports that 70% of the women receiving its services are victims of domestic abuse.

The disabled population has unique housing needs in terms of housing configuration and transportation access. The Consolidated Plan reports a high rate of disabled residents in the City of Brunswick. As disabled people often are limited to Social Security income, their need for affordable housing is particularly acute. Their homes must have adequate accessibility accommodations and the disabled often need to live near public transportation services to increase their mobility.

Another population with special housing needs is those with mental illness and those with substance abuse problems. The Gateway Center for Human Development provides a residential center with support services for those with mental illnesses or recovering from substance abuse. Those with mental illnesses and substance abuse problems need supportive services as well as housing assistance.

The senior population in the City of Brunswick is another concern for special housing needs. The Consolidated Plan estimated that 14% of seniors lived below the poverty level as of 2000. Many seniors live alone and are therefore subject to safety issues. Also, many seniors live without vehicles and are therefore mobility-limited. Safety and housing rehabilitation are of concern with the senior population. When the Consolidated Plan was published, the Southeast Georgia Community Development Center was active in providing housing rehabilitation services to seniors.

Persons with AIDS often have unique housing and medical care needs. Although no count of persons with AIDS with housing needs was available from the Consolidated Plan due to privacy reasons, several social service agencies in Brunswick reported serving persons with AIDS. These organizations include the Coastal Area Support Team, the Manna House of Brunswick, Inc., the Southeastern Coastal Georgia Chapter of the American Red Cross, the Housing Authority of the City of Brunswick, CMAP, the Brunswick Multipurpose Center, and Habitat for Humanity of Glynn County.

Estimated Special Housing Needs for Individuals, City of Brunswick, 2004²⁷

		Estimated Need	Current Inventory	Unmet Need/Gap
	Emergency Shelter	2	2	0
Beds / Units	Transitional Housing	6	4	2
	Permanent Housing	4	2	2
	Total	12	8	4
	Job Training	5	4	1
	Case Management	1	3	
Estimated	Substance Abuse Treatment	1	5	
Supportive	Mental Health Care	5	1	4
Services	Housing Placement	7	5	2
Slots	Life Skills Training	0	2	
	Other	4	18	0
	Chronic Substance Abusers		27	
	Seriously Mentally Ill		33	
*Estimated	Dually – Diagnosed		44	
Sub-	Veterans		38	
populations	Persons with HIV/AIDS	No accurate count	No accurate count	No accurate count
	Victims of Domestic Violence	300 cases	300 cases	
	Youth		18	
	Other			

²⁷ Source: City of Brunswick Consolidated Plan, 2004-2009

Estimated Special Housing Needs for Families with Children, City of Brunswick, 2004²⁸

		Estimated Need	Current Inventory	Unmet Need/Gap
	Emergency Shelter	2	2	0
Beds / Units	Transitional Housing	6	4	2
	Permanent Housing	4	2	2
	Total	12	8	4
	Job Training	5	4	1
	Case Management	1	3	
Estimated	Substance Abuse Treatment	1	5	
Supportive	Mental Health Care	5	1	4
Services	Housing Placement	7	5	2
Slots	Life Skills Training	0	2	
	Other	4	18	0
	Chronic Substance Abusers		27	
	Seriously Mentally Ill		33	
*Estimated	Dually – Diagnosed		44	
Sub-	Veterans		38	
populations	Persons with HIV/AIDS		No accurate count	
	Victims of Domestic Violence		300 cases	
	Youth		18	
	Other			

²⁸ Source: City of Brunswick Consolidated Plan, 2004-2009

Jobs-Housing Balance

Census 2000 data shows that 66% of people who lived in the City of Brunswick also worked in the City of Brunswick. This shows a strong jobs-housing balance for City residents – most people who live in the City are also able to find jobs in the City, which helps to minimize the distance of commutes. It should be noted that the City is a regional jobs center and that many people who live in the region commute in to the City. There are several major transportation routes into the City including US 17, US 82, and US 341. This network of routes into the City helps to diffuse traffic and prevent undue congestion for commuters. Another major commute pattern for the region is to jobs on St. Simon's and Sea Islands, and it can be presumed that many City residents commute over the Torras Causeway to these islands. The general trend county-wide is for employment to disperse throughout the County, which may help prevent an over-concentration of employment relative to housing in the City.

The City is a relatively affordable location within the Brunswick region. This makes it easier for workers to live near their jobs if they wish to do so. However, housing prices have risen rapidly in recent years and there is a widely perceived lack of affordable housing both within the City and within the larger metro region. Some workers respond to the lack of affordable housing within the metro region by moving to the rural periphery and driving long distance to jobs which are located in the more central areas.

Economic Development 3.0

Economic Base

For any central City such as Brunswick, it is important to point out that the City's economy does not exist in isolation but is highly integrated into the regional economy. Major industries and linkages exist between and within different parts of the Brunswick metropolitan area. Many City residents work outside the City, and many people from other areas work inside the City. The City's economy cannot truly be considered a separate entity and economic trends are best understood within the context of the regional economy.

The City of Brunswick's historic economic base comes from its location as a port City. The Port of Brunswick and the seafood industry both have historically paid a major role. The City of Brunswick was also historically a center for the processing of paper and related wood products. All of these historic industries are still active in the City to a greater or lesser extent.

The major new industry in the City of Brunswick and the Golden Isles area is tourism. Tourism and related industries have grown strongly in the Golden Isles area and more recently for the City of Brunswick as well.

Looking at location quotients, which measure concentrations of employment, the City of Brunswick's economy centers on Arts, entertainment, recreation; accommodation and food services; Other Services; Wholesale Trade; and Educational, health and social services. The City of Brunswick is particularly strong in Arts, entertainment, recreation, accommodation and food services.

Another important employment base for the City of Brunswick is government employment. In addition to Glynn County offices, government employment in the City of Brunswick includes the Georgia Department of Natural Resources Coastal Resource Division, the University of Georgia Marine Extension Office, and the US Coast Guard.

Employment by Industry for the City of Brunswick, 1980-2000²⁹

	1980	1990	2000
Total Employed Civilian Population	7,037	6,390	6,057
Agriculture, Forestry, Fishing, hunting & mining	88	143	93
Construction	406	407	425
Manufacturing	1,482	874	527
Wholesale Trade	249	155	364
Retail Trade	1,255	1,493	739
Transportation, warehousing, and utilities	361	364	178
Information	NA	NA	42
Finance, Insurance, & Real Estate	294	317	299
Professional, scientific, management, administrative, and waste management services	152	281	389
Educational, health and social services	1,174	927	1,216
Arts, entertainment, recreation, accommodation and food services	896	13	1,103
Other Services	263	957	466
Public Administration	417	459	216

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²⁹ Source: Census 1980, 1990, 2000 Summary File 3

Employment by Industry for the City of Brunswick, as Percent of Total Employment, 1980-2000³⁰

	1980	1990	2000
Agriculture, Forestry, Fishing, hunting & mining	1%	2%	2%
Construction	6%	6%	7%
Manufacturing	21%	14%	9%
Wholesale Trade	4%	2%	6%
Retail Trade	18%	23%	12%
Transportation, warehousing, and utilities	5%	6%	3%
Information	NA	NA	1%
Finance, Insurance, & Real Estate	4%	5%	5%
Professional, scientific, management, administrative, and waste management services	2%	4%	6%
Educational, health and social services	17%	15%	20%
Arts, entertainment, recreation, accommodation and food services	13%	0%	18%
Other Services	4%	15%	8%
Public Administration	6%	7%	4%

Labor Force

Unemployment in the City of Brunswick was substantially higher than the State of Georgia in 2000. In 2000, the City's unemployment rate was 10.2% versus 5.5% in the State. This pattern also held true in 1990 as well. Likewise, the labor force participation rate for the City of Brunswick (58.7%) was lower than the State's rate (66.1%) in 1990 and 2000. It is likely that the higher unemployment rate and lower labor force participation rate are related to the lower average level of education for City of Brunswick residents. Looking more closely and unemployment, the 2000 unemployment rate was higher for women at 12.5% than for men at 7.6%. Men may have an easier time finding employment in the City of Brunswick due to the relatively large number of blue collar jobs in seafood processing, paper processing, and wholesale industries in and around the City.

³⁰ Source: Census 1980, 1990, 2000 Summary File 3

Recently, unemployment in the Brunswick metropolitan area has been quite low, and many employers are complaining of a qualified labor shortage. The Georgia Department of Labor reported unemployment of 4.0% for the Brunswick metropolitan area in July of 2007, which was lower than the reported state rate of unemployment at 4.9%.

Labor Force Participation and Unemployment for the City of Brunswick, 1990-2000³¹

	1990		2000	
	Count	Percent	Count	Percent
Total Males and Females	12,193		11,539	
In labor force:	7,066	58.0%	6,769	58.7%
Civilian Labor force	7,053		6,745	
Civilian Employed	6,390	90.6%	6,057	89.8%
Civilian unemployed	663	9.4%	688	10.2%
In Armed Forces	13		24	
Not in labor force	5,127	42%	4,770	41%
Total Males	5,289		5,005	
Male In labor force:	3,512	66.4%	3,186	63.7%
Male Civilian Labor force	3,499		3,162	
Male Civilian Employed	3,152	90.1%	2,922	92.4%
Male Civilian unemployed	347	9.9%	240	7.6%
Male In Armed Forces	13		24	
Male Not in labor force	1,777	34%	1,819	36%
Total Females	6,904		6,534	
Female In labor force:	3,554	51.5%	3,583	54.8%
Female Civilian Labor force	3,554		3,583	
Female Civilian Employed	3,238	91.1%	3,135	87.5%
Female Civilian unemployed	316	8.9%	448	12.5%
Female In Armed Forces	0		0	
Female Not in labor force	3,350	49%	2,951	45%

³¹ Source: Census 2000 Summary File 3

The education level of the people of the City of Brunswick lags behind the average education level for the State of Georgia. For example, the percentage of people with at least some college work in the City of Brunswick is 35.4% versus 49.9% for the State. Likewise, looking at college graduates, the State has nearly twice the rate graduates as the City of Brunswick. On the other hand, the education level within the City of Brunswick has been increasing, with the percentage of people with some college work rising from 28.4% to 35.4% over the decade of 1990-2000. The relatively low level of education in the City of Brunswick may be a partial explanation for the higher levels of unemployment occurring within the City's population.

Educational Attainment for the City of Brunswick, 1980-2000³²

	1980	1990	2000
Less than 9th Grade	2,856	1,532	1,201
9th to 12th Grade (No Diploma)	2,225	2,308	1,998
High School Graduate (Includes Equivalency)	2,883	3,454	2,916
Some College (No Degree)	1,186	1,490	1,841
Associate Degree	NA	353	428
Bachelor's Degree	550	701	723
Graduate or Professional Degree	411	355	360
Total	10,111	10,193	9,467

Educational Attainment for the City of Brunswick by Percent, 1980-2000³³

	1980	1990	2000
Less than 9th Grade	28.2%	15.0%	12.7%
9th to 12th Grade (No Diploma)	22.0%	22.6%	21.1%
High School Graduate (Includes Equivalency)	28.5%	33.9%	30.8%
Some College (No Degree)	11.7%	14.6%	19.4%
Associate Degree	0.0%	3.5%	4.5%
Bachelor's Degree	5.4%	6.9%	7.6%
Graduate or Professional Degree	4.1%	3.5%	3.8%
Total	10,111	10,193	9,467

³² Source: Census 1980, 1990, 2000 Summary File 3

³³ Source: Census 1980, 1990, 2000 Summary File 3

Educational Attainment for the State of Georgia by Percent, 1990-2000³⁴

	1990	2000
Less than 9th Grade	12.0%	7.5%
9th to 12th Grade (No Diploma)	17.1%	13.9%
High School Graduate (Includes Equivalency)	29.6%	28.7%
Some College (No Degree)	17.0%	20.4%
Associate Degree	5.0%	5.2%
Bachelor's Degree	12.9%	16.0%
Graduate or Professional Degree	6.4%	8.3%
Total	10,111	10,193

³⁴ Source: Census 1990, 2000 Summary File 3

Personal Income and Wages

By far most personal income for City of Brunswick residents comes from wage or salary income, at 67.9% in 2000. However, City of Brunswick residents received a lower percentage of their income from wages and salary, at 67.9%, than State of Georgia residents did at 78.2%. City of Brunswick residents received a higher proportion of their incomes from Social Security and other forms of retirement income, which combined made 15.6% of the City's income versus 8.6% of the State's. This is unsurprising given the high proportion of seniors within the City of Brunswick.

In terms of trends in personal income, income from wages decreased the most as a percent of total income from 1990-2000, while self employment income increased the most, rising from just 2.9% of aggregate income in 1990 to 5.2% of aggregate income in 2000 for the City of Brunswick. A similar increase in self employment income was not seen in the State of Georgia, indicating that perhaps conditions have become more favorable for small businesses in the City of Brunswick during the 1990-2000 period.

Personal Income by Type, Percent Distribution, City of Brunswick, 1990-2000³⁵

	1990	2000
Aggregate wage or salary income for households	71.8%	67.9%
Aggregate other types of income for households	2.2%	3.4%
Aggregate self employment income for households	2.9%	5.2%
Aggregate interest, dividends, or net rental income	4.6%	5.8%
Aggregate social security income for households	10.5%	8.8%
Aggregate public assistance income for households	2.1%	2.1%
Aggregate retirement income for households	6.0%	6.9%
Total	10,111	10,193

³⁵ Source: Census 1990, 2000 Summary File 3

Personal Income by Type, Percent Distribution, State of Georgia, 1990-2000³⁶

	1990	2000
Aggregate wage or salary income for households	78.5%	78.2%
Aggregate other types of income for households	1.1%	1.7%
Aggregate self employment income for households	6.3%	5.6%
Aggregate interest, dividends, or net rental income	5.6%	5.3%
Aggregate social security income for households	4.3%	4.0%
Aggregate public assistance income for households	0.7%	0.6%
Aggregate retirement income for households	3.4%	4.6%

³⁶ Source: Census 1990, 2000 Summary File 3

Commuting Patterns

The City of Brunswick has historically been a major employment center for the Brunswick region. This is still the case; however, employment has been steadily decentralizing through broader Glynn County. Glynn County is still home to the vast majority of employment for the region. As of 2000, most residents in the City of Brunswick also worked in the City (66%). However the trend from 1990-2000 is that an increasing number of City of Brunswick residents are working outside of the City. Data also shows that as of 2000 nearly all residents of Glynn County worked inside the County (94%).

Location of Employment for City of Brunswick Residents, 1990-2000³⁷

	1990	2000
Worked in State of residence	100%	100%
Worked in place of residence	78%	66%
Worked outside of place of residence	22%	34%
Worked outside of state of residence	0%	0%

Location of Employment for Glynn County Residents, 2000³⁸

County of Employment	Number	Percent
Glynn	29,424	93.7%
Camden	365	1.2%
McIntosh	303	1.0%
Wayne	247	0.8%
Duval, FL	145	0.5%
Chatham	140	0.4%
Liberty	78	0.2%
Brantley	77	0.2%
Other	628	2.0%
Total	31,407	100.0%

As of 2000, the City of Brunswick had a high proportion of residents who did not own any vehicle (nearly 20%). It should also be noted that an additional 44% of households had just 1 vehicle. This may be a positive sign or a negative

³⁷ Source: Census 1990, 2000 Summary File 3

³⁸ Source: Census 1990, 2000 Summary File 3

sign. On the positive side, compact and accessible land use patterns may make vehicle ownership unnecessary for many residents. However on the negative side, lack of a vehicle may significantly restrict employment opportunities for residents. This may become an increasing issue as employment continues to decentralize and disperse throughout Glynn County. The following table compares vehicle ownership in the City of Brunswick to that in the State of Georgia.

Vehicle Ownership by Household, City of Brunswick and Georgia, 2000³⁹

	Georgia	City of Brunswick
Total Households		
No vehicle available	8.3%	19.7%
1 vehicle available	32.3%	44.1%
2 vehicles available	39.8%	25.3%
3 vehicles available	14.3%	8.5%
4 vehicles available	3.9%	2.1%
5 or more vehicles available	1.4%	0.3%

Economic Resources

Brunswick Glynn County Development Authority

The Brunswick-Glynn County Development Authority is the premier economic development organization in the region for the recruitment and retention of industry. The Development Authority is tapped into all aspects of industrial growth, such as major sector trends, real estate availability, and infrastructure and labor demands of industry. The Brunswick and Glynn County Development Authority markets the area for industrial development by providing information, sites, and facilitating incentives for target industries. Currently the Development Authority is working to refine its marketing strategy and to identify target industries. The Brunswick and Glynn County Development Authority works to package appropriate incentives to recruit new industry. Among the tools it employs is the authority to issue bonds to finance loans for industrial development. Parts of Glynn County are also able to offer tax exemptions for unfinished goods that move through the Port of Brunswick. Also, the Development Authority works with the State Department of Economic Development to package local and state incentives together –

³⁹ Source: Census 1990, 2000 Summary File 3

with the state providing tax incentives for new or existing industries that generate job growth.

