Survey Results: Fully-Somewhat Agree

			# of
Q#	Question	Percentage	Respondents
Q39	I regularly attend community sponsored events (parades, festivals).	82.05	32
Q27	The protection of the city's historic resources is important to the quality of life of its citizens.	79.49	31
Q40	There are plenty of opportunities to participate in community matters or volunteer in the community.	79.49	31
	I feel safe conducting my day to day activities, such as going to work or shopping/dining in the commercial		
Q12	areas, including downtown.	75	30
Q38	I feel welcomed and socially included in Brunswick.	71.79	28
Q42	Brunswick is open and welcoming to newcomers.	64.11	25
Q16	Brunswick demonstrates a respect for the city's natural resources and environmental assets.	61.66	26
Q35	There are a variety of cultural, art, or music activities to participate in.	61.54	24
	There is an adequate amount of open space, recreation, parks, and natural preservation areas for me to		
Q17	enjoy.	58.98	23
Q2	Brunswick is a great place to raise a family and/or to retire.	57.5	23
Q3	I would recommend Brunswick to friends, family, or colleagues.	57.5	23
Q30	There are a variety of employment options in Brunswick.	56.41	22
Q32	I work in the City of Brunswick.	53.85	21
Q33	I am able to fulfill all my goods and service needs using Brunswick businesses.	51.28	20
	Brunswick is a welcoming, safe city with ample opportunities and amenities.		

Survey Results: **Neutral** 

Q#	Question	Percentage	# of Respondents
Q34	The public k-12 education program is fully preparing my child for the future.	52.63	20
Q20	I find the city's recreation programs meet my needs or the needs of my family members.	42.11	16

# Survey Results: Somewhat – Fully Disagree

			# of
Q#	Question	Percentage	Respondents
Q28	Brunswick is in good economic health.	66.67	26
Q5	City streets are well maintained.	65	23
Q23	The land use, planning, and zoning within the city is well thought out.	64.11	25
Q24	Code enforcement is properly used in the city.	56.41	22
Q6	There are an adequate amount of street lighting, benches, and other pedestrian amenities.	55	22
Q9	The overall pedestrian experience is good.	55	22
Q8	Brunswick is generally clean and free of litter.	52.5	21
Q22	There are a variety of affordable, quality houses in Brunswick.	51.29	20
Q36	I use the city's public library at least once a month.	51.28	20
Q7	The sidewalks are in good condition.	50	20
Q15	Brunswick's paths and multipurpose sidewalks connect me to a variety of amenities in the city.	48.72	19
Q30	There are a variety of employment options in Brunswick.	48.72	21
	Economic health, pedestrian amenities and safety, code enforcement and litter are currently problems in City of Brunswick.		

Survey Results: Inconclusive (did not reveal a majority)

Q1	The overall quality of life in Brunswick is high.
Q10	The existing infrastructure meets my personal and/or business needs (water, sewer, etc.).
Q13	I am able to travel around town in ways besides an individual vehicle (such as walk or cycle).
Q14	There is an ease of getting around town to all services I may need during the day.
Q18	The air quality in Brunswick is high.
Q19	The public facilities meet my recreation needs (dog walking, jogging, field-based activities).
Q25	Brunswick has maintained its unique identity while also allowing for new development.
Q26	The historic properties, neighborhoods, commercial and/or institutional buildings in Brunswick are well protected.
Q31	Downtown Brunswick is vibrant and thriving.
Q43	I have confidence in the City of Brunswick's staff and elected officials.

# **Brunswick First Friday Summary**

- 1. Clean up: neighborhoods (dilapidated housing and abandoned properties; route 17 (design standards), anti-litter campaign
- 2. Convention center doubt. Competition with Jekyll Island (is another one in area needed)
- 3. Increased recreation: trails for bikes and pedestrians, parks in general.
- 4. Revitalize downtown: encourage small business, Lofts, SCAD like (bring college downtown)
- 5. Protect and promote history: Don't tear it down, restore facades in historic district, expand historic districts
- 6. Affordable housing options: for families, less rental, renovate run down neighborhoods
- 7. Hospital's impact on surrounding neighborhoods: tearing down and paving over. Concern over costs and want increased medical options
- 8. Safe routes to school. Bridge to Glynn middle and road crossings in Urbana and Mayhew
- 9. Have more activities that bring people together like a farmer's market

# **Brunswick Event – General Comments**

- My concern is the hospital. The cost of treatment is very expensive. However, treating patients for serious conditions such as strokes, heart attacks, gunshot wounds, patients have to be flown or driven to Jacksonville/Savannah. Too much construction for parking lots and office buildings, NOT ENOUGH doctors. Also many departments of the hospital are leased out, and doctors travel as far as Carolina. We need doctors who live here, not to be trained and go elsewhere.
- Brunswick has momentum and a ton going for it.
  - Retail follows rooftops not vice versa. The convention center/hotel need to wait. Downtown needs more lofts, mixed-use with residential buildings, and employment. Hotels and conference centers will follow later.
  - Pack up the city commission on a bus and go visit Macon (New town Macon),
     Georgetown, SC, and Aiken, SC. Learn something from their efforts.
  - Soften Highway 341
  - Find better ways to connect transportation to St. Simons and the college.
- Timber Ridge needs lights in the neighborhood. The First Friday events downtown look to be a huge success Great Job! There are a few low hanging branches on Union that need to be trimmed. Thanks for all your hard work!

- Should do convention center in two stages as we can afford and it proves it viable your working on Ross Park as well let's see when a decent hotel sees site as a positive investment!
- Norwich street as a business hub not sure how realistic that is for retail, apartments, town houses, yes. Bike trails, walking trails. Focus on dilapidated and abandoned property clean-up. Community buy-in needed for litter from cigarettes to dirty diapers, how people can just fling debris is something I don't get. At times 20 feet from a trash can.
- Do something about the blight. Renovate run down neighborhoods. Provide affordable housing.
- Why compete with Jekyll? Is a convention center in close proximity to the other needed? Has there been a study?
- Urbana and Mayhew needs safe crossings for school children that attend Burroughs Motette.
- You need to do something to get small businesses downtown. Promote family owned businesses. Fill empty buildings. Good luck!

- Outdoor opera waterfront (5000 people)/ampitheater
- New restaurants south end of downtown needs more, north end too. Hotel, nightlife
- Annex (Medical Parkwood)
- Ask CCGA to have classes in Old Town
- Affordable senior living
- Large farmer's market or Saturday with live music
- Need more space to gather and do things
- Need more lofts and employment
- Bring FLETC downtown
- Bike trail, lots of bike trails
- Lofts downtown
- Bring College of Coastal GA downtown!! (Look at SCAD!)
- Greenspace, recreation, for children, trash receptacle (need more).
- Younger people, where are they?
- Market Brunswick to seniors.
- More pedestrian friendly areas
- Skateboard parks, self-policing is educational/or small skate spots

- Pedestrian paths must be a top priority, alternative transportation
- I love the historic districts
- Return facades in historic districts to original designs, more character and history

## Early2.2-2.6

- Remove abandoned lots/homes
- Eliminate blight
- Revenue producing property owners
- Pass proposed tree ordinances
- Bike paths, sidewalks, foot bridges
- Family housing (not rentals)
- Trader Joe's!
- Business, restaurants
- Infrastructure
- Concern about foot bridge to Glynn Middle, safe route to Glynn Middle

# **2.2 North Brunswick**

Comments: N/A

# 2.3 Medical Parkwood

#### Comments:

- No more tearing down houses!
- Why is this hospital buying up properties and pull them from tax rolls?
- Staging area for hospital?
- NOT to be paved over when finished
- Water sewer and infrastructure
- Glynn Villas need to be gone

## 2.4 Riverside

Comments: N/A

# 2.5 US Highway 17 Corridor

## Comments:

Pass design guidelines for route 17

## 2.6 Hercules

#### Comments:

• Ex sore (Hercules)

# 2.7 New Town/Town Commons

## Comments:

• Can New Town be a historic district?

# 2.8 Urbana/Mayhew

## Comments:

- Affordable housing
- Smaller housing/smaller lots
- Lower rents for small businesses
- Reutilization is need

# 2.9 Windsor Park

### Comments:

• Single family on in Windsor Park

# 2.10 Dixville/Habersham Park

#### Comments:

• Save the shotgun houses

# **2.11 Old Town**

#### Comments:

- Open containers allowed every day
- Historic style street lamps in historic district to replace GA power lights

# **2.12 South End Brunswick**

Comments: N/A

# **2.13 Industrial Waterfront**

## Comments:

Waterfront Lofts

# 2.14 Liberty Harbor

Appendix B – 1<sup>st</sup> Friday input session | May 4, 2018

Comments: N/A



Comprehensive Plan Update | Planning Meeting | June 7, 2018 City of Brunswick (Chrissy Marlowe)

## Comments:

- GAEcD study shows African American tourists spend twice the money.
- Signage for parking especially if Oglethorpe moves food impacts First Fridays
- We need more amenities downtown to draw people food trucks, not convention center when one is on the ocean already (SPLOST)
- Tourism is a better draw, trolleys
- Pedestrian safety/access is important
- Mary Ross Park will be popular after Norwich is revitalized
- Conference center intended to be more reasonably priced, not competing with Jekyll
- City center development is necessary
- Distilleries and breweries would be good for downtown
- City is viable option for conference center and good draw downtown
- Hotels are interested
- Parking after convention center is built will be a problem
- Current proposed location is poor doesn't reflect historic downtown. Brownfields are available (Norwich)
- People come for our story community heritage, not just African American story
- Our storyis why people come needs to be more conspicuous family reunions
- RSVP plan needs implementation
- Better job of marketing and sharing what we have buildings, incentives, get message out
- DDA as mechanism for driving economic stimulation
- Leverage/help people invest in town
- Grocery stores need a 'local feel' market stop people headed back to island and solve food desert areas (like Adams)
- Page three #23 vacant registry city code enforcement efforts
- Land bank authority will help with vacancies
- Page four #35 worry about 'amusement park' feel at farmer's market needs staffing
- Page four #37 mobile opt-in one point system for good and bad (storms)
- Mary Ross Park cruise ships/busses straight to islands lure these people to city (tours)
- Technology better website build app to get more input
- #42 land use/water for mixed use focus on future land use
- E River frame future development along marsh front and new downtown
- Prioritized list of square rent? 'Signature Squares' #50
- Push revitalization of squares by getting plans for each lined up

#### ORDINANCE NO. 1048

AN ORDINANCE TO CREATE ARTICLE IV OF CHAPTER 19 OF THE CITY OF BRUNSWICK CODE OF ORDINANCES, TO PROVIDE FOR A COMPLETE STREETS ORDINANCE; TO PROVIDE FOR AN ADVISORY BOARD; TO PROVIDE AN EFFECTIVE DATE; TO REPEAL ALL ORDINANCES AND PARTS OF ORDINANCES IN CONFLICT HEREWITH; AND FOR OTHER PURPOSES.

- WHEREAS the City of Brunswick actively promotes safe streets through design, education, and enforcement of all its transportation network; and
- WHEREAS a complete streets program is designed to reduce congestion, increase the transportation network capacity, increase consumer choice while decreasing consumer transportation costs and improving air quality and community health, enhance community aesthetics, augment economic growth, increase community stability by providing accessible and efficient connections between home, school, work, recreation, and retail destinations; and
- WHEREAS Complete Streets are Rights-of-Way that are planned, designed, constructed, operated, and maintained in such a way as to enable safe, comfortable, and convenient access along and across the Rights-of-Way by users of all ages and abilities, including but not limited to, pedestrians, bicyclists, transit riders, motorcyclists, emergency, freight, and vehicle operators; and
- WHEREAS Complete Streets may include facilities and amenities including but not limited to pavement markings and signs; sidewalks and pedestrian safety improvements such as medians, curb extensions, and crosswalks; Americans with Disabilities Act (ADA) accessible curb ramps and accessible pedestrian signals; transit shelters, signage, and improved pedestrian and bicycle access to transit stops and stations; wide travel lanes, bike lanes, or shared use lanes; bicycle parking facilities; street trees, landscaping, street lighting, and street furniture; and adequate drainage facilities including opportunities for storm water quality treatment facilities; and
- WHEREAS the Georgia Department of Transportation adopted a Complete Streets Design Policy to be implemented on all State roadways on September 20<sup>th</sup>, 2012 as a means for improving mobility, access, and safety for the traveling public throughout Georgia;
- **NOW THEREFORE, BE IT ORDAINED** by the Mayor and Board of Commissioners, acting in its capacity as the governing authority of the City of Brunswick, Georgia, that the attached Complete Streets Ordinance is adopted and shall be applicable to the planning

and design of all new transportation and Complete Streets improvements initiated after the adoption hereof:

## SECTION ONE

## Sec. 19-70 – Complete Streets

- (a) All transportation projects in the City shall create complete streets that allow safe and convenient travel along and across streets for users of all ages and abilities and for all modes of transportation, including motorists, bicyclists, public transportation vehicles and their passengers, and pedestrians.
- (b) Section 1(A) shall apply to all transportation projects conducted by, or using funds awarded by, the City, or any other local, State, or Federal agency. This shall include new construction, reconstruction, resurfacing, restoration, repaving, and rehabilitation of highways, roads, and streets.
- (c) The City of Brunswick shall modify its procedures, documents, training programs, and performance measures within one year of the effective date of this Act to ensure that the needs of all users of the highways, roads, and streets in Brunswick are included in all phases of all transportation projects, including funding, planning, designing, operating, and maintaining transportation infrastructure.
- (d) The City of Brunswick shall develop and/or adapt design manuals, standards, and guidelines based on the latest and best practices of street design, construction, operations, and maintenance as these apply to bicycle, pedestrian, transit, and highway facilities. All manuals, standards, and guidelines must be made publicly available.