Small Business Development

The City of Brunswick has a number of institutions and programs to facilitate small business development in the City. Glynn County and the City of Brunswick are currently (as of 2007) listed as Entrepreneur Friendly communities by the Georgia Department of Economic Development.

The City of Brunswick maintains a Downtown Development Authority to promote physical and economic development in the downtown area. The Downtown Development Authority provides marketing information to attract tourists and investors into the downtown area. The DDA also runs a Jump Start program to promote new retail businesses in the downtown area by assisting with start-up costs. The City's Historic Preservation Board, which maintains and protects the historic character of the downtown area, is also administered through the DDA.

The Coastal Area District Development Authority (CADD) is another key organization for the promotion of small business in the City of Brunswick. Located downtown, CADD is the primary provider of federal Small Business Association loans for the coastal region. These Small Business Association loans can be used to help finance fixed asset capital expenditures for establishing a new business or expanding an existing small business. CADD also provides counseling to small businesses, offering them assistance in putting together business plans or financing strategies for expansion. CADD also hosts an assortment of other low interest loans funds, some of which are dedicated to specific functions. Some low interest loan funds are dedicated to assisting economically disadvantaged business owners, while other funds are dedicated to promoting downtown revitalization.

Located adjacent to CADD, the University of Georgia maintains a Small Business Development Center (SBDC) downtown. The goal of the Small Business Development Centers is to provide education for potential and existing small business owners. The SBDC offers education both through individual consulting and through classroom education. This training is available to any small business owner. Some of the consulting services that the SBDC provides include assistance in putting together business plans, budgets, cash flow projections, and loan proposals. They also can compare a specific business to industry trends to help them understand how they are performing. The SBDC also provides export specialists to help the small business owner explore export markets.

Training

Coastal Georgia Community College (CGCC) is part of the Technical College System of Georgia. As such, CGCC is the primary location for workforce development, employee training, and adult education for the coastal region. CGCC serves both as a community college and as a technical school which provides direct training that leads to employment in current openings. For Adult Education, CGCC offers classes in preparation for a GED and in adult literacy. In terms of technical education, CGCC currently offers 44 technical training programs and can develop specific programs to meet a new need for industrial labor. CGCC is a participant in several of the Georgia Department of Economic Development's programs, including the Quick Start program and the new Work Ready program. The new Work Ready program promotes regional coordination of workforce development programs with economic development strategy.

The Georgia Department of Labor (DOL) also has an office in Brunswick and offers individualized assistance in finding and paying for training for entry level skilled jobs. The Georgia DOL uses federal funding through the Workforce Investment Act/ Individual Training Account program that will help dislocated workers find training in a new, in-demand field. The DOL will also help dislocated workers find new positions in their current field if available. In order to qualify for training, a potential worker must pass an aptitude test and must be seeking employment in an in-demand occupation. Usually the training period is between 6 months to 2 years. The DOL will help the job seeker find and pay for training and in some cases may be able to assist with child care as well. Much of the technical training paid for by the Workforce Investment Act/ Individual Training Account program is offered by the CGCC nearby.

The Golden Isles Career Academy is a new joint effort by Glynn County, Glynn County Schools, and various private sector partners to increase the level of technical and vocational training options offered to high school students in the Brunswick and Glynn County areas. Funded by SPLOST and E-SPLOST funds as well as a variety of donations, ground was broken on the Golden Isles Career Academy in May of 2007 and the school is expected to open in fall of 2008. Golden Isles Career Academy will be a charter technical high school, and its curriculum is being designed by a collaborative partnership of the school board, local colleges, and local businesses. The curriculum is expected to include subjects such as: Agriculture, Automotive, Business Education, Construction, Cosmetology, Dental Assisting, Electronics, Engineering, Graphic Communications, Health Care, Hospitality, Law Enforcement/Public Safety, Manufacturing, Technology, Welding/Machine Shop, and

Work Ethic. Students at the Academy will also have the opportunity to participate in externships and internships in order to link their education and training with real on-the-job experience. The Academy will be governed by a joint public/private board.

Transportation

The City of Brunswick is well connected to the region and the country through its transportation infrastructure. I-95, a major north-south interstate, runs nearby the City with three exits providing access into the City. Other major arterials connecting the City to its regional surroundings include US highways 17, 82, and 341.

The Port of Brunswick is one of two major ports operated by the Georgia Port Authority. The City of Brunswick is served by three local airports and two international airports. The City of Brunswick's international airports are each an hour away – the Jacksonville International Airport and the Savannah International Airport. The three local airports are the McKinnon St. Simons Island Airport, the Brunswick Golden Isles Airport, and the Jekyll Island Airport. The local Brunswick Golden Isles Airport has a brand new terminal and an 8,000 foot runway. The Brunswick Airport currently offers daily service by Atlantic Southeast Airlines. Both CSX and Norfolk Southern provide freight rail to the county and directly to the Port of Brunswick in particular.

The Glynn County Long Range Transportation Plan proposed a number of road projects that will help maintain the City of Brunswick's regional connectivity. Recently US 341 has been widened to 4-lanes throughout, and GDOT is continuing its work on widening I-95 to six lanes, a project that should be completed within the next 2 years.

Port of Brunswick

The Port of Brunswick has three deepwater terminals and a strong reputation for productivity and efficiency. The Port handles bulk goods and has seen growth in the amount of machinery and automobiles it has shipped in recent years. From 1994 to 2003 the Port saw an increase in the number of vehicles shipped from about 100,000 to over 300,000 units. Twelve different auto manufacturers use the Colonel's Island Terminal to ship their products. The Mayor's Point Terminal primarily handles forest products, while the Marine Port Terminal largely handles break bulk and bulk commodities. The US Army Corps of Engineers is continuing to work on a harbor deepening project first begun in 2002. The total \$70 million harbor widening project requires \$16 million in additional funds before it can be completed. The project will result in deeper channels, wider

turning basins, as well as the restoration of some marshlands.

A number of other major improvements are coming to the Port of Brunswick. The north side of the Colonel's Island terminal is mostly developed, but the south side has over a thousand acres of developable land with port access. A new overpass will cross over US Hwy 17 and the railroad which will allow a free flow of traffic from the south side of Colonel's Island, increasing its access and development potential. At the same time, a cooperative project with Norfolk Southern is improving the rail access to Colonel Island. This new direct rail connection will help shipments from the Port avoid time-consuming switch yards and shave several days off of the transshipment process.

Economic Trends

Major Employers

Some of the major, private sector employers in the City of Brunswick include Southeast Georgia Regional Medical Center, Koch Cellulose, King and Prince Seafood, Hercules, Georgia Pacific Gypsum, and Jered Industries. From this list it is apparent that Brunswick's historic industries in paper, pulp, and related materials and in seafood are still significant employers. Outside the City, the Sea Island Company and other tourism and resort related developments are also major employers. The City is also a hub for a variety of public employment, including City of Brunswick, Glynn County, Glynn County Schools, and various state and federal departments such as the Coastal Resources Division of the Georgia Department of Natural Resources.

Major Trends

Although the City of Brunswick is still a major center for employment for the region, the trend is for employment to decentralize and spread throughout the county. There are a number of explanations for this trend. The City has limited land area, and major employers are more likely to find adequate size parcels outside the City. Also, as population decentralizes, employment is likely to follow for the convenience of the community population. Decentralization of employment is not necessarily a negative; however, for those who do not own a reliable personal vehicle decentralization of employment may result in reduced employment opportunities.

At the same time, the City of Brunswick is seeing significant downtown revitalization which is evidenced by the

renovation of historic buildings, new construction, and the opening of many new small businesses downtown. Downtown is experiencing solid growth in retail, shops, and restaurants and may soon be approaching a critical mass that will serve to attract even more of the same. Stakeholders who live and work throughout the region have noticed downtown's revitalization and applaud this development.

The one common feature of the City of Brunswick's economy that has remained consistent through four centuries is the importance of its port. The port is one of the primary reasons the City was established, was the primary engine of its growth in the New South period, and remains relevant as its recent surge in economic activity reveals. While the primary portions of the Port of Brunswick are currently predominantly outside the City, the long term growth of the Port is important to the City and the region. International trends such as the growth in international trade and fluctuations in oil prices are likely to make the Port and associated rail lines increasingly important in the future of the region. Balancing port development with local quality of life will be a key challenge for the coming decades.

Some of the strongest growth in the regional Brunswick/Golden Isles economy has been in the tourism sector. This growth pattern is likely to continue. The Brunswick/ Golden Isles area has a number of attractions, including a coastal environment, many natural resources, beautiful surroundings, a temperate climate, and ample historic and heritage resources. Population growth along the entire eastern seaboard will also drive increases in tourist activity.

The City of Brunswick has significant employment in its historic industries, namely wood products processing and seafood processing. The seafood processing industry has seen major shifts lately with seafood from Asia underpricing locally produced seafood and therefore dominating the market. Also the seafood processing industry has seen consolidation in recent years. Most of the industries that are currently operating in the Brunswick area appear to be stable and are expected to operate at current levels for the foreseeable future. However, increasing industrial efficiency means that little employment growth can be expected from these historic industries. Most employment growth is expected to come from service-sector jobs such as health care and tourism. A complete list of expected growth occupations for the coastal region is available from the Georgia Department of Labor website.

Major New Developments

The most important new development to come to Brunswick in some years is Liberty Harbor. This 110-acre development on the southern tip of Brunswick will introduce a major increase in the number of dwelling units as well as make important waterfront property publicly accessible. Higher end residences will also provide a boost to the tax base of the City.

Liberty Harbor is proposed as a mixed-use development with single family homes, condominiums, marina slips, and retail, with an expected 1800 new units. The master plan for Liberty Harbor has been approved by the City and construction has started as of the summer of 2007.

The City is planning on developing a new water-front park, to be called Liberty Ships Park, adjacent to the Liberty Harbor development. Liberty Ships Park will include a boat ramp for boat launches, and a greenway is planned to link the new park to Howard Coffin Park.

Another major development coming to the City is Parkwood Village at the intersection of US 17 and Parkwood Avenue. This mixed-use development includes 110 units of condominiums, 100,000 square feet of retail and 300,000 square feet of office. The Parkwood Village development is also remarkable in that it makes use of the City's new planned Traditional Neighborhood District zoning category.

Cattycorner to the approved Parkwood Village development is an associated development called Riverside Plaza at Parkwood Village. This is also a major, mixed use development on the US 17 corridor with a maximum of 175,000 square feet in mixed commercial and residential uses, including a proposed hotel.

Cultural Resources 4.0

Historic Resources Overview

Brunswick was one of the first ports for the American colonies. Its grid system of streets and parks were designed in 1771 by George McIntosh, whose plan was quite similar to Savannah's in character. The original town plan included six public squares surrounded by public lots and a substantial town commons of over 2,000 acres. In 1797, the Georgia General Assembly transferred the Glynn County seat from Frederica to Brunswick. Brunswick incorporated in 1836, and began growing in earnest after the arrival of railroad in 1856.

Brunswick also felt the brunt of the American Civil War. To save the port from Union usage, Confederate soldiers burned Saint Simon's Island's lighthouse in 1862 and later the City of Brunswick as they fled the area. The period after the Civil War, Reconstruction, left an imprint on the City as it struggled to rebuild. Brunswick's lack of historic buildings from the period of 1868-1874 reflects this depression. Yet, the period of the New South, between 1874 and 1904, saw strong growth as Brunswick provided a base for the growing timber industry. World Wars I and II made the City a major supplier of transport ships and a storing point for naval supplies.

The above events and dates show that Brunswick has been the center of the coastal region since its birth, and is unusually rich in cultural resources. While the nuances of history are often lost through the ages, physical structures present strong reminders and contribute to the identity of a place, which is particularly apparent in Brunswick's historic downtown squares and avenues. Recognizing the artifacts of Brunswick's history ensures important resources will not be lost as Brunswick experiences change and new growth. The Comprehensive Plan seeks to highlight these historical features and present measures for their preservation.

Quatrefoil Consulting completed a two-phase Historic Resource Survey report for the City of Brunswick in 2005. The survey was both broad and detailed, covering the large majority of resources that may be eligible for listing with the National Historic Register. The Survey contains a historic overview of the City, an architectural analysis of potentially eligible historic buildings including architecture style, type, and historic integrity, and a listing of properties that may be eligible for historic nomination. Selected historic resources are described and their locations indicated. The Survey also recommends certain historic resources for nomination to the

National Register, focusing on those properties with the most historic significance and the greatest degree of historic integrity.

These resources were surveyed and catalogued according to time period. The divisions, according to Quatrefoil Consulting, are as follows:

- Antebellum (1820-1859) – 2 historic resource
- Civil War/Reconstruction (1860-1879) – 8 historic resources (1%)
- New South (1880-1919) – 491 historic resources (63%)
- Roaring Twenties (1920-1929) – 77 historic resources (10%)
- Great Depression (1930-1939) – 105 historic resources (13%)
- World War II/pre-Cold War (1940-1949) – 46 historic resources (6%)
- Cold War (post 1950) – 39 historic resources (5%)

By far the largest portion of historic resources surveyed were single family residential, comprising 89% of the total resources surveyed. However, several notable civic buildings were also amongst the buildings surveyed.

Brunswick also benefits from a supportive citizenry, one that has formed organizations for the explicit purpose of protecting and promoting these resources. Organizations such as Brunswick Landmark's Foundation, Signature Squares of Brunswick, and the efforts of Blueprint Brunswick, all seek to promote Brunswick's historic resources as cornerstones to the area's cultural experience.

By combining available funding with restoration efforts, these organizations have created unique locations which house a variety of contemporary activities, from civic institutions to cultural venues to special events. Blueprint Brunswick anchored the revitalization of the downtown area on landmarks such as Old City Hall.

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Historic Resource Survey

Brunswick has several historic neighborhoods and areas that define the City. These neighborhoods are:

- Old Town
- Town Commons
- Mayhew
- Lanier Plaza
- New Town
- Windsor Park
- Dixville
- Habersham Park
- Urbana
- South End Brunswick
- Southyard

Old Town

The Brunswick Old Town Historic District is the site of the original planned town of Brunswick. Originally, Brunswick was established and planned in its current pattern of streets and squares by the British colonial authority in Georgia, though it was not substantially developed until the 19th century. The British foundation of the City is reflected in the street names, which come from various British royalty of the time. Brunswick contains an outstanding collection of late 19th century residential and public buildings. Also of note are the hexagonal stone tiles which were originally used to pave the sidewalks. Unfortunately, many of the distinctive squares have been lost to development and through streets.

Old City Hall

Old City Hall was designed by Alfred Eichberg in a Richardson Romanesque/Queen Anne style in 1889. It is notable for its wealth of period detail including granite exterior, pine flooring, fireplaces, and gaslight fixtures. Currently it is used as for City offices and as the location for City Commission public hearings. It is also available as an event facility open to the public.

Glynn Academy⁴⁰

Originally built in Hillsborough Square, the original structure served as the only educational building in Brunswick for a period of nearly fifty years, 1840-1889. A new Annex was built in 1889, which underwent a renovation in 1923 to memorialize the Glynn County men who had

served during World War I. The architect, Hendrik Wallin, carried out the memorial idea by using as his motif the architectural design of the celebrated Louvain Library in Belgium, whose destruction by the Germans infuriated the civilized world.

Ritz Theatre

The Ritz Theatre was originally constructed in 1898 to house a theatre, accompanying shops, and offices. Later, the Ritz became a venue for vaudeville and motion pictures in the 1930's. With the change to films, the theatre was modernized to an art deco look complete with a large marquee. The City of Brunswick purchased the building in 1980. Since 1989, the building has gradually been rehabilitated to reflect its original Victorian roots revealing its brick detailing, transoms, and glasswork. Today, the Ritz houses the Golden Isles Arts & Humanities Association, which oversees a regular series of performing arts events.