# Sec. 19-71 – Exceptions to Complete Streets Requirements

- (a) A transportation project shall not be required to accommodate the needs of a particular user group if the City Engineer, Director of Public Works, or other senior management personnel determines in writing that:
  - 1. The use of the transportation facility by the particular user group is prohibited by law;
  - 2. The cost of accommodating the needs of the particular user group for the transportation project would be excessively disproportionate to the current or future need or probable use of the facilities by the particular user group;
  - 3. There is a demonstrated absence of future need by the particular user group, as determined by factors including current and future land use, current and projected user volumes, population density, and crash data; or

- 4. The adverse impacts of accommodating the needs of the particular user group significantly outweigh the benefits.
- (b) The determination shall be supported by data and written documentation. The determination shall identify the applicability of an exception for each user group whose needs will not be accommodated by the transportation project.

## Sec. 19-72 - Advisory Board

The City's Development Review Team (DRT) shall act as an advisory board to help the City Engineering and Public Works Departments comply with the Complete Streets Act and to provide ongoing feedback related to the implementation of the Complete Streets Act.

# Sec. 19-73 - Program Evaluation and Reporting

(a) The City Engineering or Public Works Department, in conjunction with any Department or Agency that plans or implements transportation projects, shall establish benchmarks reflecting the ability of all users to travel safely and conveniently along highways, roads, and streets within the agency's jurisdiction.

Examples of such benchmarks may include:

- 1. New miles of bicycle lanes and sidewalks; new street trees or plantings; the number of new curb ramps and improved street crossings; and improved signage;
- 2. Measurements regarding existing levels of service for different modes of transport and categories of users, including public transportation ridership;
- 3. Collision statistics by neighborhood and mode of transportation, as well as bicycle and pedestrian injuries and fatalities;
- 4. Other benchmarks to track the safety, functionality, and actual use of the neighborhoods and areas within the City of Brunswick by each category of users.
- (b) Each such Department or Agency also shall develop plans and set goals to ensure the successful implementation of the Complete Streets Act in low- and moderate-income communities. On or before June 30<sup>th</sup>, 2018, each such Department or agency shall prepare an initial report to identify barriers, and propose solutions, to successful implementation of the Complete Streets Act in low- and moderate-income communities.
- (c) Each such Department or Agency shall collect and monitor data to determine compliance with the established benchmarks.
- (d) Each such agency shall provide annual reports to the City Planning, Development & Codes Department (PDC) to allow the Department to evaluate implementation of the Complete Streets Act. Each annual report shall include the data collected pursuant to

Section 4 as well as a list of transportation projects initiated or completed during that fiscal year. The report also shall include a list of on-going transportation projects. If any exceptions are applied to transportation projects pursuant to Section 2 herein, such projects and the relevant exceptions should be identified in the annual report.

- (e) All benchmarks and reports shall be made publicly available online.
- (f) For the purpose of this section, "low income community" refers to any census tract that meets one of the following criteria (as reported in the most recently completed decennial census published by the U.S. Bureau of the Census):
  - 1. The poverty rate for the census tract is at least 20 percent; or
  - 2. For a community within a metropolitan area, the MFI for a census tract does not exceed 80 percent of the greater of statewide MFI or metropolitan area MFI; or
- (g) For the purpose of this section, "moderate income community" refers to any population whose income is between 81 and 95 percent of the MFI for the area.

### Sec. 19-74 – Effective Date

The Complete Streets Act shall take effect on the date of final adoption by the City of Brunswick City Commission, provided that it shall not apply to any transportation project for which a preliminary design has been completed on or before said adoption.

## **SECTION TWO**

All ordinances or parts of ordinances in conflict with this ordinance are hereby repealed.

## SECTION THREE

If any section, clause, sentence or phrase of this ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, then said holding shall in no way effect the validity of the remaining portions of this ordinance.

#### SECTION FOUR

This ordinance shall becor	ne effective imme	ediately upon its adoption by the City Council.
SO ORDAINED, this	day of	, 2017.
		Cornell L. Harvey, Mayor City of Brunswick, Georgia

ATTEST:	
Naomi D. Atkinson, City Clerk	-

Appendix D -- Policy: Complete Streets Ordinance | 2017

#### **ORDINANCE 1058**

AN ORDINANCE AMENDING THE CODE OF ORDINANCES OF THE CITY OF BRUNSWICK AT CHAPTER 22A, STORMWATER MANAGEMENT; TO PROVIDE FOR A NEW ARTICLE V "STORMWATER UTILITY": TO PROVIDE FOR DEFINITIONS: TO PROVIDE FOR A STORMWATER UTILITY SERVICE AREA: TO PROVIDE A STATEMENT OF PURPOSES AND FINDINGS OF FACT: TO PROVIDE FOR A SCOPE OF RESPONSIBILITY FOR STORMWATER MANAGEMENT SYSTEMS AND FACILITIES: TO PROVIDE FOR THE ESTABLISHMENT OF STORMWATER USER FEE CHARGES: TO PROVIDE FOR STORMWATER UTILITY CUSTOMER CLASSES; TO PROVIDE THE METHOD FOR ESTABLISHMENT OF STORMWATER USER FEE CHARGE RATES: TO PROVIDE FOR STORMWATER USER FEE CHARGE EXEMPTIONS; TO PROVIDE FOR STORMWATER USER FEE CHARGE CREDITS: TO PROVIDE FOR INSPECTIONS AND ENFORCEMENT: TO PROVIDE FOR STORMWATER USER FEE BILLING, DELINQUENCIES, COLLECTIONS, AND ADJUSTMENTS; TO PROVIDE FOR APPEALS; TO PROVIDE AN EFFECTIVE DATE: TO PROVIDE FOR SEVERABILITY: TO RESTATE AND REAFFIRM THE CODE OF ORDINANCES, AS MODIFIED HEREBY; TO REPEAL ALL CODE PROVISIONS, ORDINANCES, OR PARTS THEREOF, IN CONFLICT HEREWITH; AND FOR OTHER PURPOSES.

The commission of the City of Brunswick hereby ordains that the Code of Ordinances of the City of Brunswick be and it is hereby amended as follows:

#### SECTION ONE:

That the Code of Ordinances of the City of Brunswick, Georgia, is hereby amended by adding an Article V, Stormwater Utility, to Chapter 22A which reads as follows:

#### Sec. 22A - 107. Purpose

This Chapter is enacted for the purpose of establishing the Stormwater Utility and Stormwater User Fee System and other provisions relating thereto.

#### Sec. 22A - 108. Findings of Fact

The Mayor and City Commission make the following findings of fact:

(a) The City of Brunswick is authorized by the Georgia Constitution of 1983, including, without limitation, Article IX, Section II, Paragraph III, and O.C.G.A. § 36-82-62 to provide stormwater management service systems and facilities throughout the corporate boundaries of the City of Brunswick (hereinafter "the City" or "Brunswick") and to collect fees for provision of those services.