Mary Ross Waterfront Park – Liberty Ships

Brunswick was the site of the construction of the Liberty Ships used to haul cargo for the United States during World War II. The J.A. Jones Construction Company oversaw the construction of 99 Liberty ships, over 440 feet in length, during the height of the war mobilization period. The employees received a commendation from the crew of the U.S.S. Pompon for continuing work during Christmas Day with no compensation to demonstrate their support the war effort. A 23-foot scale replica of a Liberty Ship is displayed on the grounds of the Mary Ross Waterfront Park in downtown Brunswick.

New Town

New Town Brunswick began with the need to build Glynn Academy in 1835, when land was carved out of the town commons and sold as lots to raise money in order to finance construction of the school.

Glynn County Courthouse

The historic Glynn County Courthouse was constructed in 1906 in the Neoclassical Revival style under the designs of C.A. Gifford and E.S. Betts. This courthouse replaced an older courthouse that was damaged in the hurricane of 1896. The historic Glynn County Courthouse was used for official court activities until 1991.

Currently the Courthouse hosts offices for the Board of Commissioners, the Administration, and the County Attorney. Commission Chambers on the second floor serve as the meeting location for the Board, the Planning Commission, and other groups.

⁴⁰ Source: Glynn Academy website, <http://www.glynn.k12.ga.us/GA/>

Selden Park – Selden Normal & Industrial Institute

Selden Park, near the banks of the Turtle River, is built on the former site of The Selden Normal & Industrial Institute. The Institute was considered one of the finest black educational facilities of its time. The institute was conceived of by Rev. Samuel Dent, an alumnus of Morehouse College in Atlanta, and came to fruition largely due to the efforts of an educator named Carrie E. Bemus. Miss Bemus, an African-American woman, was responsible for developing the curriculum and recruiting the original faculty of the Institute.

The early buildings and land acquisition for the Institute were largely financed out of her personal savings and her fund-raising efforts. Opened in 1903, the Institute, which was originally called the Christian High School and Normal and Industrial Institute, pioneered the intermediate education of blacks throughout the coastal area. The Selden Institute merged with other educational institutions over the years, until its historic campus in the City of Brunswick was no longer needed.

Selden Normal & Industrial Institute was named for Dr. Charles Selden, a missionary noted for his work in China, who helped to finance the Institute. Dr. Selden's philanthropic contributions financed the expansion of the Institute through the acquisition of land where Selden Park sits today. The school was later purchased by Glynn County for a public park. Today, Selden Park's 33 acres are a popular gathering spot for family reunions, picnicking, and recreational sports, including swimming, basketball, and soccer.

Other Properties Listed on the National Historic Register:

- Ballard School
- Colored Memorial School and Risley High School
- Needwood Baptist Church and School

The Gullah-Geechee Cultural Heritage Corridor

National legislation has established the Gullah-Geechee Cultural Heritage Corridor, a coastal corridor from northern Florida to southern North Carolina where the National Park Service will seek to partner with local governments and organizations to preserve and interpret the historical legacy of the Gullah and Geechee cultures. A Gullah-Geechee Cultural Heritage Corridor Commission is being established in 2007 to oversee these efforts, and will include historic preservation officials from the states of Florida, Georgia, South Carolina, and North Carolina as well as recognized experts in fields such as historic preservation and anthropology. The Commission will have the power to develop a management plan and conduct a variety of

activities in support of historic preservation and interpretation of cultural resources along the corridor. There will likely be opportunities for federal funding for projects that interpret the story of Gullah/Geechee culture and identify and preserve historic Gullah/Geechee sites and artifacts.

Cultural Resources Overview

The Ritz Theater is the center of Brunswick's cultural events activities. The building's historic character conveys an ambiance and style for community events and the arts. As stated previously, the building is steeped in history and has undergone extensive renovation, complete with stage and gallery space. Currently, the theater houses the central coordinating council for the arts in Brunswick and Glynn County, the Golden Isles Arts and Humanities Association (GIAHA).

The GIAHA also manages Brunswick's other main cultural facility, Mary Ross Waterfront Park. The park contains models of the Liberty Ships built at J.A. Jones Shipyards during the World Wars. It also has an outdoor amphitheater suitable for music events and plays, a farmers market, and boasts views overlooking the harbor and shrimping boats. The park plays host to a wide variety of festivals and events throughout the year.

Cultural Organizations

Golden Isles Arts and Humanities Association (GIAHA) is responsible for coordination of a variety of cultural activities for the City and the region, and GIAHA collaborates with several other organizations to promote a rich cultural experience for Brunswick's citizens. Moreover, by working with arts organizations throughout the community and by utilizing Grassroots Arts Program (GAP) funding provided by the Georgia Council for the Arts, the GIAHA brings cultural programs to Brunswick's public schools. The following is a list of arts organizations affiliated with GIAHA:

- Brunswick Community Concert Association (Music)
- C.A.P.E. Theatre (Theater Group)
- Glynn Art Association (Visual Arts)
- Island Concert Association (Music)
- The Island Players (Theater Group)
- The Mozart Society (Music)

The Brunswick-Glynn County Public Library, located in downtown Brunswick, is the headquarters for the Three Rivers Library System. The Three Rivers Library System is

funded by state and local sources, including Glynn County and the City of Brunswick, as well as the Friends of the Library citizen group. As the headquarters library, the Brunswick Library offers a number of advantages to Brunswick residents, as it is the library with the most books and the largest reference department. The library contains over 125,000 items, including not just books, but also other media items such as audios, videos in various formats, newspapers, and magazines. The Brunswick Library also offers a full array of computer resources with 25 computers and high speed internet access.

The Brunswick Library is home to a number of special resources. These resources include a law collection of the Brunswick Bar Association, a library for the blind and physically handicapped, and a variety of resources on local history and culture. The Brunswick Library's historical collections include historic photos, genealogical materials, and records on important local monuments such as the J A Jones Shipyard.

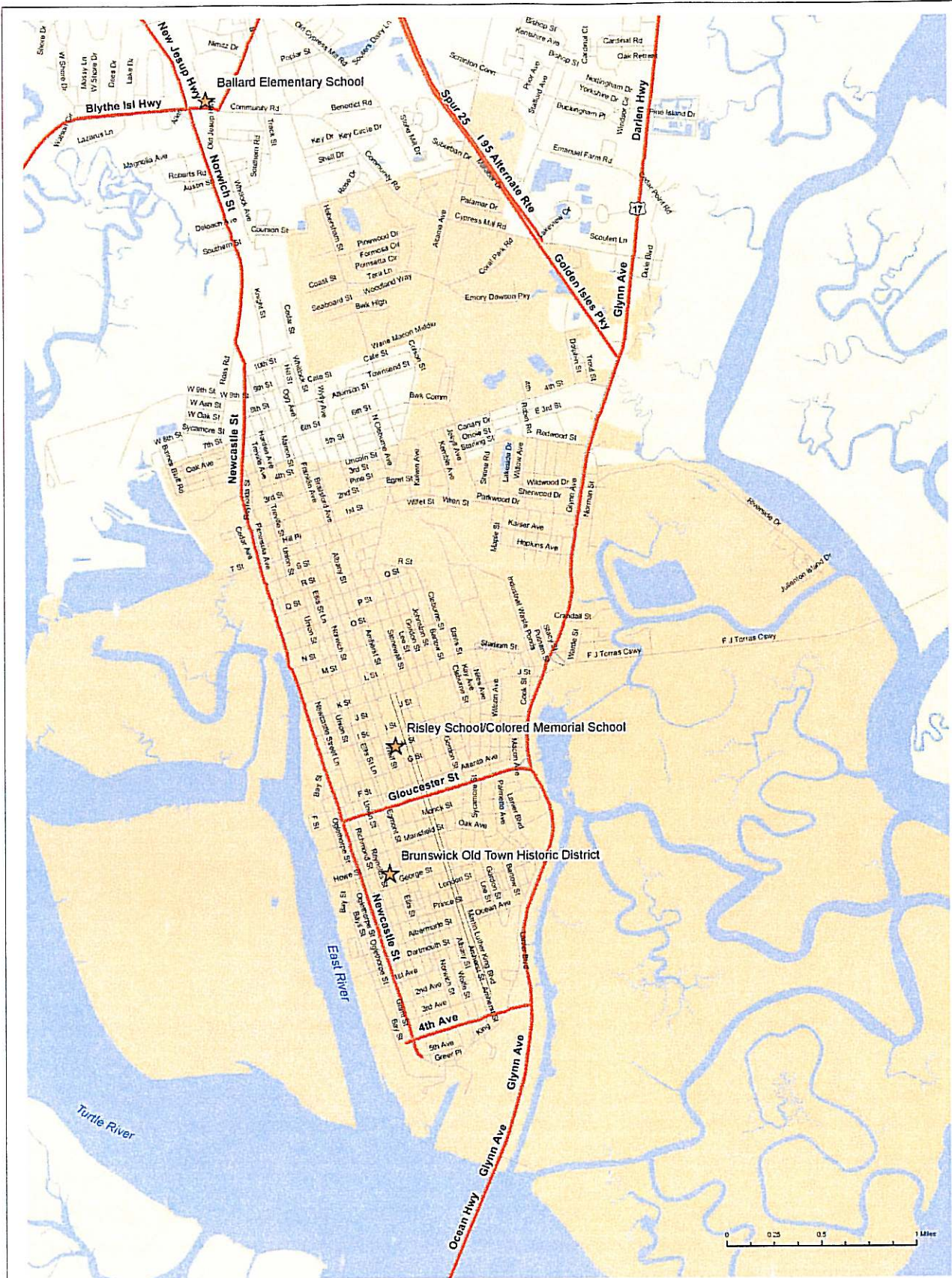
The Brunswick Library is also host to a variety of events for both school children and adults. Events include a vacation reading program, foreign films, musical performances, and lectures. The Library's auditorium provides a forum for a variety of public events and sometimes serves as a location for receptions of visiting authors.

Coastal Georgia Community College (CGCC) is also host to a number of cultural and artistic events for the Brunswick and Golden Isles community. The CGCC offers a Speakers Bureau through its office of Institutional Advancement. Through the Speakers Bureau, experts in a variety of fields offer talks on subjects of interest which are generally open to the public and free of charge. CGCC also conducts Cultural Affairs events, such as musical and theatre offerings.

Special Events

GIAHA brings a number of annual events to the City, often hosted at the Ritz Theater and Mary Ross Waterfront Park. These events are specifically geared toward engaging the community by providing family-friendly recreation and entertainment.

- Old-Fashioned July 4th Celebration
- Military band concerts
- Kids arts workshops during street fairs
- Brunswick's 150th anniversary party
- Brunswick's Stewbilee

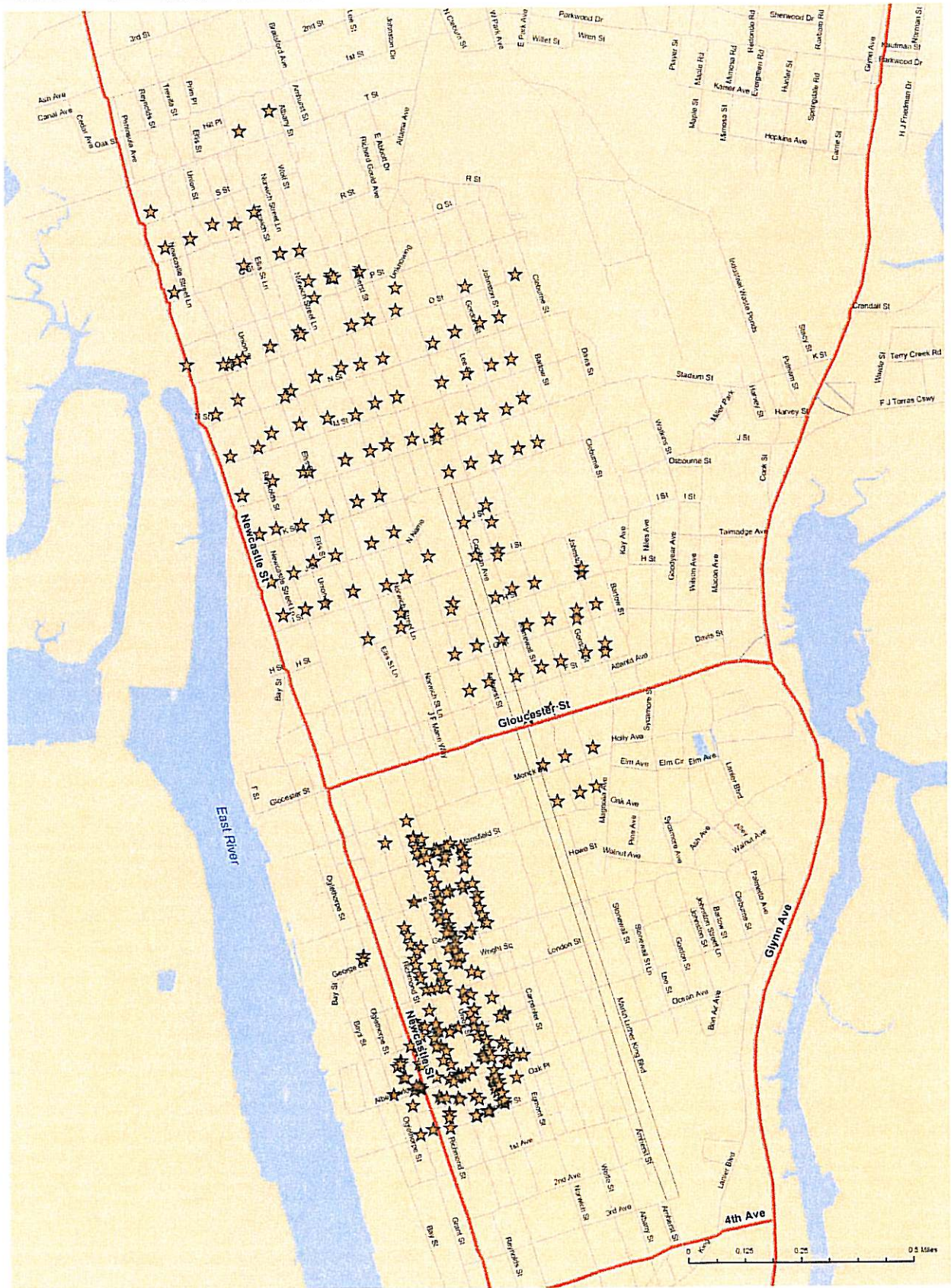


LEGEND

- ☆ National Register of Historic Places
- Yellow shaded area Brunswick Boundary



NORTH



LEGEND
 * Local Historic Site
 Brunswick Boundary



Natural Resources 5.0

Natural Resource Overview

An important element of land use planning is the assessment of how natural resources are used, managed, developed and preserved within a community. This chapter provides an inventory and assessment of locally significant and unique natural resources and presents a determination of their vulnerability to the impacts of growth and development.

Brunswick's geography is heavily influenced by its coastal location. The coastal area is defined by large areas of wetlands and marsh, with a series of barrier islands beyond. The major inhabited islands surrounding Brunswick are St. Simons Island, Jekyll Island, and Sea Island, the largest being St. Simons Island. Large areas of marshland intercut with intercoastal waterway lie between the islands and the mainland.

The Turtle River and the East River branch off the Brunswick River and skirt the city's edges. Brunswick's rivers are intimately connected with the marshlands and the barrier islands that define the surrounding landscape.

As a coastal county, the Brunswick area is very flat and drainage can be a problem. The possibility of ground water contamination from pollution in groundwater recharge areas presents a likely concern since some of the major aquifers are close to the surface. Soils in the area present a problem for Brunswick specifically since they drain poorly, contributing to the prevalence of flood prone land.

Climate

Brunswick's climate is classified as subtropical, with high temperatures in summer and moderate temperatures in winter with generally high humidity. July is the hottest month with average highs of around 90 and average lows of around 75. December is the coolest month with average highs around 66 and average lows around 44. The number of days with temperatures over 90 degrees ranges from 75-80 days. The temperature drops below freezing only a few days a year and then only for brief periods.

Rainfall averages between 49 to 54 inches with greater rain in summer than in fall. The water table is usually highest in October due to these rainfall variations.

Brunswick is potentially subject to tropical storms and hurricanes. During the 1900's Brunswick experienced fewer hurricane-level storms than many other parts of the Atlantic coastline. However during the 1800's Brunswick experienced several major storms. Weather patterns are always evolving, and Brunswick may experience a major tropical storm or hurricane in the near future. Preparedness for the city, and for its residents, is vital. Brunswick has a local emergency management plan that is coordinated out of the Police Department.