- (b) In promulgating the regulations contained in this section, the City is acting pursuant to authority granted by the Constitution and laws of the State of Georgia and its City Charter to provide for stormwater collection and disposal. A system for the collection, conveyance, storage, treatment and disposal of stormwater provides services to all properties within the City limits.
- (c) Failure to effectively manage stormwater runoff can result in:
  - Erosion of lands, which could threaten businesses, residences, and other structures with water damage and may environmentally impair the rivers, streams and other bodies of water within, and downstream of, the City;
  - Adverse impacts to the sanitary sewer system operations thereby increasing the potential for infiltration and inflow into the sanitary sewer system operated by the Glynn County-Brunswick Joint Water and Sewer Authority;
  - 3. Potential degradation of the quality of both surface water and ground water resources.
- (d) The City presently owns and operates stormwater management systems and facilities, which have been developed over many years. The future usefulness and operational function of the existing stormwater management systems and facilities owned and operated by the City, and the additions and improvements thereto, rests on the ability of the City to effectively manage, protect, control, regulate, use, and enhance stormwater systems and facilities within the City in concert with the management of other water resources within the City. In order to do so, the City must have both a stormwater management program as well as an adequate and stable funding strategy for its stormwater management program operation and drainage-related capital improvement needs.
- (e) The City is required under Federal and State regulations [i.e. the Federal Clean Water Act, the City's National Pollutant Discharge Elimination System (hereinafter "NPDES") Phase II Stormwater Permit] to provide enhanced management of stormwater runoff quality to mitigate the impacts of pollutants which may be discharged from the public municipal separate storm sewer system (MS4) into State of Georgia or United States' waters. Therefore, it is appropriate for the City to establish a Stormwater Utility and impose stormwater user fee charge upon improved properties that may discharge, directly or indirectly, into the public MS4, or receive stormwater services from the City, either directly or indirectly, whether or not the property is private or public in nature.
- (f) Compliance with the regulatory obligations of the City's NPDES Phase II Stormwater Permit, the National Flood Insurance Program (NFIP); the Georgia Comprehensive Statewide Water Management Plan;; and other applicable State and Federal water resources related regulations as well as other identified stormwater management program needs will affect the cost of providing stormwater management services, systems and facilities above what is currently

being spent for stormwater quality management, drainage system maintenance, flood plain management, capital drainage projects and other stormwater management program activities.

- (g) The City desires to implement a storm water management program to address storm water runoff quality and quantity and to mitigate the impacts of pollution and flooding which may Impact the public MS4, private property and downstream receiving waters of the State of Georgia and/or United States.
- (h) The cost of operating and maintaining the City's stormwater management system and the funding of necessary repairs, replacements, improvements and extensions thereof should, to the extent practicable, be allocated in relationship to the services provided by the City's stormwater management program and the demand imposed by improved property on the City's drainage system and stormwater management program.
- (i) The stormwater management program assessment and financial analysis, titled "Stormwater Utility Rate Study," performed by the City's consultant, properly assesses and defines the City's stormwater management program problems, needs, goals, priorities as well as the stormwater management program funding strategy.
- (j) Given the stormwater management program problems, needs, goals, priorities and funding strategy identified in the aforementioned stormwater program assessment and financial analysis, it is appropriate that the City authorize the formation of an organizational and accounting entity dedicated specifically to the management, maintenance, protection, control, regulation, use, and enhancement of storm water management services, systems, and facilities within the City in concert with other water resources management programs.
- (k) Stormwater management is applicable and needed throughout the incorporated areas of the City. While specific service and facility demands may differ from area to area at any given point in time, a stormwater management system and service area encompassing all lands and water bodies within the incorporated areas of the City is appropriate given the present and future needs of the City.
- (i) It is practical and equitable to allocate the cost of stormwater management among the owners and/or tenants of improved properties in proportion to the demands the properties impose on the City's stormwater management systems and facilities which result in services to such properties and the owners and/or tenants thereof. The fair and equitable apportionment of costs via the stormwater user fee charge correlates to the stormwater management services, provided directly or indirectly, to that property and the runoff demand that the property imposes on the public drainage system and the City stormwater management program.

- (m) Stormwater management needs in the City include, but are not limited to, protection of the public health, safety, and welfare of the community. Provision of stormwater management services renders and/or results in both a service to customers and benefit to all properties, property owners, citizens, and residents of the City in a variety of ways although the benefits may be indirect or immeasurable.
- (n) A stormwater management program provides the most practical and appropriate means of properly delivering stormwater management services throughout the City. The imposition of a stormwater user fee charge is the most equitable means to allocate the costs to users of the stormwater management services and to generate revenue to implement the defined level of service for the City's stormwater management program.
- (o) The presence and amount of impervious surfaces on each improved property is the most important factor influencing the stormwater runoff contribution of that property; the corresponding demand the property imposes on the stormwater management program; and the cost of providing stormwater management services to that property by the City. Therefore, the amount of impervious surface on each property is the most significant parameter for calculating a periodic stormwater user fee charge; and the City deems it appropriate to impose a stormwater user fee charge upon all improved properties that may discharge, directly or indirectly, into the public drainage system whether the property is private or public in nature.
- (p) A schedule of Stormwater Utility user fee charges based primarily on the amount of impervious surface located on each improved property is the most appropriate and equitable means of allocating the cost of stormwater management services throughout the City. Stormwater Utility user fee charges may be designed with specific modifiers to further enhance customer equity, as well as customer understanding of the user fee charge rate structure, while at the same time minimizing the City's customer account management and maintenance efforts.
- (q) Stormwater Utility user fee charges may be supplemented by other funding which addresses specific needs, including, but not limited to, special district service fees, General Fund allocations, revenue bonds, use of proceeds from special purpose local option sales taxes (SPLOST) and other forms of revenue, as deemed appropriate by the Mayor and City Commission.
- (r) The existence of privately owned and maintained on-site stormwater control facilities, activities or assets which reduce, or otherwise mitigate, the impact of a particular property on the City's stormwater management program, and the Stormwater Utility's cost of providing stormwater management services and/or stormwater management systems and facilities, should be taken into account to reduce the user fee charge on that property in the form of a credit, and such credit should be conditioned upon continuing provision of such services,

systems, facilities, activities or assets in a manner complying with the standards and codes as determined by the Stormwater Utility. Credits for privately owned and maintained stormwater management systems, facilities, activities or assets shall be generally proportional to the affect that such systems have on the reduction and mitigation of the stormwater runoff impacts from the property.

- (s) It is required that the revenue proceeds from all user fee charges for stormwater management services, systems or facilities, together with any other supplemental revenues raised or otherwise allocated specifically to stormwater management services, systems or facilities, be dedicated solely to those purposes. Such user fee revenue proceeds, and other supplemental revenues, shall be deposited into the City of Brunswick Stormwater Utility Enterprise Fund. The user fee proceeds and other supplemental revenues shall remain in the enterprise fund, and be dispersed only for stormwater management capital improvements, facilities, equipment, operating and non-operating costs, lease payments, debt service payments, or other indebtedness related to the stormwater management program.
- (t) In order to protect the health, safety and welfare of the public, the governing authority of Brunswick hereby exercises its authority to establish a Stormwater Utility, as the best available means of addressing the foregoing stormwater management program needs and priorities. By means of this Ordinance, the City will enact a stormwater user fee rate structure and a procedure for the establishment of a user fee charge billing rate related to the provision of stormwater management services.

## Sec. 22A - 109. Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

- (a) Act means and refers to the Clean Water Act codified at 33 U.S.C. § 1251, et seq, and the rules and regulations promulgated by the United States Environmental Protection Agency pursuant thereto.
- (b) Credit means a reduction in the amount of a customer's stormwater user fee charge in recognition of a customer's efforts to mitigate the stormwater runoff impact that developed property has on the City stormwater management services and systems, and/or the efforts of a customer to offset the City's cost for implementation of stormwater management program related activities.
- (c) Customers of the Stormwater Utility shall include all persons, properties, and entities serviced by and/or benefitting from the services provided by the City's stormwater management program and the Stormwater Utility. These services include, but are not necessarily limited to, the Stormwater Utility's administration,

management, maintenance, expansion, and improvement of the stormwater management systems for the handling and disposal of stormwater runoff from private and public properties, and the regulation of the public and private stormwater management systems, controls, facilities, and activities.

- (d) Dwelling Unit shall mean a structure, regardless of the type or method of construction, which contains one (1) or more bedrooms, a bathroom, and cooking facilities, designed for occupancy by a one or more person(s) regardless of relationship, living as a single-family unit.
- (e) Enterprise fund means a fund used to account for operations that are financed and operated in a manner similar to private business enterprises where the intent of the governing authority is that the cost of providing services to the public on a continuing basis be financed or recovered primarily through user charges.
- (f) Equivalent Residential Unit (ERU) means the stormwater user fee charge billing unit increment related to the median horizontal impervious surface area footprint of 2,220 square feet for a typical single-family dwelling unit within the City.
- (g) Fiduciary Fund means a trust or agency fund used to account for assets held by a local government in a trustee capacity.
- (h) Hydrologic Response defines the manner and means whereby stormwater runoff collects, remains, diverts, infiltrates, and is conveyed from a property. Hydrologic Response is dependent on several factors including, but not limited to, the presence of impervious surface, the parcel's size, the parcel's shape, the parcel's topography, the parcel's vegetative canopy, the parcel's groundwater characteristics, the parcel's on-site operations, the parcel's stormwater controls, the parcel's antecedent moisture as well as the parcel's geologic and hydrogeologic characteristics.
- (i) Impervious area shall mean and have the same definition as impervious surface.
- (j) Impervious surface means those areas which prevent or impede the infiltration of stormwater into the soil in the manner in which it entered the soil, in natural conditions, prior to development and causes stormwater runoff to collect, concentrate or flow in a manner materially different from what would occur if the land were in an unaltered/undeveloped natural condition. Common impervious surfaces include, but are not limited to, rooftops, buildings or structures, sidewalks, walkways, patio areas, driveways, parking lots, storage areas, awnings and other fabric or plastic coverings, and other surfaces such as compacted soil and gravel, which prevent or impede the natural infiltration of stormwater runoff which existed prior to development.

- (k) Improved property (or developed property) means property altered from its natural state by construction or Installation of more than five hundred (500) square feel of impervious and/or partially impervious surfaces.
- (I) Manufactured Home Park means a common development (with a single property owner or entity) of more than one factory-built or pre-fabricated housing structures that have been partially or entirely assembled at another location and moved into the development.
- (m) Multi-Family Residential (MFR) Property means developed property containing more than two dwelling units in or attached thereto, situated upon a single lot of record. MFR properties shall not include improved property containing structures used primarily for non-residential purposes and as defined herein or vacant/undeveloped property.
- (n) Non-Single Family Residential (NSFR) Property shall mean a developed parcel of land that consists of various non-residential land uses including, but not limited to: (1) multi-family, commercial (including mixed commercial & residential), office/institutional, public, transportation, industrial, manufacturing and storage buildings and facilities; (2) parking lots, parks, public and private schools, universities and hospitals; (3) streets, roads, water and wastewater treatment plants; and (4) any other form of use not specifically defined as a single family residential property (SFR).
- (o) Non-Single Family Residential (NSFR) Customer shall mean a utility customer whose property meets the definition of NSFR whether such customer is the owner of the parcel or a tenant of the owner.
- (p) Parcel shall mean a designated parcel or tract, established by plat, Subdivision, or as otherwise permitted by law, to be separately owned, used, developed, or built upon.
- (q) Private stormwater management systems and facilities shall mean those natural and manmade channels, swales, ditches, rivers, streams, creeks, branches, reservoirs, ponds, drainageways, inlets, catch basins, pipes, headwalls, storm drains, lakes and other physical works, properties and improvements which transfer, control, convey or otherwise influence the movement of stormwater runoff or water quality, for which operation and maintenance is the responsibility of the owner or successor or assignee thereof, and which have not been conveyed or dedicated to the City for future maintenance.
- (r) Public stormwater management systems and facilities shall mean that portion of the drainage system consisting of natural and/or man-made structures, within the political boundaries of the city which channel or convey storm water from its point of collection to a point of discharge, owned by the City, over which the City has a

Comment [BC1]: Jim: We did not get clarity form the Commission as to whether they wanted to reduce this number to 200.

legal right of access, have been formally dedicated to and accepted by the City for maintenance, or over which the City exercises dominion and control.

- (s) Service area means the entire land area within the corporate limits of the City.
- (t) Single-Family Residential (SFR) Property means developed property containing one residential structure with no more than two dwelling units in or attached thereto, situated upon a single lot of record. Improved property may be classified as SFR even if supplemental accessory structures are present such as garages, carports, storage buildings, guesthouses, servants or caretakers quarters, cottages or barns, or the presence of a commercial use within the residence, as long as such use does not result in significant additional amounts of impervious surfaces, as determined by the governing body or its designee. SFR properties shall not include improved property containing structures used primarily for non-residential purposes and as defined herein; manufactured homes located within manufactured home parks where the land is owned by someone other than the owners of the manufactured homes; residential condominium developments with more than two units; or vacant/undeveloped property.
- (u) Single-family Residential (SFR) Customer means a utility customer of the City residing in a dwelling unit whether such customer is the owner of the dwelling unit or a tenant of the owner of the dwelling unit.
- (v) Stormwater management services mean all water quality and water quantity related services provided by the City which relate to the following:
  - Transfer, control, conveyance or movement of stormwater runoff through the incorporated portions of the City;
  - Maintenance, repair and replacement of existing stormwater management systems and facilities;
  - Planning, development, design and construction of additional stormwater management systems and facilities to meet current and anticipated needs;
  - Regulation of the use of stormwater management services, systems and facilities; and
  - 5. Compliance with applicable State and Federal stormwater management regulations and permit requirements;
  - Other services as deemed appropriate by the City.
- (w) Stormwater management systems and facilities mean those natural and manmade channels, swales, ditches, rivers, streams, creeks, branches, reservoirs, ponds, drainage ways, inlets, catch basins, pipes, headwalls, storm

sewers, public streets, curbs and gutters, lakes and other physical works, properties and improvements which transfer, control, convey, detain, retain, treat or otherwise influence the movement of stormwater runoff.