Geology and Topography

Brunswick is part of Georgia's Coastal Plain. The Coastal Plain consists partly of sediment eroded from the Piedmont over the past 100 million years, and partly from limestones generated by ocean creatures and ocean-related organic processes. As the edge of Georgia's Coastal Plain, Glynn County consists primarily of sands and muds from the Quaternary era, the most recent ice age dating back 1.6 million years.

Receding ocean levels shaped Brunswick's topography and the entire coastal region, which is characterized by a series of ridges that represent former shorelines. Thus, gentle ridges running parallel to the current shoreline create a coastal plain that has a very gradual slope upwards from the Atlantic coast and little topographical variation. Brunswick sits in the lower Coastal Plain Physiographic Province, where lower elevation of the plain combined with poorly draining soils, placing the city largely within the flood areas as defined by Federal Emergency Management Agency.

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Environmentally Sensitive Areas

Wetlands

Wetlands serve as important fish and wildlife habitats and are an integral factor in food chain production. Numerous plant and animal species have adapted to the special conditions of freshwater wetlands and cannot survive elsewhere. Wetlands are a particularly fragile and valuable part of the Georgia coastal ecosystem. Moreover, this ecosystem type is a critical natural resource amenity and a strong coastal buffer for mainland Brunswick since it borders both the western and eastern edges of the city.

Wetlands generally include swamps, marshes, bogs and similar areas. Wetlands provide a variety of benefits to surrounding areas including flood protection/control, erosion control, water quality maintenance, groundwater recharge/supply, and recreation opportunities. Most commercial fish and shellfish species, including shrimp, breed and raise their young among coastal marshes and estuaries. Migratory waterfowl also use coastal and inland wetlands for resting, feeding, breeding and nesting.

Brunswick is famous for its wetland areas. Immortalized in the Sidney Lanier poem "The Marshes of Glynn," the wetland areas lining Brunswick's eastern border are an important cultural resources in addition to being a natural resource.

Marshes in general are defined by soft-stemmed vegetation which is adapted to saturated conditions. Tidal Marshes, the typology that most defines Brunswick's wetlands, are similar in vegetation but are influenced by ocean tides and are often brackish.

Here are the findings of the Coastal Management Plan on Freshwater Wetlands:

"Wetlands are some of the most productive natural areas in the world. Important fish and wildlife habitat, wetlands are the nursery areas for most of the fish and shellfish used for human consumption. These fish and shellfish also depend on wetlands for breeding, spawning, feeding, and cover. Migratory birds and waterfowl use wetlands for food, shelter, breeding, and wintering grounds. Many other animal species, including many threatened and endangered species, rely on wetland habitats for their survival.

Wetlands are critical to humans as habitat for commercially-important fish and shellfish species, and as habitat for hunted waterfowl and fur-bearers.

They also provide important recreation areas for boaters, hunters, fishers, hikers, photographers, etc. Functionally, wetlands are important in helping control flooding and erosion. They are also frequently located between water bodies and high ground, thus serving as buffers. Finally, wetlands help improve water quality and availability. They purify water by processing nutrients, suspended materials, and other pollutants. They help increase water availability by absorbing water in wet seasons and gradually releasing it during dry periods."

Source: State of Georgia Coastal Management Program and Draft Environmental Impact Statement, 1997.

While largely regulated through direct federal, state, and local action, wetlands are also indirectly affected by regulations pertaining to surface waters since surface water quality upstream directly affects the water quality of wetlands downstream.

The Environmental Protection Agency (EPA) restores and maintains the environmental integrity of the nation's wetlands primarily through the powers granted by Section 404 of the Clean Water Act. Sections 404 gives the EPA the power of permitting dredge and fill operations on water within federal jurisdiction. Any development on jurisdictional wetlands requires a permit from the Army Corps of Engineers. The EPA severely restricts any development on wetlands through its permitting requirements.

Brunswick must also consider the implications of state regulations and requirements for wetland areas. Several state acts are related to wetland protection, and include the Georgia Water Quality Control Act, the Georgia Erosion and Sedimentation Act, and the Georgia Marshlands Protection Act.

The Georgia Water Quality Control Act allows the Environmental Protection Division the authority to monitor and ensure the quality of State waters. Environmental Protection Division regulations address the treatment of sewage, industrial waste, and other wastes prior to discharge into State waters.

The Georgia Erosion and Sedimentation Act requires a minimum 25' undisturbed buffer adjacent to any State waters in order to protect water quality.

The Georgia Coastal Marshland Protection Act helps to protect all estuarine areas that are coastally influenced, including waters, marshes, and marshlands. A permit is required to develop, dredge, fill, or build upon any of the

areas covered by the Act, except docks for private recreational use. Any type of community dock or marina requires a permit. Permits are issued at the discretion of the Coastal Marshland Protection Committee, which evaluates applications based upon their environmental impacts. Projects are generally permitted if they are water-dependent, do not alter the flow of navigational waters, do not increase erosion, and do not interfere with marine life.

Individual private docks must apply for a Revocable License Permit, available through the Coastal Resources Division.

Glynn County and the City of Brunswick proper differ in their stormwater management practices. Stormwater ordinances protect wetland quality by minimizing the volume of stormwater runoff and improving stormwater quality. High volumes of stormwater and/or polluted stormwater can impair the functioning of wetlands as wildlife habitats.

Glynn County's recently passed Water Resources Protection ordinance includes a design manual and detailed requirements for new development, while the City of Brunswick's stormwater ordinance is somewhat less stringent.

The Georgia Department of Natural Resources requires local governments to map wetlands over a certain minimum size and indicate the presence of wetlands in their Comprehensive Plans. The Comprehensive Plan must address the following impacts on wetlands:

1. Whether impacts to an area would adversely affect the public health, safety, welfare, or the property of others.
2. Whether the area is unique or significant in the conservation of flora and fauna, including threatened, rare or endangered species.
3. Whether alteration or impacts to wetlands will adversely affect the function (including the flow or quality) of water, cause erosion or shoaling, or impact navigation.
4. Whether impacts or modification by a project would adversely affect fishing or recreational use of wetlands.
5. Whether an alteration or impact would be temporary in nature.
6. Whether the project contains significant state historical and archaeological resources, defined as "Properties On or Eligible for the National Register of Historic Places."
7. Whether alteration of wetlands would have measurable adverse impacts on adjacent sensitive natural areas.
8. Where wetlands have been created for mitigation purposes under Section 404 of the Clean Water Act, such wetlands shall be considered for protection.

Recommended uses for wetlands by the Department of Natural Resources include timber production, wildlife and fisheries management, wastewater treatment, recreation, and natural water quality treatment. Hazardous waste facilities and landfills should not be permitted in wetlands.

Brownfields

Brunswick's contribution over the last two centuries to the United State's industrial engine has left a mixed legacy. The waste of industrial uses marks many areas as unusable and potentially hazardous. The Environmental Protection Agency has created a list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories dubbed the National Priority List (NPL). The concentration of NPL sites in Brunswick is particularly alarming. Out of twenty NPL sites in the state, four are located in Brunswick, a notable percentage of the total.

List of National Priority Sites:

- Escambia Brunswick Wood Preserving
- Hercules 009 Landfill
- LCP Chemicals Georgia Inc.
- Terry Creek Dredge Spoil /Hercules Outfall

There are other sites that are less severe hazards than the NPL sites, but still trigger the federal Comprehensive Environmental Response, Compensation, and Liability Act, which places strict liability on the owner for clean-up and mitigation. These sites, including the NPL sites, are called "Brownfields" since they remain undevelopable until remediated.

Georgia Environmental Protection Division, which is responsible for site inventory, assessment, and supervision of clean-up efforts, explains that Georgia has made significant progress in the last few years on brownfield redevelopment through its new Brownfield Program.

"In the past, many impacted or potentially impacted properties passed through the state response program without triggering action under any federal or state authority. These properties occupied a "no-man's land" where a lack of state resources for cleanup oversight and approval caused them to languish for years as blighted properties. In 2002, the Hazardous Site Reuse and Redevelopment Act (Georgia's brownfields statute) was amended to include liability protection for purchasers of contaminated sites, provided that cleanup standards

are met. This legislation, along with the tax incentive passed in 2003, has resulted in greater attention being focused on redevelopment of contaminated properties statewide. Georgia sought federal funding under the CERCLA 128(a) program, in order to build state capacity to manage cleanup of these properties. The CERCLA 128(a) funding significantly enhances the capability of the state response program, through establishment of a voluntary cleanup program under the HWMB of EPD, to enable these properties to proceed more quickly towards cleanup, reuse and revitalization.”⁴¹

List of sites included in Georgia EPD’s Brownfield Program:

- 2135 Line Street
- Liberty Harbor Site GPA Property, 56 Shipyard Drive
- Lanier Plaza Shopping Center, 1919 Glynn Ave.(Tract 1 & Tract 2)
- O’Brian Corp(Tract 1 and 2), 2700 Glynn Ave.(US Highway 17)
- Liberty Harbor Site, 100,102 & 103 Shipyard Drive

Floodplains

Brunswick’s low elevation combined with poorly draining soils creates huge flood areas for the City of Brunswick. Most of the land within Brunswick’s city limits is identified by the Federal Emergency Management Agency (FEMA) as zoned AE or VE, both of which are susceptible for flooding. Flooding poses a very serious threat to health and public welfare alike since nearly all of Brunswick lies within the 100-year floodplain, meaning heavy rainstorms can create dangerous conditions and flash floods.

Brunswick’s proximity to the coast heightens the likelihood of 100-year storm events due to tropical storms. Tropical storms can severely damage property not only through wind damage, but also by fueling flooding with huge amounts of rainfall. Still, storms pushed down from inland can be just as, if not more, threatening due to the fact they are often less localized. Some of the strategies for addressing flooding are included in the Community Facilities section of this Community Assessment.

One way Brunswick seeks to minimize flood damage is by participating in the National Flood Insurance Program (NFIP). This program includes minimum standards for construction including minimum heights above sea level.

⁴¹ Georgia Department of Natural Resources, Environmental Protection Division website, <http://www.gaepd.org/Documents/BFPublicRecord.html>, 2007

Brunswick participates in this program through building code enforcement, where inspectors ensure that new development meets FEMA regulations.

River Corridors

Curving around the City, the Brunswick River creates the passage between St. Simons Island and Jekyll Island. Two rivers drain into the greater Brunswick River estuary, dotting the landscape with great expanses of marshland. The Turtle River borders the Southwestern edge of the city’s land mass, while the East River hugs coast near the Brunswick peninsula’s apex. These rivers play a significant role in Brunswick’s economic vitality, since both the Turtle and East River are used extensively by Brunswick’s shipping and shrimp industry. Furthermore, these rivers give Brunswick its distinct, coastal Georgia feel and act as a primary tourist attraction and amenity.

Fortunately, because these rivers avoid crossing several jurisdictional areas, their drainage basins are located mostly within Glynn County; this yields a rare opportunity to protect these river resources. One of the major hindrances to water resource protection management is that it requires communication and commitment from several different entities across jurisdictional boundaries. As pristine water resources are growing increasingly rare and valuable, more local governments are coordinating with regional and federal entities to implement advanced planning strategies to protect water quality

Soils

Due to its history of gradual formation by the receding of the Atlantic Ocean, Brunswick’s soils are primarily sedimentary, composed of sands and muds. Outlying marsh area soils are largely Bohicket – Capers. The Bohicket series consists of very poorly drained, very slowly permeable soils that formed in marine sediments in tidal marshes. These soils are flooded twice daily by sea water and present slopes of less than 2 percent.

However, most of Brunswick’s soils are characterized as Mandarin Urban, poorly drainable and moderately permeable. Brunswick’s northern area has a mixture of Mandarin and Rutlege fine sand; both are dark, acidic, and poorly drained.

Characterized primarily by Mandarin and Rutlege soil types, Brunswick must consider the impact of their marginal drainability on water quality, especially with the possibility of septic system contamination. Future development pressure will require increased sewage infrastructure, Brunswick must provide sewer service since ground and

surface waters, as well as wetlands, may be threatened by inappropriately located septic systems.

For erosion control, Brunswick requires permit filers to adhere to the latest standards and design criteria set forth in the Manual for Erosion and Sediment Control in Georgia, as published by the state's Soil and Water Conservation Commission. This ordinance specifies certain erosion control measures be installed by contractors who work on construction projects in the City.

Plant and Animal Habitat

While Brunswick itself does not have many notable habitat locations for flora and fauna within the city proper, it is important to take note of the surrounding landscape. Wetlands are some of the most important natural habitats on earth, hosting a wealth of diverse species. The City's proximity to these areas is one of its greatest assets. A list of notable species and habitats in the land surrounding Brunswick has been provided in the Natural Resources section of Glynn County's Comprehensive Plan and is available from Georgia Department of Natural Resources.

Other Natural Resources

Brunswick does not have any areas that would qualify for Mountain Protection according to the Georgia Department of Natural Resources' definition of protected mountain, and therefore does not need a Mountain Protection Plan.

Significant Natural Resources

*Ground Water Supply*⁴²

Brunswick pulls water from the Upper Floridan Aquifer at eight well locations with depths varying from 750 to 1050 feet. These wells average nearly 4.6 million gallons a day. Unfortunately, these wells are facing chlorine contamination from the deeper substrate, and the City has examined drilling into the Brunswick or Miocene Aquifer, a shallower aquifer from the Miocene age.

These aquifers must replenish their stores from surface water in areas where the water can filter through the soil and earth. Such areas are named "groundwater recharge areas," and none exist within the city limits of Brunswick. However, it is important to encourage partnership with the surrounding County to assure protection of groundwater recharge areas. Groundwater recharge areas can be protected by land use regulation and limitations on waste disposal. These options should be seriously considered

⁴² Source: City of Brunswick, 2006 Water Quality Report, issued June 2007.

since contamination in one aquifer can migrate to other aquifers.

The groundwater recharge area for the Floridan aquifer is near the fall line of Georgia. The groundwater recharge areas for the Miocene aquifer include most of St. Simons Island and the area in the vicinity of the US 82 exit (Exit 29) off of I-95.

Georgia Environmental Protection Division (EPD) has located the source of chloride contamination in the Floridan aquifer. According to a June 2006 report, a T-shaped plume of saltwater is intruding into the aquifer directly below the City of Brunswick. EPD explains that increased pumping will affect the rate of intrusion and have delineated a four-part strategy to manage contamination:

- 1) Avoiding further water withdrawals in sensitive areas,
- 2) Increased conservation and reuse for all water users,
- 3) Clear and consistent justification of need for water withdrawal permits, and
- 4) Continuous monitoring of the Floridan aquifer.

EPD explains that if Brunswick and Glynn County work in concert they will have enough water and wastewater capacity to meet growth demand for the next half decade. However, this depends on city-county cooperation to encourage efficient use and distribution. Steps have already been taken toward addressing the problem, primarily by creating a Joint Water and Sewer Commission with Glynn County. The joint commission will be able to provide additional water to the city.

The status of the Miocene and surface aquifers are less well known and are currently under study. Generally, these shallower aquifers are thought to be more susceptible to contamination than the larger and deeper Floridan aquifer. The quantity and quality of these aquifers must be better known before adequate regulation of these sources can be put in place.

An immediate concern is that the County lacks ordinances for groundwater recharge area protection. Glynn County does not currently have an ordinance to protect groundwater recharge areas. Georgia Department of Natural Resources has developed a model ordinance for counties to protect significant groundwater recharge areas. The ordinance works by limiting the location of landfills and hazardous wastes, establishing containment mechanisms for other types of waste, and establishing minimum lots sizes for the use of septic tanks in these areas.

Surface Water Supply

Surface water of high quality is an important component for natural habitat systems and the wildlife they support. Moreover, if saltwater contaminates Brunswick's aquifers it could potentially become an important resource for drinking water as well. Currently, drawing surface water presents a costly option since it would have to be pulled from Altamaha several miles inland to avoid chloride contamination. Still, with potentially declining aquifer quality Brunswick must keep the option in mind. Furthermore, since the marsh lands and the habitat they provide depend upon surface water quality, the City should encourage protection of these natural amenities.

Surface waters can become contaminated from point and non-point pollution sources. Point sources refer to specific industrial plants that dispose of waste into a water body. Nonpoint sources of pollution include any surface area on the earth that can carry pollutants, such as parking lots, roads, and farms with fertilizers. Surface waters can be protected in part from nonpoint sources of pollution by vegetative buffers and by good stormwater management practices.

The City contributes to non-point source pollution from its parking lots, streets, and other impervious surfaces. Furthermore, new development can produce undesirable runoff from sediment and erosion. The City has sought to mitigate such sources of pollution by adopting management plans for erosion, stormwater, and impervious surface control, through its Soil and Erosion Control Ordinance and its Stormwater Management Ordinance.

Water Use

Most water use in Georgia's coastal areas is for power generation and industrial production that is water-intensive – namely pulp and paper manufacturing. With the new coastal Georgia water permitting plan, all new and continuing industrial water users will be held to high standards with regard to water conservation, the efficient use of water resources, and the justification of water need. Also, no new water permits will be issued for areas near the existing saltwater plume boundary.

Air Quality

The Georgia Environment Protection Division monitors ambient air quality including the levels of different pollutants in the air. Acceptable levels of pollutants are defined by the US Environmental Protection Agency. Pollutants of concern to the US EPA include Sulfur Dioxide, Particulate Matter, Carbon Monoxide, Ozone, Nitrogen Dioxide, and Lead. The Environmental Protection Division's air monitoring site in Glynn County has not detected any pollutants in excess of EPA standards.

However, as vehicular travel along Interstate 95 between Brunswick and Jacksonville, Florida intensifies, air quality in the region may change and must be regularly monitored.

Agricultural and Forestry Lands

Brunswick does not have significant agricultural or forestry lands, but Glynn County does have significant forestry lands. High water levels in soils make much of the land suitable for both soft and hard wood production. Trees in these forests include slash pine, loblolly pine, longleaf pine, cypress, blackgum, sweetgum, and water oak. Over 100,000 acres, about 42% of Glynn County's land, is estimated to currently be in forestry uses. Most of this land is believed to be owned by private forestry concerns. Forestry products are important for Brunswick's paper and pulp industries. The State of Georgia produces about 1 billion cubic feet of softwood roundwood and about 200 million cubic feet of hardwood roundwood annually.

"Roundwood" is the term used to describe trees as a product when they are first cut down and before they are processed. Brunswick hosts a number of roundwood processing industrial facilities. These facilities include Koch Cellulose LLC's pulp and cellulose plant, Georgia Pacific's gypsum and sawmill operations, and Hercules' resin and paper chemicals plant. Paper manufacturing was the largest manufacturing sector in Glynn County and employed 1,849 people in 2004.

Trees also serve as another kind of resource. Brunswick's, like much of coastal Georgia's, identity is associated with the Live Oak. These trees are iconic and an integral part of the coastal Georgia landscape. While Brunswick does not currently have a tree ordinance, it does have a Tree Advisory Board to help inform decisions on the management of this resource.

Fishing Industry

The state of Georgia harvests an average of 10.9 million pounds of fish products annually with an average total value of \$22.4 million. In terms of value, the top products are shrimp, blue crabs, and demersals (bottom feeding fish). Shrimp are by far the dominant product accounting for 75% of the value of the annual catch. The latest data from NOAA's Fishery Office of Science and Technology indicates that the port of Brunswick brought in a catch of 1.9 million pounds worth \$5.1 million in the year 2000.

Natural Resource Summary

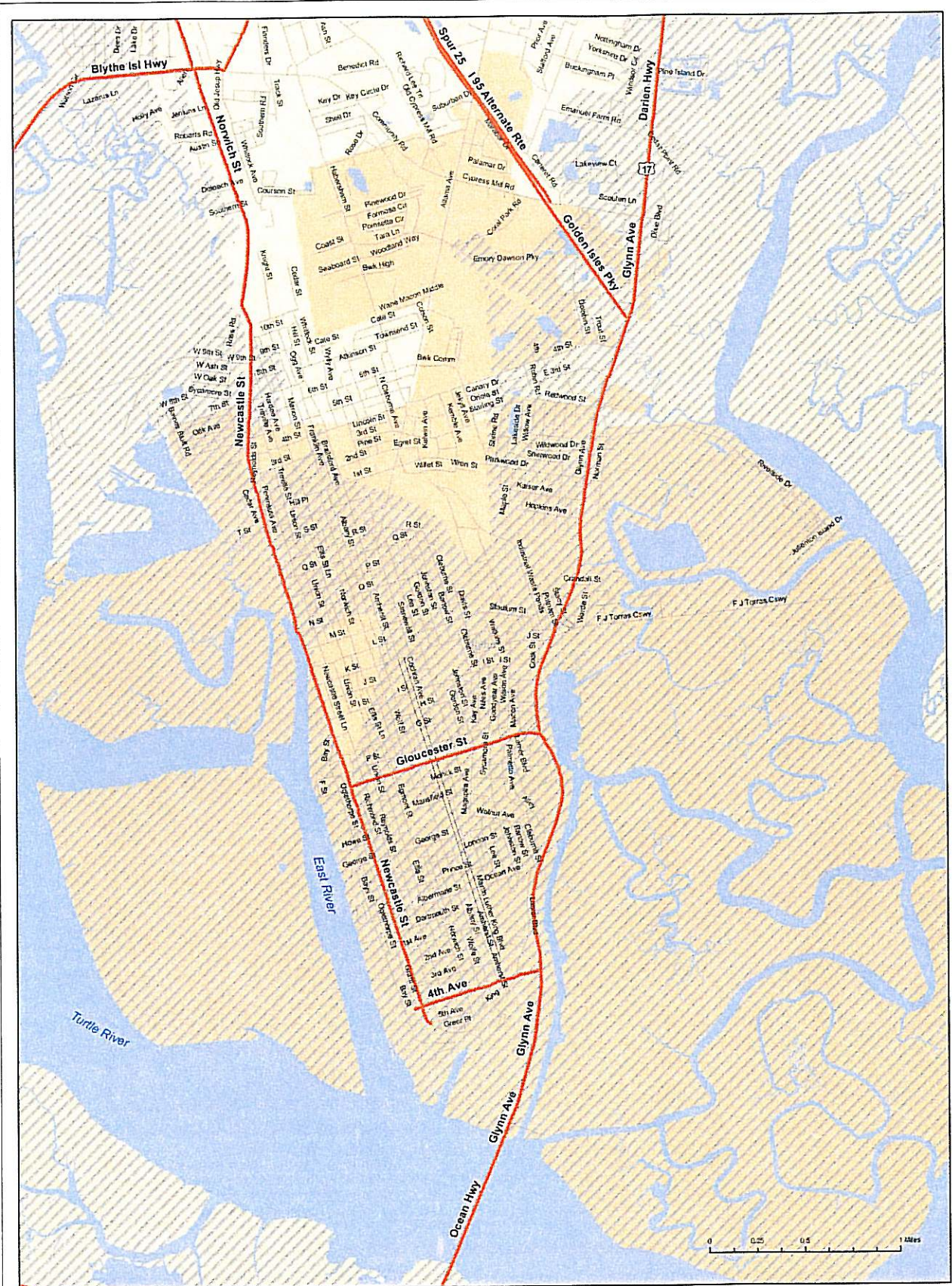
Natural resources in the area, such as forests, water ways, and aquatic ecosystems, have been an integral part of Brunswick's and the surrounding area's economy for decades. These resources support industries such as timber, fishing, and shipping. International competition is reducing demand for natural products and goods out of the Brunswick area, but these resources are the backbone of new growth in the tourism industry. Intact, they provide a unique experience for visitors, and are increasingly becoming a valuable asset.

While Brunswick is largely built out, it can guide redevelopment regulations and non-point source pollution from stormwater. At a time when the City is seeking to redevelop there is prime opportunity for implementing regulation on impervious surface cover and stormwater flow. These regulations help protect the existing natural amenity of the marsh lands, a critical component for Brunswick's appeal for residents and visitors alike.



The Joint Water and Sewer Commission is a strong example of a positive environmental approach. Since much of the land in Glynn County is unsuitable for septic systems, it is advantageous to have the City's sewer resources available. Furthermore, the Joint Water and Sewer Commission allows for more efficient use of water resources in the County, a key aspect for future development and planning in the face of uncertain aquifer conditions.

The aquifers are of particular importance for Brunswick and the surrounding county. As pumping demand for potable water increases, so does the potential for infiltration of chloride into the Floridan aquifer. Neither Brunswick nor Glynn County has taken steps to protect the recharge areas for these aquifers. While all of these areas lie outside of the City of Brunswick, the City should still take a pro-active role in addressing the situation since it depends on aquifers as its only source of potable water.

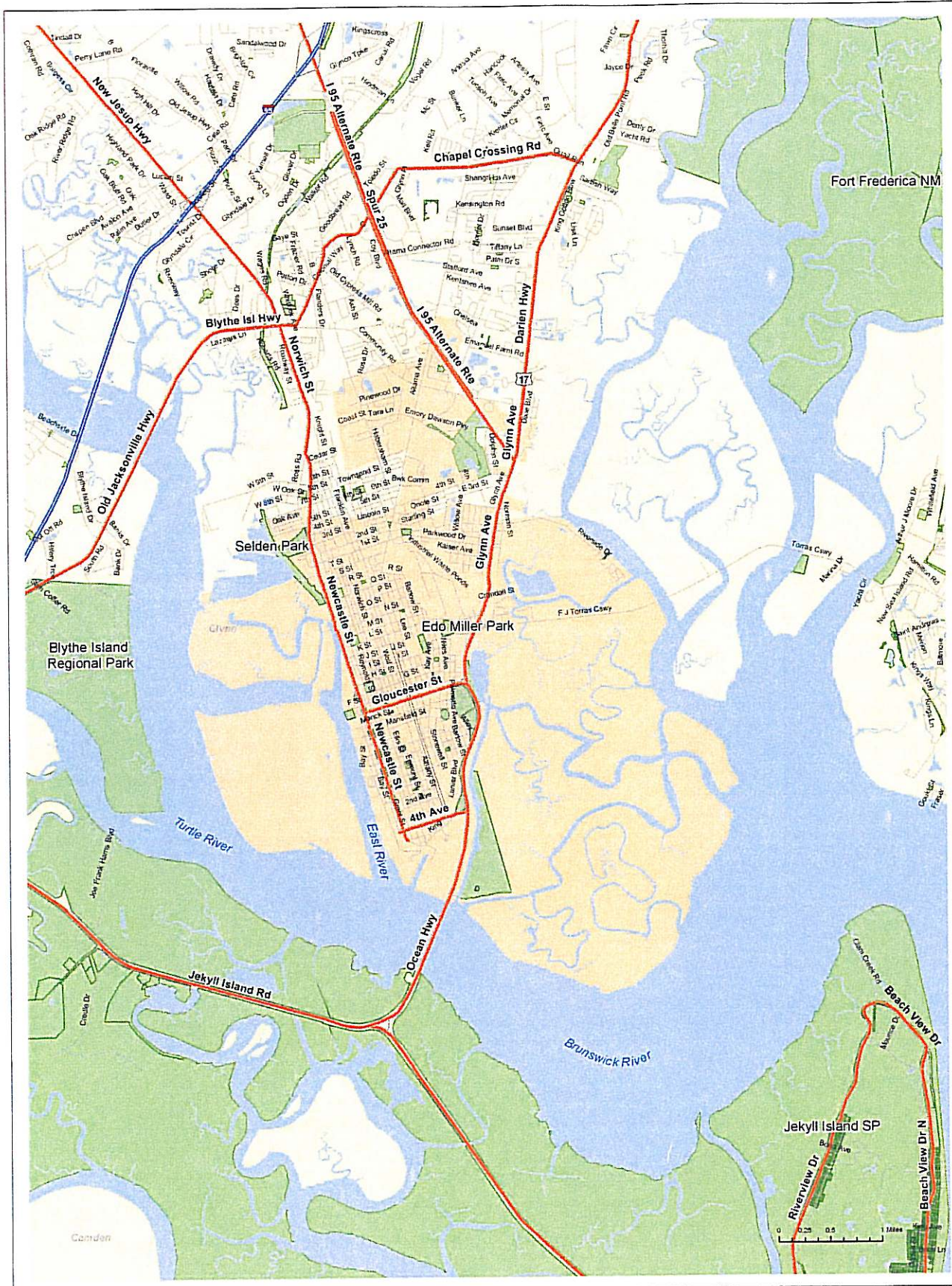
As its port becomes increasingly important and as tourism continues to boom across Georgia's coastline, the City of Brunswick must realize that its water resources are its greatest asset. The City must endeavor to protect its water resources, for its economy, for its environment, and for its future.