- (x) Stormwater Utility Manager means the person appointed by the City Manager to administer the provisions of this article.
- (y) Stormwater user fee charge means the periodic user fee charge for the provision of stormwater management services imposed pursuant to this Article of the Brunswick Stormwater Utility Ordinance. This term shall exclude special charges to the owners and/or tenants of particular properties for services, systems or facilities related to stormwater management, including, but not limited to, charges for development plan review, inspection of development projects, post-construction maintenance and inspection of existing facilities, on-site stormwater control systems and other stormwater management related services provided by Brunswick for which a corresponding fee is collected for the service rendered.
- (z) Undeveloped Land means land in its unaltered natural condition or which is modified to such a minimal degree as to have a Hydrologic Response comparable to land in an unaltered natural condition shall be deemed undeveloped. For purposes of this Article, Undeveloped Land includes property altered from its natural condition by the existence and/or installation of five hundred (500) square feet or less of Impervious Surface.
- (aa) User is defined as any person who uses property, which maintains connection to, discharges to, or otherwise receives stormwater management services from the City.

#### Sec. 22A - 110. Stormwater Utility and Enterprise Fund Established.

- (a) There is hereby established a Stormwater Utility to be known as the City of Brunswick Stormwater Utility, which shall be responsible for stormwater management services throughout the incorporated area of the City, and which shall provide for the management, protection, control, regulation, use and enhancement of the City's stormwater management systems and facilities and stormwater management program services.
- (b) There is hereby established a Stormwater Utility Enterprise Fund in the City accounting systems for the purpose of dedicating and protecting all funding generated by the Stormwater Utility user fee charge to the operation of the stormwater management program and Stormwater Utility, including, but not limited to, rates, charges, and fees as may be established by the Mayor and City Commission from time to time, and other funds that may be allocated to the Stormwater Utility. Such Fund shall be both an Enterprise fund and a Fiduciary fund, consistent with the definitions within this article.

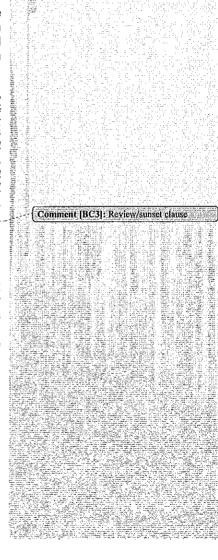
Comment [BC2]: Jim: We did not get clarity form the Commission as to whether they wanted to reduce this number to 200.

- (c) All revenues and receipts generated from the storm water user fee charges shall be segregated and placed into the Stormwater Utility Enterprise Fund in trust and be expended solely for stormwater management purposes; provided, however, such fund may also pay a reasonable allocation of costs provided to the Stormwater Utility by the City's General Fund, or other utilities of the City, in order to account for application overhead costs. Stormwater Utility user fee charge revenue shall be used only for the operating expenses and/or capital investments of the Stormwater Utility. However, other forms of revenue and/or financial resources, not accounted for in the Stormwater Utility user fee revenue, may be allocated as deemed appropriate by the City, to provide supplemental funding to the stormwater management program and stormwater management services.
- (d) Under the supervision and oversight of the City Manager or is designee, the City shall place responsibility with the Stormwater Utility Manager for operation, maintenance and regulation of the Stormwater Utility and stormwater management systems and facilities owned and operated, or maintained by the City, and other related assets, including, but not limited to, properties, other than road rights-of-way, upon which such stormwater management systems and facilities are located, easements, rights-of-entry and access and certain equipment used solely for stormwater management.
- (e)(e) The Stormwater Utility and Enterprise Fund shall be subject to periodic review by the Mayor and City Commission of the City of Brunswick. Prior to the adoption of a new Rate Resolution set forth in Section 22A 115, the Utility and Fund shall be brought before the Commission for review and consideration. Should the Utility and Fund be found to no longer be necessary to support the improvement, maintenance and repair of the City's Stormwater system, or should the Fund be operating causing a sufficient surplus in Enterprise funds, the Mayor and City Commission may take such action to decrease the Stormwater User Fee, temporarily suspend the Stormwater Utility.

#### Sec. 22A - 111. Stormwater Utility Service Area

There shall be one Stormwater Utility service area in the City which shall encompass the municipal boundaries of Brunswick. The City has established that all developed parcels within the municipal boundaries receive stormwater management program services from the City. Improved/developed properties within the defined service area will receive a stormwater user fee charge bill because they contribute stormwater runoff to the public drainage system, are directly or indirectly connected to the City's drainage system, and/or receive stormwater management services from the City to varying degrees.

Sec. 22A – 112. Scope of Responsibility for Stormwater Management Systems and Facilities



- (a) The Stormwater Utility shall provide stormwater management services for existing and proposed public stormwater management systems and facilities as defined in this article, subject to funding availability and policy considerations made in the best interest of the public health, safety and general welfare, and of the environment. Additionally, the Stormwater Utility may accept the responsibility for providing stormwater management services to private stormwater management systems and facilities, acceptance of which conforms to policies established by the Mayor and City Commission.
- (b) The City owns in fee simple, or has legal rights established by written agreements, which allow it to operate, maintain, improve, and access those stormwater management systems and facilities which are located:
  - 1. On property owned by, or within the possession and control of, the City;
  - 2. Within public rights-of-way of the municipal street system;
  - 3. On private property but within legally dedicated easements granted to, and accepted by, the City;
  - 4. On private property where the City has been granted, by written agreements, rights-of-entry, rights-of-access, rights-of-use or other provisions for operation, maintenance, improvement and access to the stormwater management system facilities located thereon; or
  - On public land which is owned by another governmental entity with whom the City has a written agreement providing for the operation, maintenance, improvement and access to the stormwater management systems and facilities located thereon.
- (c) Operation, maintenance and/or improvement of stormwater management systems and facilities which are located on private or public property not owned by the City, and for which there has been no written agreement granting easements, rights-of-entry, rights-of-access, rights-of-use or other form of dedication thereof to the City for operation, maintenance, improvement and access of such stormwater management systems and facilities shall be and remain the legal responsibility of the property owner and/or tenant, except as otherwise provided for by state and federal laws and regulations.
- (d) The Stormwater Utility may provide periodic inspection, testing, or engineering assessment of privately owned stormwater management systems and facilities to ascertain that said facilities are functioning as designed and approved. After notice to the property owner, the Stormwater Utility may provide for remedial maintenance of said private facilities based upon the severity of stormwater problems and potential hazard to the public health, safety, and welfare and the environment. In cases where such remedial maintenance is required to be

performed by the City, the City shall have the right to bill the owner or property owner association or any members of said property owner association that have ownership of the private facility for the costs of such maintenance and impose a lien against the property(ies) to enforce collection.

- (e) It is the express intent of this article to protect the public health, safety and welfare of people and property in general, but not to create any special duty or relationship with any person or entity, or to any specific property within or outside the municipal boundaries of the City. The City expressly reserves the right to assert all available immunities and defenses in any action seeking to impose monetary damages or equitable remedies upon the City, its elected officials, officers, employees, and agents arising out of any alleged failure or breach of duty or relationship.
- (f) If any permit, plan approval, inspection, or similar act is required by the City as a condition precedent to any land disturbance or construction activity upon property not owned by the City pursuant to this or any other regulatory code, ordinance, regulation or rule of the City, or under federal or state law, the issuance of such permit, plan approval or inspection shall not be deemed to constitute a warranty, express or implied, nor shall it afford the basis for any action, including any action based on failure to permit, negligent issuance of a permit, negligent plan approval, negligent construction of permitted system or facility, or negligent maintenance of any permitted stormwater management system or facility not expressly dedicated to and accepted by the City for further maintenance in an action seeking the imposition of money damages or equitable remedies against the City, its Mayor and City Commission members, officers, employees or agents.