LEGEND


-  100-year Floodplain
-  Brunswick Boundary



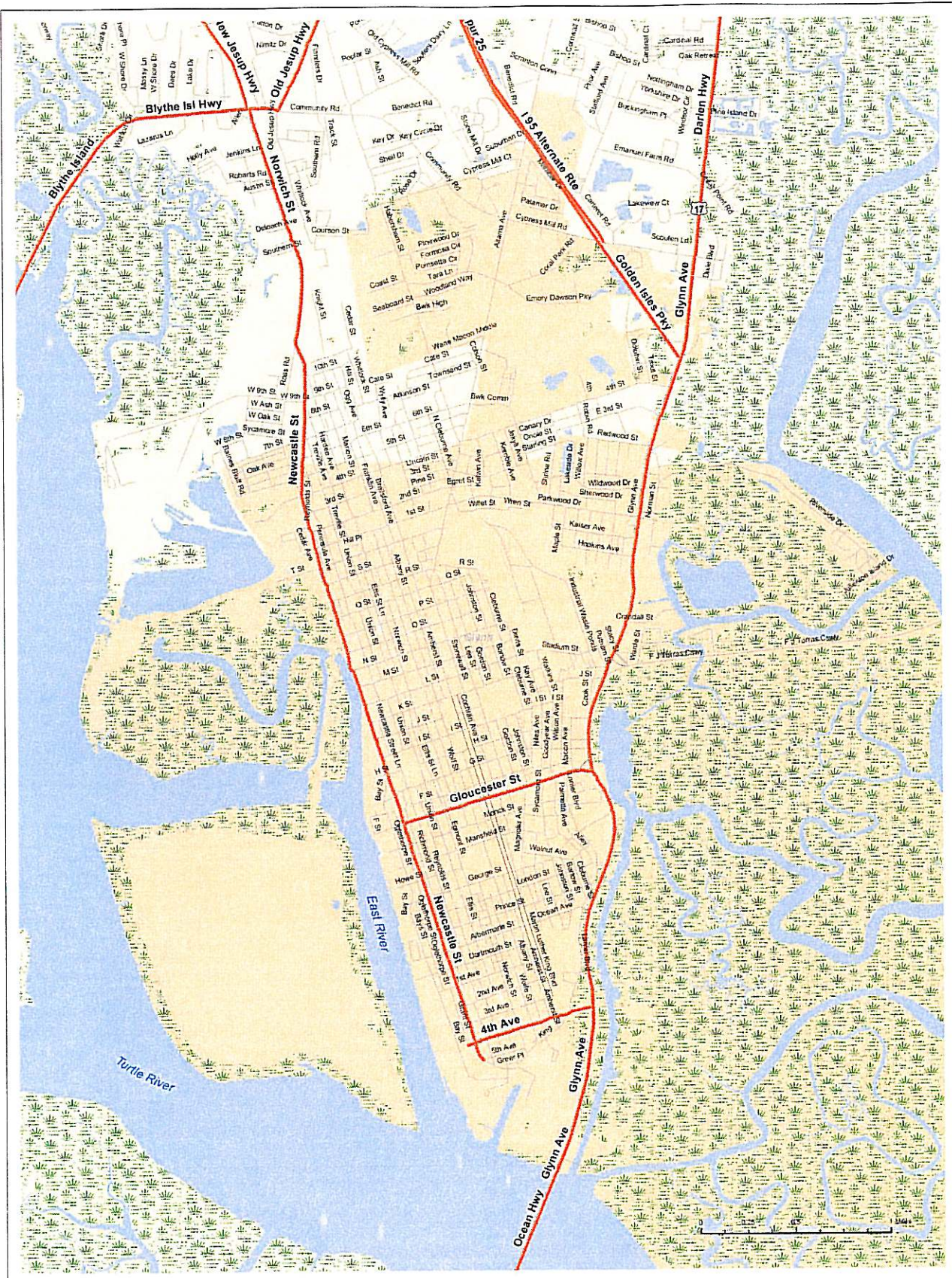


LEGEND

- Parks/Conservation Lands
- Brunswick Boundary



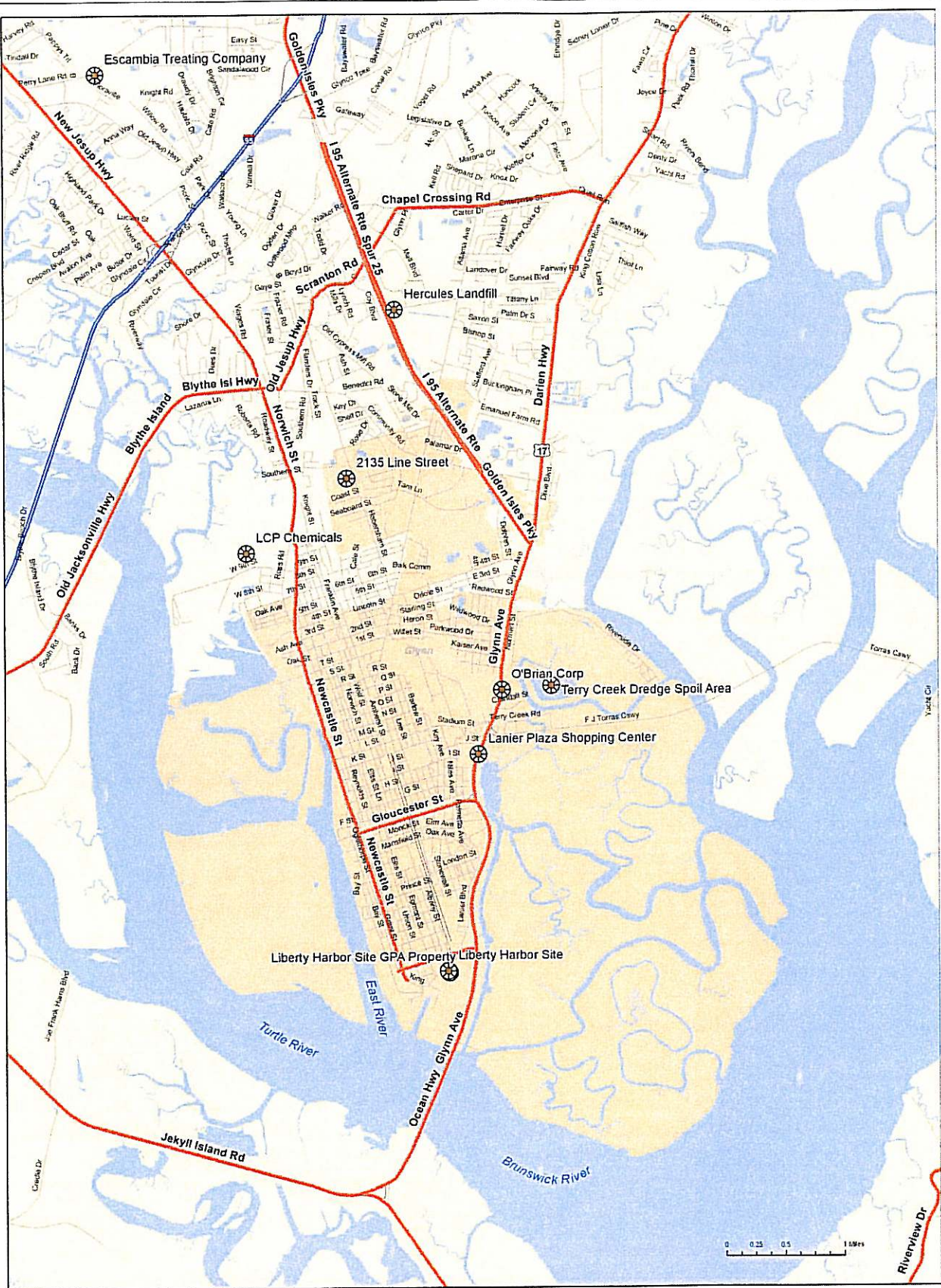
NORTH





LEGEND


- Wetlands
- Brunswick Boundary





LEGEND

-  Brownfield Sites
-  Brunswick Boundary



NORTH

Community Facilities 6.0

Community Facilities Overview

One of the primary responsibilities for any municipality is to provide adequate services and facilities for its citizenry. Population growth in a community necessitates an expansion in governmental services and facilities. Fortunately, population growth also generally stimulates an increase in tax base, making it possible to create needed improvements. However, choosing which investments to make in public facilities is an important part of growth management, and is best undertaken after thorough assessment of the community's needs. In an effort to promote efficient use of resources, this chapter evaluates existing conditions relating to infrastructure and facilities.

It should be noted that one important Community Facilities issue not addressed in this Community Assessment is the handling of solid waste. A Solid Waste Plan is being developed concurrently with the Comprehensive Plan and will address this issue in depth.

General Government Facilities

Most of Brunswick's governmental facilities are found in the heart of downtown Brunswick. The City of Brunswick's downtown area has special cultural significance as the historical center for government and commerce in the region. Most of the administrative offices are located within the historic Customs House (also known as New City Hall).

Currently, plans are underway to build new Public Safety and Public Works Complexes. As the City experiences population growth, the existing facilities for Public Safety officials have been deemed inadequate in terms of space and technology; new facilities will help ameliorate these concerns. The Public Works Complex will be moved from the downtown area. The new Public Works Complex will provide ample work and storage space for the department's needs.

Public Safety

Police

The following is the Mission Statement of the City of Brunswick Police Department:

"The City of Brunswick Police Department is committed to providing professional and ethical police services; always maintaining the highest law enforcement standards; responding efficiently and effectively to the needs of our community; enhancing the quality of life through technological innovations and by building successful community partnerships through proactive policing and problem solving. We are the 'City that Cares.'"

The Brunswick Police Department protects public safety through the following divisions: The Patrol Services Division, the Criminal Investigations Division, the Special Services Division, the Glynn-Brunswick Narcotics Enforcement Team, the Support Services Division, and the Administration Division. The largest of the divisions is the Patrol Services Division, which handles response calls and patrolling.

The Brunswick Police Department issues an annual executive summary of its primary activities including calls responded to, arrests, citations, and other police activities. In 2006, Brunswick Police responded to 37,682 calls and made 2,517 arrests.

To accommodate growth in the police force, the department is constructing a new Public Safety headquarters. This new headquarters will be proximate to both Bay Street and Gloucester Street, which are collector roads, thus allowing for efficient response times. The department is currently seeking three more officers to fulfill current level of service needs.

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Water & Wastewater	6-2
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Fire

The Mission Statement of the City of Brunswick Fire Department is as follows:

"Our Purpose is to Save Lives, Protect Property, and Promote Safety"

The Brunswick Fire Department provides the following services:

- Structural Firefighting
- Emergency Medical Services
- Hazardous Materials Response (limited)
- Special Operations Response (limited)
- Hazardous Materials Response (limited)

The Brunswick Fire Department provides emergency medical services at the First Responder level. All Brunswick Fire Department personnel are trained through a minimum 40 hour course. This course includes a State of Georgia approved First Responder Course.

The Brunswick Fire Department handles hazardous materials responses at the First Responder Operations Level. First Responders are individuals who respond to releases or potential releases of hazardous substances as part of the initial response to the site for the purpose of protecting nearby persons, property, or the environment from the effects of the release. They are trained to respond in a defensive fashion without necessarily trying to stop the release. Their function is to contain the release from a safe distance, keep it from spreading, and prevent human exposure.

The Brunswick Fire Department works and trains with two local Technician Level Hazardous Materials Response Teams. They have agreed to assist the Brunswick Fire Department with their hazardous materials incidents. The Brunswick Fire Department has a contract with the Rhonc Pelounc, a world-wide hazardous materials response D.A.R.T. Team to assist emergency response needs.⁴³

Emergency Management

The City prepares plans for emergencies and helps citizens prepare for emergencies through its Emergency Management Coordinator. Currently, the Emergency Management Coordinator is located in the City's police

department. Emergencies that are particularly relevant to the City of Brunswick include tropical storms, hurricanes, tornados, and flooding events. However the Emergency Management Coordinator is responsible for preparing the City for all potential emergencies, including hazardous materials, epidemics, and terrorism. The City of Brunswick takes an All Hazards approach to Emergency Management.

Residents and workers in the City of Brunswick are recommended to be aware of the Evacuation Zone in which they reside and established Evacuation Routes. Evacuation Zones, Evacuation Routes, and other information on preparing for severe weather are available in your local AT&T telephone directory. Residents should also know multiple alternate routes for evacuation and should avoid low lying areas during evacuation. Residents are advised not to drive through an inundated area during a flood or tropical storm event. Residents should also be prepared to shelter in place. Information about materials needed to shelter in place is currently available from the Glynn County website or by calling the City of Brunswick Emergency Management Coordinator.

The City of Brunswick works with several partners to improve emergency preparedness. Emergency Management works with the Coastal Health District and local hospitals to prepare for potential epidemics such as Avian Flu. Emergency Management promotes planning, training, exercises, and citizen involvement through Community Emergency Response Teams (CERT).

Water and Wastewater

Water System Background

Glynn County is divided into four water systems and three sewer service districts: The four water systems include, St. Simons Island (South SSI), Hampton Plantation (North SSI), North Mainland and South Mainland. The Turtle River serves as the boundary between the two mainland sewer districts.

The Joint Water Sewer Commission operates all water and wastewater systems. This Commission, set up by the City and County, consists of a five member, appointed board with two appointed by the City and two appointed by the County. The four appointees will elect a fifth member to serve a two year term, and then all commission members will elect a chairperson. This commission is delegated the responsibility of acquiring, regulating, distributing, and maintaining all water supply, treatment, and sewerage systems for both the City and the County. Furthermore, the Commission is charged with the standardization of city and county ordinances related to water.

⁴³ Source: Brunswick Municipal Website, 2007

The Brunswick water supply system consists of a water source, treatment plants, distribution and storage network. The source for Brunswick's potable water supply is the Floridian aquifer. Water from the aquifer is aerated and chlorinated then pumped into the system. Water is supplied to individual users by a network of pipes and storage tanks.

Large transmission lines, called distribution mains, carry water to major demand areas and interconnect with a network of smaller lines which eventually supply individual establishments. Both the distribution mains and distribution network should be interconnected to form flow loops to allow water to circulate from various portions of the system to areas of highest demand. Water is delivered under pressure within the distribution system in order to ensure adequate flow to meet demands. Demand fluctuates during the day with peaks during the morning and evening related to residential use.

Demand also fluctuates during the year with peaks during the summer months. To provide adequate quantities and pressure to meet peak use and fire flow demands, storage tanks are linked with the distribution system. During low demand periods these tanks are filled with water. During the peak demand periods, water is pumped from the tanks back into the system.

Water Regulatory Framework

The Environmental Protection Agency has established minimum drinking water standards as dictated by the Safe Drinking Water Act. The EPA standards are divided into "primary" (those required for public health) and "secondary" (recommended for aesthetic quality) categories.

Georgia adopted its own Safe Drinking Water Act in 1977 to comply with federal requirements. The Georgia Department of Natural Resources, Environmental Protection Division (EPD) is the state agency responsible for implementing Georgia's Safe Water Drinking Act. In this regard, EPD has rules classifying and regulating public water systems.

North Mainland Water System Inventory

All of Brunswick's water infrastructure falls into this division of the City-County system, serving the city proper and the unincorporated area immediately north and west of the city limits and the area of I-95 at exit 29.

Ground Storage Tank / Clear Well Sites

The North Mainland System consists of four wells that fill upon demand the Cate Rd. elevated tank. Golden Isles #1 well has a 200,000 gallon ground tank. Canal Rd. is a

pumping well. Golden Isles #2 well has a 200,000 gallon ground tank. Ridgewood well is a pumping well with a hydropneumatic tank. In all, the North Mainland system is permitted to draw 2.450 MGD daily average, and 2.350 MGD monthly average.

Elevated Tanks

The wells in the North Mainland system fill upon demand the 500,000 gallon elevated tank at Cate Road. These wells are linked with a SCADA (supervisory control and data acquisition) system that monitors levels and fill the Cate Rd. elevated tank and provides operational data and alarms.

North Mainland Water System Assessment

The mainland water system demands are expected to grow steadily over the next 20 years. The growth will be directly related to development plans along I-95 corridor, between exits 29 and 42 and along SR 99 and US 82 corridors. The development on the mainland is also expected to accelerate because of diminishing land availability on St. Simons for moderate income families. Long term planning is underway to connect the North and South Mainland systems, along SR 99, to hydraulically balance the system and maintain water quality.

The State of Georgia passed two laws in the past two years for managing long-term coastal water supply. The Georgia EPD has implemented certain strategies during the past year for enacting these laws. The Water Conservation law, SB 10, requires water conservation guidelines for all water permit holders. SB 202, Water Supply Planning and Permits, deals with required water supply planning.

Water Supply Chloride Intrusion

According to Glynn County's Comprehensive Plan there is a demand for the County and Brunswick to increase the capacity of water withdrawals from existing wells on the mainland during the next 10 years. However, according to Brunswick Water and Wastewater Department's 2007 report, the Floridian aquifer is experiencing contamination from chloride intrusion, and greater draws can increase the rate of infiltration.

The area of saltwater intrusion is directly related to pumping levels in the downtown area. The EPD reports that the area of intrusion has stabilized since the mid-1980. The stabilization has resulted from decreasing water withdrawal usage of industrial permit holders. The decreased withdrawal has also been noticed in water levels which have increased slightly since 1990. Furthermore, to combat contamination the Water and Wastewater Department has

made modifications to the well at the Perry Park Water Plant. Still, the chloride intrusion poses a threat to the viability of the Upper Floridan Aquifer.

The EPD is not permitting new golf courses or other recreational uses to access the Floridan aquifer. In the future all non-potable water, non-industrial users may be required to use alternate water sources. Among the recommendations from the EPD for future water supply are the following; 1) Consider alternate sources of water including surface, alternate aquifers and wastewater for some users, 2) Implement water conservation and efficiency measures, 3) Possible permit reductions.

Facing these issues has prompted Glynn County and the City of Brunswick to enter into a Joint Water and Sewer Commission. The Commission will allow more efficient allocation of water and allow Brunswick access to the Miocene Aquifer. Still, the City and County will be required to locate additional water sources during the next 20 year period. These water sources may include additional wells, reuse, or possibly intake and treatment of water from the Altamaha River.

Sewer System Background

Sewerage systems are comprised of three components which perform basic functions of collection, treatment and disposal of sewage. The collection system is composed of a network of sewer pipes which collect sewage (wastewater) from individual establishments and convey it to a central location for treatment. Due to the relatively level terrain of Glynn County, a pumping system is used in conjunction with the major components of the collection systems. This allows sewage to be conveyed under pressure against the force of gravity and for long distances at minimal slopes. In conjunction with this type of system, the term "force main" is often applied to pressurized sewers without regard to their location within the network.

Effluent and sludge are the waste products of the treatment process. Effluent is the treated wastewater which flows out of the treatment plan. Sludge refers to the accumulated solid residues of the treatment process. Prior to final disposal, sludge is usually subjected to an additional biological treatment process to remove pathogens and water. Common disposal methods include burial in solid waste landfills and land application as a soil conditioner for agricultural purposes. Treated effluent water is discharged to state waters or spray irrigated.

Regulatory Framework

The Federal Water Pollution Control Act is the controlling national legislation relating to the provision of sanitary

sewer service. The goal of this act is the restoration and/or maintenance of the chemical, physical, and biological integrity of the nation's waters. The act established the national policy of implementing area-wide waste treatment and management programs to ensure adequate control of sources of pollutants. The U.S. Environmental Protection Agency is responsible for implementing the act. The Georgia Department of Natural Resources Environmental Protection Division (EPD) is responsible for the regulation of wastewater facilities.

*Brunswick Sewer System Inventory*⁴⁴

Brunswick's Academy Creek plant is designed as a regional facility. The plant provides secondary treatment and discharges the effluent into Academy Creek. The City buries its sludge on private property through agreements with landowners. The Academy Creek plant has a permitted capacity of 13.5 MGD and averages close to 6.0 MGD, however due to inflow and infiltration the plant handles close to 10 MGD during wet weather.

The City of Brunswick wastewater collection system consists of over 130 miles of pipe and 60 pumping stations. Proper operation and maintenance of the sewers results in almost half (49%) of wastewater costs incurred by the Brunswick water utility. In 2002, the City established its current Fats Oils and Grease control program with the goal of eliminating one of the primary causes of sewer blockages.

Brunswick Sewer System Assessment

Glynn County and the City of Brunswick have authorized a Joint Sewer Water Commission, which was approved by voters in July of 2006. The City and County will coordinate their sewer and water infrastructure to create a single, unified water and wastewater system and to enhance the overall efficiency and service to public and private customers. Coordination of sewer and water infrastructure will avoid duplication of resources and will better serve future growth within the City and County. This Joint Commission should benefit both the County and the City as the City is currently low on water supply and the County is currently low on wastewater processing capacity.

The northern service district will be served by the City of Brunswick's Academy Creek wastewater treatment plant. The Academy Creek Plant, with a capacity of 13.5 MGD, should be able to handle the projected flows from the area of for the next several years and possibly beyond.

⁴⁴ Source: **The War on Water Pollution Fighting Dirty Water on Two Fronts**, <http://brunswickga.org/nm/publish/cleanwater.html>, 2007.

Brunswick is moving forward with several improvements to its sewer infrastructure by utilizing SPLOST IV funding. These projects include innovative use of water reclamation to reduce demand on potable water and plans for new water and wastewater facilities. A list of projects derived from the City's website are as follows:

SPLOST IV Project Descriptions, Tier I:

Sanitary Sewer – K Street

Install sanitary sewer and storm drains on "K" Street from Newcastle to US Hwy 17. This includes installation of new lines on Macon Street and Talmadge Street. Currently, lines are inadequate to carry loads, and may be required to carry flow from St. Simons Island in the near future. With the installation of these lines it will eliminate Lift Stations 15, 16, 18, and 19, therefore reducing associated maintenance costs.

15" Gravity Sewer – Dixville

Install a sanitary gravity sewer line and storm drainage in this area. This will eliminate all known septic tanks in the south end area, remove sewer lines from alleys and improve all storm drainage.

30" Gravity Sewer

Install a gravity sewer from Reynolds Street at Fifth Street to Lift Station #35 in the Arco area. The existing gravity sewer is inadequate from current flows and flows are projected to increase due to development in the I-95 Interchange area.

Sludge Drier

Install a Sludge Drier that is compatible with the existing composting process and equipment located at the Wastewater Treatment Plant. This will reduce amendment requirements and maintenance costs at the Compost Facility, and eliminate hauling and manpower requirements.

Gravity Sewer – FLETC

Install a north end gravity line, which replaces portions of the 27"/42" Gravity Sewer from FLETC to Second Street at Reynolds Street. The existing lines vary in size and will not be adequate to handle projected flows from the Branniger Tract and PAWS Project.

ARCO 12" Water Main

Install a water main from Ninth Street at Newcastle Street to Ross Road and north to Austin Street along US Hwy 341. This will provide adequate water service and fire protection to the Arco Area of Glynn County by looping Austin Street. This area currently has inadequate water pressure for maximum fire protection.

SPLOST IV Project Descriptions TIER II & III

Sanitary Sewer – K Street

Continuation from Tier I.

Water Reclamation Project

This is for installation of a pumping station and a 2-inch line from Academy Creek Wastewater Treatment Plant to Georgia Pacific Plant to pipe effluent for use as cooling water. This will allow Georgia Pacific to decrease Floridian Aquifer withdrawal and allow the City to increase water withdrawal permit quantity.

Water/Wastewater Complex

Construct a complete Water and Wastewater Complex. This will be constructed concurrently and as a part of the Public Works Complex. Current operations are spread throughout the City making communications and data sharing difficult. This would pool resources for several operating divisions of government and make many smaller parcels of land available for private investment.

Stormwater Management

Stormwater is an important concern in Brunswick for two reasons - the City's flat topography and the surrounding marsh ecosystem. As a low-lying, flat area, the City is susceptible to flash floods if stormwater is not properly drained. Brunswick's urban nature exacerbates this possibility since impervious surfaces greatly increase stormwater flows. As the City and County continue to develop land, the total amount of impervious surface increases, a process that further strains stormwater systems. Stormwater systems pushed beyond capacity offer little protection for residences and businesses during flood events. Furthermore, stormwater often carries a variety of pollutants threatening the health of the drainage areas, which, in Brunswick's case, are the surrounding wetlands.

The City of Brunswick has dramatically increased its attention toward mitigating the effects of stormwater runoff pollution. The largest of its initiatives has been increasing its stormwater infrastructure capacity to prevent flooding. In order to fund infrastructure improvements the City has attached stormwater projects to SPLOST funding.

According to the report for SPLOST IV, Brunswick has allocated funds for two stormwater projects in its Priority One phase: Replacing the storm drain at Howe Street and the drain at 'N' Street. These upgrades will help sections of the stormwater system that are currently in failure, and

improve capacity at these locations to make them capable of handling 25-year storms.

Physical infrastructure is only one component in stormwater management, and Brunswick is making several other important strides.

Brunswick has recently made it a priority to receive the Small Municipal Storm Sewer Permit (MS4) as outlined by Georgia Environmental Protection Division. In order to achieve the MS4 permit, the City must demonstrate compliance with a number of Best Management Practices (BMPs) for stormwater related to community education, system management, and regulations for new development.

In response, Brunswick has created a variety of programs. For example, the City has mapped the entirety of its stormwater system into GIS data and has created a public landscaping class covering issues such as xeriscaping and landscaping BMP's. Furthermore, the City of Brunswick has begun a phased analysis of all of the stormwater outfalls in the City, where testing will ascertain the presence and levels of dangerous pollutants.

Additionally, Brunswick has created a new Stormwater Ordinance, which addresses many aspects of stormwater management, including site design, illicit discharge, pre and post-construction permitting for erosion control, etc. The ordinance requires that post-development runoff be no greater than pre-development runoff, and it requires that stormwater quality be improved by catching and filtering water. Land owners must also maintain their stormwater filters to ensure their continued effectiveness.

However, all ordinances and measures require enforcement to be effective. Brunswick has the ability to effectively reduce stormwater in pre-construction settings, since all development requires site plans for permitting, but post-construction follow up is still an issue. Due to limited staff size, the City must depend upon the efforts of private property owners for code compliance in post-construction.

The City has created a public advertising campaign to raise public awareness with regard to stormwater issues. This campaign has received awards from the state due to its effectiveness and success, but public awareness must be supplemented with adequate enforcement and maintenance of BMPs. Enforcement and maintenance of stormwater BMPs are most effective when implemented through City resources and staffing. Currently, Brunswick is attempting to devise an appropriate fee and maintenance protocol for BMPs by 2007.

Parks and Other Community Facilities

Brunswick Parks and Recreation Department

The Mission Statement of the Brunswick Parks and Recreation Department is

"The Brunswick Parks and Recreation Department constantly seeks to improve the quality of life for the citizens of Brunswick by providing community-oriented programs and city-wide beautification."

The Department is divided into two divisions: Parks and Programs. The Parks division is primarily responsible for maintaining equipment and facilities for recreation and providing landscaping for the grounds. The Programs division acts as the administrator and manager of City recreational programs.

The Department's administrative facilities are located at Howard Coffin Park, which also provides:

- Four Tennis Courts
- Four Baseball/Softball Diamonds
- Two Soccer/Football Fields
- Half-Mile Walking Track
- Playgrounds/Picnic Areas

Public Parks

The City has at least part of 13 of the original planned squares. These include Machen, Jekyll, Queen's, Hanover, King's, Crispin, St. Simon's, Hillary, Blythe, Wright, Halifax, Satilla, and Frederica. In addition, the City has eight parks with recreational facilities. In addition to Howard Coffin, these are listed below:

- Orange Square (Location: L and Reynolds Streets)
 - Two Tennis Courts
 - Picnic Area
 - Playground Area
- Palmetto Square (Location: R and Reynolds Streets)
 - Two Tennis Courts
 - Picnic Area
 - Playground Area
- Goodyear Park (Location: Parkwood Ave.)
 - Two Tennis Courts
 - Picnic Area
 - Playground Area
- College Park (Location: Malabar Drive)
 - Full Basketball Court

- Picnic Area
- Playground Area
- Overlook Park (Location: Hwy 17 adjunct to Howard Coffin Park Pier)
 - Picnic Area
- Selden Park (County Owned, Location: Intersection of Newcastle and 4th Street)
 - Tennis Court
 - Swimming Pool
 - Full Basketball Court
 - Volleyball Court
- Mary Ross Waterfront Park (Location: Highway 341 and Gloucester Street)
 - Event Facilities
 - Picnic Area
 - Riverwalk

Community Programs and Events

The following is a list of recreational opportunities provided by the Programs division. While not all are currently offered, the list is representative of programs available in the past:

Youth

- Special programs
- Softball
- Coed baseball
- Flag football
- Tackle football
- Basketball
- Golf (seasonal)
- Tennis (seasonal)
- Co-sponsored traveling baseball teams (Big Red Association; prerequisite standards; emphasizes youth development)
- Co-sponsored Table Tennis Club (Brunswick Table Tennis Club; emphasizes youth mentorship/development; USA Table Tennis Affiliate)

Adults

- Softball
- Young adult basketball
- Joint senior citizen program with the Department of Community Development located at 2001 I Street

- Co-sponsored Table Tennis Club (Brunswick Table Tennis Club; emphasizes youth mentorship/development; USA Table Tennis Affiliate)

Parks and Greenspace Assessment

One of Brunswick's greatest assets is its historic grid pattern with integrated parks and open space. This pattern originally had a number of pocket parks and squares that greatly enhanced the City's attractiveness. Over time, some of these historic squares have been cut through by roads, developed upon, and under-maintained to the point that their original character and function has been lost. Currently, many of the City's historic squares are in a state of disrepair and inattention.

The Blueprint Brunswick plan has identified opportunities to revitalize key greenspace areas, which would greatly enhance the aesthetic appearance of proximate land uses. Anecdotal evidence suggests that many pocket parks have been adopted and maintained by local business, connoting citizen interest. Signature Squares of Brunswick, a local non-profit citizen group, has also undertaken as its mission the revitalization of the squares.

Community Centers and Buildings

The following is a list of community centers:

Roosevelt Lawrence Community Center

Location: 1109 H Street

The center is equipped with popular and traditional recreational game tables, two classrooms, and a multi-purpose gymnasium to facilitate the recreational needs of youth and adults.

City of Brunswick Multi-Purpose Center

Location: 2007 I Street

This facility seeks to address the nutritional and respite care needs of Brunswick's senior citizen community in a congregate setting. The facility also serves members of the senior community with memory losses and others who need individualized care through trained staff.

Activities Available Include:

- Bingo
- Leisure and Recreational Activities
- Community Education
- Health Screenings
- Exercise Programs
- Senior Citizen Advocacy
- Prescription Program Assistance

- Legal Assistance through "Georgia Cares"

Three Rivers Regional Library

Location: 208 Gloucester Street

The Three Rivers Regional Library is located in downtown Brunswick and is administered by the Three Rivers Regional Library System. The services provided by the Three Rivers Regional Library include access to a variety of informational materials such as books, video tape, books on CD, and DVDs. Materials for blind and physically handicapped persons are also provided. The library conducts programs geared toward children to promote its informational and educational mission.

Compliance with the Service Delivery Strategy

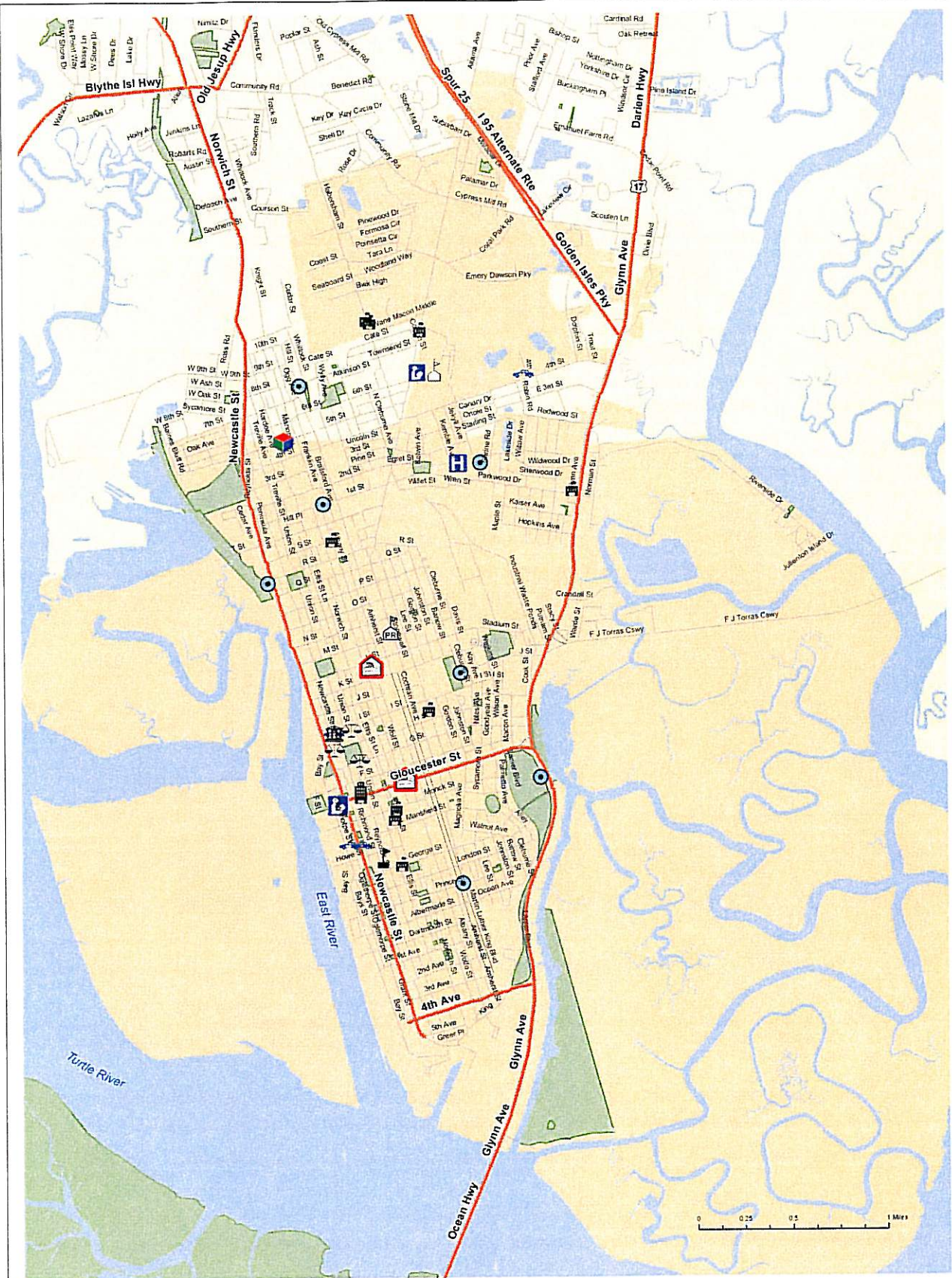
The existing Service Delivery Strategy between the City of Brunswick and Glynn County was executed on May 28, 1999. This 1999 version of the Service Delivery Strategy has remained in effect since that date. Throughout our process of assisting the City of Brunswick with the update to the Comprehensive Plan, we have reviewed the Service Delivery Strategy, especially the service areas, providers, adequacy of facilities, and future expansion plans.

With the sole exception of the provision of water and sewer services, our analysis of existing community facilities and services, combined with the best available information from City staff, shows that they are consistent with the Service Delivery Strategy. No other significant changes have occurred in the delivery of government services provided by the City and the County.

The provision of water and sewer services is in the process of consolidation between the City and County. The General Assembly of Georgia adopted House Bill 1585, signed into law by the Governor on April 19, 2006, approved by referendum on July 18, 2006, creating the Brunswick-Glynn County Joint Water and Sewer Commission as a separate legal entity from the City and the County.

Therefore, the Community Agenda and the Comprehensive Plan will resolve this change for the provision of water and sewer services to recognize the formation of the Brunswick-Glynn County Joint Water and Sewer Commission.

All of the other services presented in and submitted as the 1999 version of the Service Delivery Strategy are expected to remain in full effect.



LEGEND

- Pre-kindergarten
- Public School
- Private School
- Public Two-Year College
- Adult Edu. Center
- City Hall
- County Jail
- Courthouse
- Fire Station
- Hospital
- Library
- Public Safety
- Wastewater Treatment Facility/Water System
- Parks/Recreation/Open Space
- Brunswick Boundary



Transportation 7.0

Glynn County/City of Brunswick Long Range Transportation Plan (LRTP)

Glynn County Metropolitan Planning Organization (also known as the Brunswick Area Transportation Study or BATS) developed a Long Range Transportation Plan in 2005. This plan developed a list of recommended transportation improvements based upon transportation modeling and systematic evaluation of current conditions. The Long Range Transportation Plan (LRTP) recommends and ranks potential transportation projects for a 25 year time horizon; however, a new Long Range Transportation Plan is developed every 5 years.