## Sec. 22A - 113. Stormwater Utility Customer Classes

- (a) The Stormwater Utility shall establish specified customer classes within the service area to reflect differences in impervious surface and stormwater runoff characteristics; stormwater management program services provided by the City to the Stormwater Utility customers; and the respective demand that those customers' properties place on the City stormwater management program and drainage system components. All publicly owned developed properties, other than streets or roads, are subject to the user fee charges on the same basis as private properties. The Stormwater Utility classes will encompass all developed and undeveloped properties within the City and are defined as follows:
  - The Single Family Residential (SFR) Class shall consist of all developed properties classified as SFR customers per the applicable definition.
  - The Non-Single Family Residential (NSFR) Class shall consist of all developed properties classified as NSFR customers per the applicable definition.

- 3. The Undeveloped Class shall consist of properties classified as undeveloped per the applicable definition.
- (b) Documentation pertaining to the Stormwater Utility customer classes shall be kept on file in the office of the Stormwater Utility Manager for public inspection.

#### Sec. 22A - 114. Stormwater User Fee Charges

- (a) It shall be the policy of the City that user fee charges for stormwater management services to be provided by the Stormwater Utility in the designated service area shall be equitably derived through methods which have a demonstrable relationship to the varied demands and impacts imposed on the stormwater management services by individual properties and/or the level of service rendered by, or resulting from, the provision of stormwater management services by the City.
- (b) The basis for calculation of the stormwater user fee charge for developed properties within the City is established in this Ordinance. The City shall assign or determine the customer class, amount of impervious area and other pertinent factors as may be needed for the fair, reasonable and equitable allocation of the costs to deliver stormwater management services and to calculate the stormwater user fee charges for developed properties in the City.
- (c) Stormwater user fee charge rates shall be structured so as to be uniform within the customer class, and the resultant user fee charges shall bear a reasonable connection, or rational nexus, to the cost of providing stormwater management services. User fee charge rates shall be in addition to other rates, charges, or fees employed for stormwater management within the incorporated areas of the City as defined herein.
- (d) To the extent practicable, credits against stormwater user fee charges shall be provided for on-site stormwater control systems and activities constructed, operated, maintained and performed to the City's standards by public and private property owners and/or tenants which eliminate, mitigate or compensate for the impact that the property or person may have upon stormwater runoff discharged to public stormwater management systems and facilities, or to private stormwater management systems and facilities.
- (e) The stormwater user fee charges shall accrue beginning September 1, 2018, and shall be billed periodically by the City thereafter via a method established by the Mayor and City Commission.

#### Sec. 22A - 115. Stormwater User Fee Charge Billing Rates

- (a) The Stormwater Utility shall impose a stormwater user fee charge on all developed properties within the service area in accordance with the provisions of this Ordinance. The Stormwater Utility shall apportion the cost of delivering stormwater services to all developed properties based on the demand the property places on the City's stormwater management program, the stormwater services provided by the City and the benefits derived by the property as a result of the provision of services.
- (b) The Mayor and City Commission shall establish by resolution the stormwater user fee charge rates, and the billing rates may be modified by the Mayor and City Commission from time to time to meet the financial and operational needs of the Brunswick Stormwater Utility. A current schedule of said rates shall be on file in the office of the City Clerk of Brunswick. In setting or modifying such rates, it shall be the goal of the City to establish rates that are fair, equitable and reasonable, and which, together with other funding sources available to the Brunswick Stormwater Utility for services, systems, and/or facilities related to stormwater management are sufficient to support the cost of the stormwater management program, including, but not limited to, the payment of principal and interest on debt obligations, lease payments, operating expenses, capital outlays, non-operating expenses, provisions for prudent reserves and other Stormwater Utility related costs as deemed appropriate by the City.
- (c) Stormwater user fee charges shall be based upon the total number of Equivalent Residential Units (ERUs) associated with developed properties within the City. Each ERU shall correspond to 2,220 square feet of impervious surface.
- (d) <u>Calculation of User Fee Charges</u>. The periodic stormwater user fee charges imposed on all developed properties shall be calculated by multiplying the stormwater user fee billing rate (per ERU) times the number of ERUs for each customer account. The number of ERUs that will be utilized to calculate the user fee charge for each customer account shall be in general accordance with the following:
  - SFR Customer Class: Each SFR customer account shall be charged 1.0 ERU per month.
  - 2. NSFR Customer Class: Each NSFR customer shall be charged 1.0 ERU for each 2,220 square feet, or increment thereof, of impervious surface located on the property to establish the total number of ERUs for billing. Fractional ERUs will be rounded to one decimal place to establish the number of ERUs for billing each month. A minimum of 1.0 ERUs will be charged to each NSFR customer.
  - 3. <u>Undeveloped Land Customer Class:</u> Undeveloped land shall be assigned 0 ERUs and will not receive a stormwater user fee bill.

Comment [BC4]: Rate Resolution only sets first year, in order to increase in year two and three, the Commission will need to pass a new resolution each year.

## Sec. 22A - 115. Stormwater User Fee Charge Exemptions

- (a) Except as provided in this section or otherwise provided by law, no developed public or private property located in the incorporated area of the City, containing more than 500 square feet of impervious surface, shall be exempt from the stormwater user fee charges. Publicly owned developed property of the Federal and State governments, their departments, agencies, boards, commissions, and authorities, shall not be exempt from stormwater user fee charges under this article. The Stormwater Utility user fee charge is not a tax and no exception, credit, offset, or other reduction in stormwater user fee charges shall be granted based on age, tax status, economic status, race, religion, disability, or other condition unrelated to the Stormwater Utility's cost of providing stormwater management program services and facilities.
- (b) Exemptions to the stormwater user fee charges are as follows:
  - Parcels which contain 500 square feet, or less, of impervious surfaces or partial impervious surfaces shall be exempt from stormwater user fee charges.
  - 2. Linear railroad rights-of-way (i.e. tracks, rails, rail bed) outside of the defined rail yard limits shall be exempt from stormwater user fee charges. This exemption is in recognition of routine drainage system maintenance and capital construction activities undertaken by the rail road company associated with rights-of-way and drainage conveyance systems. However, railroad stations, rail yards, maintenance buildings, and/or other improved property used for railroad operations shall not be exempt from stormwater user fee charges.
  - 3. City of Brunswick streets and rights-of-way shall be exempt from stormwater user fee charges. The Stormwater Utility shall not charge the City a user fee charge for the impervious surface associated with City's streets and other impervious surfaces within the rights-of-way of the City's municipal street system. This exemption is granted in consideration of the City allowing the Stormwater Utility to utilize the City's existing streets, curbs, gutters, drainage ways and ditches, storm sewers, culverts, inlets, catch basins, pipes, head walls and other structures, natural and manmade, within and owned by the City which controls, diverts, and conveys surface water for the purposes of collecting, diverting, transporting and controlling surface runoff and storm waters. All other developed property owned by the City shall be subject to the imposition of stormwater user fee charges in accordance with this article.
  - Glynn County roads and rights-of-way on the County Road System located within the City limits shall be exempt from stormwater user fee

Comment [BC5]: Jim: We did not get clarity form the Commission as to whether they wanted to reduce this number to 200.