The LRTP includes arterial widenings, new roadways, transportation system management improvements, intersection improvements, bridge improvements, and bicycle and pedestrian improvements. Each improvement is objectively scored and ranked according to its merit as determined by location, need, anticipated benefit, implementation schedule, and estimated cost.

Only projects in the LRTP are eligible for federal and state transportation funding. The plan addresses all aspects of transportation, including roads, bicycle and pedestrian facilities, transit, airports, ports, trucking, rail, and multimodal connections between modes. Transportation Enhancements, such as scenic corridors or recreational trails, are also addressed.

The following is the Vision Statement for the LRTP:

“The citizens of Brunswick and Glynn County envision a multimodal transportation system in Glynn County that is economically efficient, environmentally sound, and move people and goods in an energy-efficient manner. It will position Glynn County to compete in the global economy of the 21st century, and to prepare for future technologies and future limits on fossil fuels. Citizens value a transportation system that will support sustainable economic development and quality of life, while preserving their investment in neighborhoods natural resources historic sites, air and water quality. They want a system hat meets both personal and business transportation needs and provides affordable, safe convenient choices for transportation. The public wants full participation in transportation planning to

ensure a system that is physically and economically accessible to all citizens of Brunswick and Glynn County. Citizens want transportation planning integrated with overall community planning and land use policies, so that transportation design is proactive and supports planned orderly growth, rather than reactive to development.”

Agencies and Roles

The Metropolitan Planning Organization is the organization in charge of transportation planning efforts for any given metropolitan area. In 1991, Governor Zell Miller certified the Brunswick Area Transportation Study (BATS) as the official MPO for transportation planning in Glynn County and Brunswick. According to the Intermodal Surface Transportation Act, only improvements named by the MPO are eligible for state funding. Responsibility for the BATS process falls to the Glynn County Planning Department, as it is the agency named in the MPO appointment.

The Georgia Department of Transportation provides technical support and advice to the Glynn County Metropolitan Planning Department during the planning process. The Federal Highway Administration oversees the process and ensures that the LRTP meets federal planning standards.

The current LRTP was the product of an extensive public participation process, including three steering committees to help develop the plan. The Transportation Policy Committee, consisting of elected officials, appointees, and Georgia Department of Transportation representatives, was the primary decision-making body for the planning process. The Technical Coordinating Committee, which included local and state officials with transportation backgrounds, provided technical advice on the feasibility and expense of transportation projects. The Citizens Advisory Committee played the role of representing general citizenry and their concerns during the planning process.

Methodology

A detailed transportation model was used to determine the adequacy of the transportation system for future needs. The model involved a forecast of population, employment, and predictions of trip numbers from various origins to various

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destinations. The transportation model allows transportation planners to predict which road segments are likely to become congested as future growth and development occur.

LRTP Plan Recommendations

Recommendations for Roads

Road project recommendations are based on a number of considerations including projected level of service, connectivity, safety, and hurricane evacuation. Level of service is a measurement of the capacity of the road in comparison to the amount of traffic on that road. Roads are graded between "A" and "F" with grades "E" and "F" considered to be "failing" roads – highly congested roads that greatly slow down the speed of traffic.

As a result of this analysis, a list of 31 road or bridge projects is recommended in the LRTP. These projects include road widenings, new facilities, bridge replacements, intersection improvements, and corridor studies. This list of projects is considered cost-feasible, which means the projects should be capable of being funded out of current transportation funding mechanisms based on current trends.

While a variety of traffic improvement projects are identified in the LRTP according to projected Level of Service demands, very few are within the city limits. However, three locations are identified by BATS as needing future improvements to ease congestion and promote traffic safety. The plan proposes road widening of Fourth Avenue from two to four lanes for its entire length between US Hwy 17 and US 341. Similarly, the LRTP calls for road widening along Martin Luther King Boulevard between Fourth Avenue and Gloucester Street. Finally, the plan suggests a four lane extension from SR 25 West to K Street be built to improve traffic flow and safety.

Recommendations for Bicycle and Pedestrian Facilities

The LRTP reviews previous studies for bicycle and pedestrian infrastructure. A review of existing bicycle and pedestrian paths, which are fairly extensive on St. Simons Island, Jekyll Island, and in downtown Brunswick, is included.

Brunswick Area Transportation Study hired PBS&J in 1994 to determine appropriate expansion of bicycle and pedestrian infrastructure. The PBS&J study made several recommendations for pedestrian and bicycle improvements within the city. Top priority was placed on improvements along Fourth Avenue and Martin Luther King Boulevard.

The LRTP also reviews the Coastal Georgia Recreational Trail Plan. This plan reaches throughout the entire Georgia coastline creating a network of trails, greenways, and related

facilities for bicyclists and pedestrians, linking to historic, natural, and cultural amenities.

This plan was further developed into a set of specific recommendations for Glynn County in the Coastal Georgia Alternative Plan. The main arterial bicycle path moves through Brunswick proper along US Hwy 17. Bicycle and pedestrian projects are recommended in the Transportation Enhancement section of the LRTP. Furthermore, the LRTP explains that BATS will work with the City and County to support the development of ordinances requiring sidewalks adjacent to new activity centers.

Recommendations for Transit

There is no existing regular public transit service within the BATS service area. The Coastal Georgia Area Community Action Authority provides demand-responsive transit to the elderly and those with mental and physical disabilities. Hours of operation are Monday through Friday from 7:30 am to 4:00 pm and reservations must be received three working days in advance.

The consulting firm of Day Wilburn Associates, Inc. completed the Brunswick/ Glynn Transit Needs and Opportunities Study in December 2004. This study outlined a number of goals for forwarding a viable public transit system within Brunswick and the County at large.

The primary recommendations from the Transit Needs and Opportunities Study are for four fixed routes and a rideshare program, including a recommended fixed route through Brunswick proper. A detailed financial plan for transit implementation is also included. The LRTP adopts the recommendations from the earlier transit study into the larger transportation plan.

Glynn County has recently submitted two grant applications to GDOT to finance capital and operations expenses for running four fixed transit lines for two years. GDOT has accepted the first grant application (application for capital funding) and it is being reviewed by FTA. The second grant application for transit funding is currently being reviewed by GDOT. The Policy Committee of BATS has not yet established the specific transit routes which will be funded. If funded, the transit program will be administered by BATS.

Recommendations for Airports and Ports

The LRTP relies heavily on a previous airport study conducted by the LPA Group. Two airports are studied: The Brunswick Golden Isles Airport (BQK), and the McKinnon St. Simons Airport (SSI). The LRTP reviews the history, the existing facilities (as of the LPA report date), and the existing

land use around each airport. A list of recommended airport projects is provided for each airport.

According to the LRTP, LPA Group Transportation Consultants conducted an assessment of the BQK Airport in 2003. The recommended improvements to the Brunswick Golden Isles Airport included additional and improved taxiways, runways, hangers, and terminals. Expanded parking and new terminal access roadways were also recommended. LPA Group emphasized the importance of purchasing an 87 acre tract of land north of the airport to buffer against non-complementary land uses and bolster commercial/ industrial opportunity.

The LRTP laid out short and long term capital improvement plans taking into account trends in traffic patterns at the airport and the recommendations of the LPA 2003 report.

This section of the report also details Brunswick's port facilities. The report describes the port facilities available at the Marine Port Terminals and the Mayor's Point Terminals. The LRTP recommends deepening of Brunswick Canal from 30 feet to 36 feet. The estimated cost of this project is \$51 million.

Recommendations for Trucking and Rail

Many of the roads projects recommended in the LRTP will serve the needs of the trucking industry as well. However, much of the needed improvements are located outside Brunswick's city limits.

The existing rail network, including Norfolk Southern, CSX, and the Golden Isles Terminal Railroad are reviewed in the LRTP. Existing facilities and operations are described, including an in-depth description of how freight works its way from the Colonel's Island Terminal to the Norfolk Southern and CSX rail lines.

A new rail connection is proposed in the LRTP from the Golden Isles Terminal Railroad to Norfolk Southern to reduce the time in transit for freight from the Colonel's Island Terminal. While this particular project is located outside of Brunswick's city limits, it would decrease train layover time in Brunswick Yard by 24 hours and reduce noise in adjacent residential neighborhoods. This project is currently moving forward. The project's estimated cost is \$2.6 million.

Recommendations for Transportation Enhancement Projects

One of the main programs required of MPOs under the Intermodal Surface Transportation Efficiency Act is a Transportation Enhancement program to promote quality of

life in communities. Projects that may qualify for Transportation Enhancement funds include pedestrian and bicycle projects, as well as historic preservation, landscaping, and beautification opportunities related to surface transportation.

The LRTP reviews a list of recommended transportation enhancement projects and describes steps towards their implementation including funding and a review of existing conditions where appropriate. The recommended Transportation Enhancement projects relevant to Brunswick include:

- Bay Street/Oglethorpe gateway to historic Brunswick project – Park and mixed use development project to anchor a gateway into downtown.
- Highway 17 Beautification – Landscaping and a bike path along US Hwy 17 from Spur 25 to the Sydney Lanier Bridge.
- Brunswick-Altamaha Canal Greenway – First phases would involve reviewing right-of-way ownership and clearing ownership issues along the canal.

Additionally, the Blueprint Brunswick plan, commissioned by the city, has distilled the recommendations for the Bay Street/ Oglethorpe gateway and Highway 17 into conceptual landscape plans. Furthermore, the Blueprint Brunswick plan has outlined more potential street enhancements along Newcastle Street.

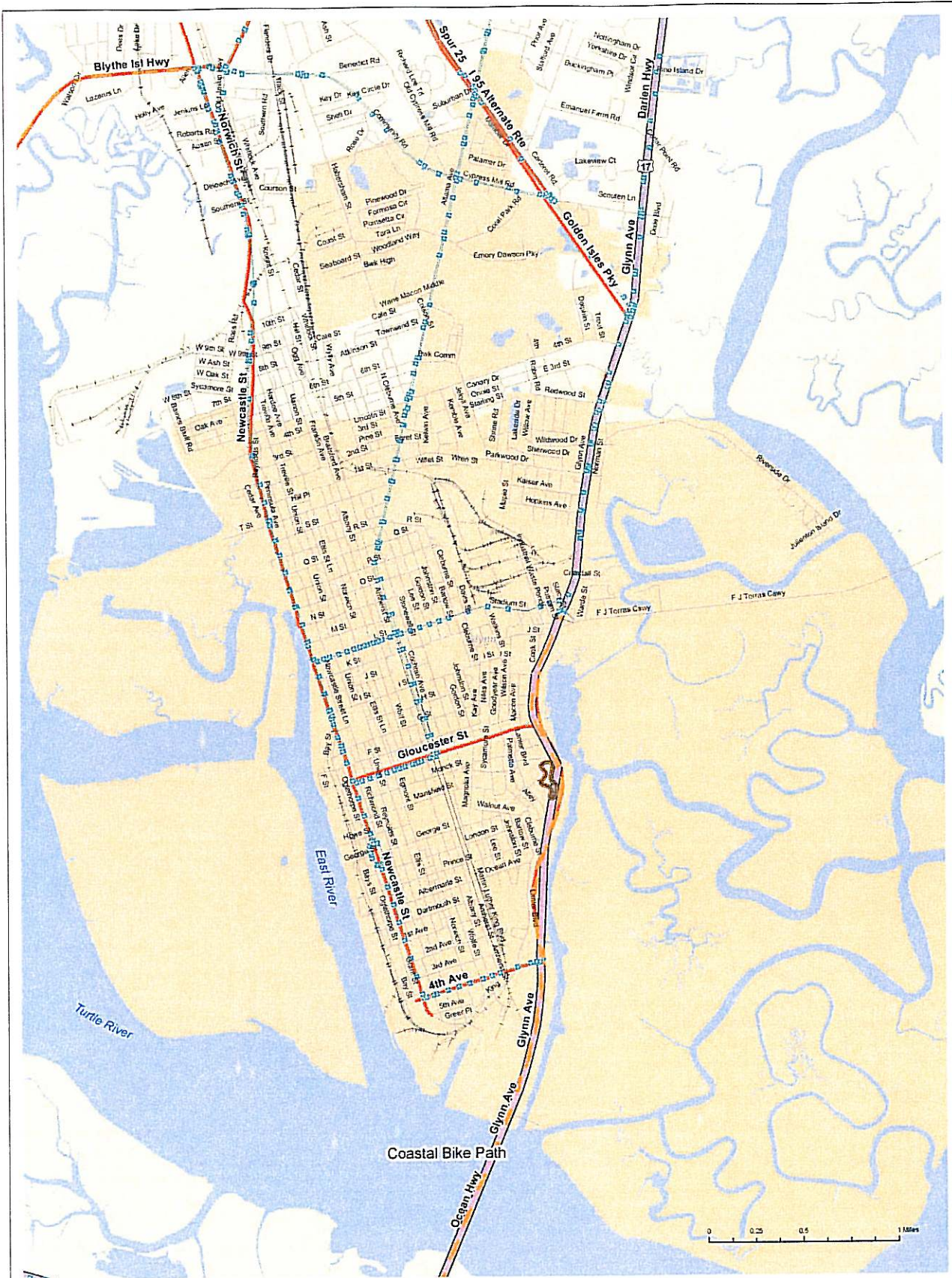
Financial Feasibility

Financial feasibility is assessed in the LRTP through its Financial Plan section. The section divides projects into maintenance and new construction assigning each an expected cost. In addition, the plan evaluates past funding amounts and forecasts expected monies to be received from federal and state sources. These are weighed against expenditures to determine the viability of projects.

The total cost of the proposed road projects matches the expected funding and is approximately \$347M dollars (in 2004 dollars) exclusive of maintenance projects. Costs for Transportation Enhancement Projects and transit costs and their required local matches are estimated separately from roadway projects.

Local funding is provided for largely by SPLOST monies. Brunswick is currently in its fourth round of SPLOST programs. The cost estimates provided by the LRTP assume \$5,000,000 million in SPLOST funding from the City and County governments.

The total local cost (excluding fare revenues) for implementation of the proposed transit service was estimated at \$8 million for capital and operating costs for the first five years of operation. Since the completion of the LRTP, rapidly increasing construction costs may have changed the financial feasibility of this plan. This may have implications on the project funding and timing of many of the recommended transportation projects.



LEGEND	
	Existing Trails
	Planned Bicycle Routes
	Planned Shared Use Path
	State Bike Path
	Brunswick Boundary
	Railroad



Intergovernmental 8.0

Glynn County

On many issues and within many regional organizations, the City and County cooperate effectively. However, the relationship between the City of Brunswick and Glynn County has also been fraught with challenges. Some currently effective regional organizations include the Brunswick-Glynn County Development Authority, Glynn-Brunswick Memorial Hospital Authority, the Brunswick and Golden Isles Convention and Visitors Bureau, and the Brunswick Area Transportation Study.

The most recent development between the City and the County is the Joint Sewer and Water Commission. This Commission has been formed so that the City and the County can share water and sewer infrastructure in order to achieve efficiencies and meet the needs for future growth and development. While the Joint Sewer and Water Commission has been agreed upon and approved, disagreements during the process have heightened the tension between City and County governments.

On most day to day issues, the City and the County operate independently and coordinate on an as-needed basis. In the past there have quarterly meetings between the County and City Commissions, but this is not a current practice. Both County and City staff acknowledge that a higher degree of coordination could enhance the effectiveness of administration on issues such as redevelopment, planning, and coordination of regulations.

Glynn County Schools

As the historic center of the region, the City of Brunswick is home to many of the Glynn County School system's public schools, including both Brunswick High School and Glynn Academy. The City is also home to the administrative complex for Glynn County Schools.

Glynn County Schools conducts its own planning for future schools and develops its own population projections for the student population. In general it is expected that most new schools will be built in areas currently experiencing high population growth on the western and southern parts of Glynn County. New schools in the City are generally not anticipated.

One exception to this is the planned relocation of Glynn Middle School. Glynn Middle is being relocated to facilitate the restoration of Wright Square, one of Brunswick's historic squares. The new Glynn Middle School is being planned for the southern end of the City off Lanier Boulevard.

Jekyll Island

Jekyll Island is administered by a state authority, the Jekyll Island Authority, charged with its management and development as a state-owned park. Although official relations between the City of Brunswick and Jekyll Island are limited, many City residents use the island for its recreational offerings and are very concerned with its future development and preserving public accessibility to its offerings.

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