Comment [BC6]: Jim. We did not get clarity form the Commission as to whether they wanted to reduce this number to 200.

charges inasmuch as Glynn County has legal responsibility to perform all drainage system maintenance and capital construction activities with respect to such roads and rights-of-way. This exemption is in recognition of the drainage system maintenance and capital construction responsibilities undertaken by Glynn County. All other developed property owned by Glynn County that is within the service area shall be subject to the imposition of stormwater user fee charges in accordance with this Ordinance.

5. Georgia Department of Transportation (GDOT) highways, Federal Interstates, and rights-of-way on the State Highway System within the City limits shall be exempt from stormwater user fee charges. This exemption is in recognition of routine drainage system maintenance, NPDES regulatory compliance, and capital construction activities undertaken by GDOT in association with GDOT rights-of-way road and drainage conveyance systems. However, offices, maintenance buildings, and/or other developed property used for GDOT purposes shall not be exempt from stormwater user fee tharges.

#### Sec. 22A - 116. Stormwater User Fee Charge Credits

- (a) The Stormwater Utility Manager may grant credits or adjustments based on the technical and procedural criteria set forth in the <u>City of Brunswick Stormwater</u> <u>Utility Credit Manual</u> (Credit Manual), which is incorporated into this Ordinance by reference and made a part hereof. Copies of the Credit Manual will be maintained by and made available from the Stormwater Utility Manager.
  - Customers may apply for credits and/or adjustments in accordance with the Credit Manual.
  - A stormwater user fee charge credit shall be determined based upon meeting all technical requirements, standards and criteria contained in the Credit Manual. The amount of credit, or reduction of the stormwater user fee charge, shall be in accordance with the criteria contained in the Credit Manual.
  - 3. Any credit allowed against the stormwater user fee charge is conditioned on continuing compliance, including proper future maintenance of the stormwater management systems and facilities with design and performance standards as stated in the Credit Manual and upon continuing provision of the controls, systems, facilities, services, and activities provided, operated, and maintained by the customer. The Stormwater Utility Manager may revoke a credit at any time for noncompliance with applicable standards and criteria as established in the Credit Manual or this Article.

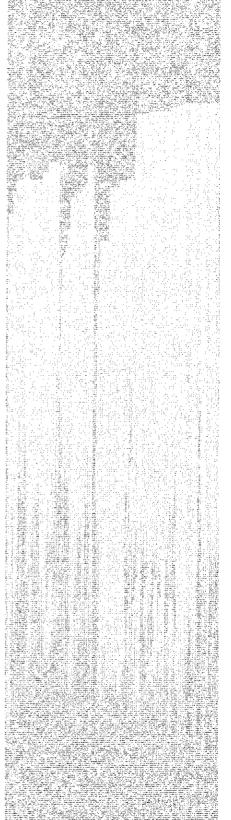
Comment [BC7]: Per the consultant, a lowincome option would be appropriate for an exemption as opposed to a credit. I am not sure what action the City would like to take on this item. We have a low-income exemption for the solid waste removal fee. Please provide some feedback on this item.

- 4. In order to obtain a credit, the customer must make application to the City on forms provided by the Stormwater Utility Manager for such purpose, and in accordance with the procedures outlined in the Credit Manual.
- 5. The application for any credit or adjustment must be in writing and must include the information necessary to establish eligibility for the credit or adjustment, and be in the format described in the Credit Manual. The customer's public utility account must be paid and current prior to review and approval of a Stormwater Utility credit application by the City. Incomplete applications will not be accepted for consideration and processing.
- (b) When an application for a credit is deemed complete by the Stormwater Utility Manager, they shall have 30 days from the date the complete application is received to approve the credit in whole, approve the credit in part, or deny the credit. The Stormwater, Utility Manager's decision shall be in writing and will be mailed to the address provided on the adjustment request, and service shall be complete upon mailing. Credits applied for by the customer and approved in whole or in part, shall apply to all stormwater user fee charges in accordance with the terms defined in the Credit Manual.

# Sec. 22A – 117. Stormwater User Fee Charge Billing; Delinquencies and Collections; and Adjustments

#### (a) Billing.

- A bill for stormwater user fee charges may be sent through the United States Postal Service or by alternative means, notifying the owner of the property being billed of the amount of the stormwater user fee charge, less credits, the date the payment is due and the date when payment is past due.
- The Mayor and City Commission authorizes the City Tax Collector to bill
  and collect the Brunswick Stormwater User Fee Charge as part of the
  property/ad valorem tax bill. The City Commission further authorizes the
  City Tax Collector to charge and collect penalties and interest as set forth
  in Subsection (b) of this Section.
- 3. If a bill for a stormwater user fee charge for a particular parcel is generated, failure of the customer to receive the bill shall not be justification for nonpayment.
- 4. Regardless of the party to whom the bill is initially directed, the owner of the property, as identified from the public land records of Glynn County, shall be obligated to pay the appropriate stormwater user fee charge for that property and any interest and/or penalties that have accrued.



5. If a property is unbilled, or if no bill is sent for a particular tract of improved property, the Brunswick Stormwater Utility may back bill for a period of up to one (1) year, but shall not be entitled to any interest or any penalty charges during the back billed period.

#### (b) Delinquencies and Collections.

- 1. A penalty or late charge shall be assessed against any delinquent user fee amount in the same manner and amount set forth in the City of Brunswick Code of Ordinances Section 20-2.
- In addition to the penalty stated above, the unpaid and delinquent user fee amount shall bear interest in the same manner as set forth in City of Brunswick Code of Ordinances Section 20-3.
- 3. The City shall assess all costs of collection, including attorneys' fees and court costs, against the property owner.
- 4. Unpaid stormwater user fee charges shall be collected in any manner permissible by Georgia law, including but not limited to: utilizing the services of a collection agency, by filing suit to collect on an unpaid account, or by using all methods allowed by Georgia law to collect on any judgment obtained, including enforcement of any lien resulting from any such judgment. Unless reduced to a judgment and a Writ of Fieri Facias (FiFa) issued, the unpaid user fee charge shall not constitute a direct lien against the owner and/or the property.
- (c) <u>Adjustments.</u> The Stormwater Utility Manager shall administer the procedures and standards for the adjustment of the stormwater user fee charge.
  - If a customer believes his stormwater user fee charge amount is incorrect, the customer may seek an adjustment of the stormwater user fee charge for the account at any time by submitting the request in writing to the Stormwater Utility Manager and setting forth in detail the grounds upon which relief is sought. The customer's stormwater user fee must be paid and current prior to consideration of an adjustment request by the City.
  - 2. Customers requesting the adjustment shall be required, at their own expense, to provide accurate impervious area and other supplemental information to the Stormwater Utility Manager, including, but not limited to, a survey certified by a registered land surveyor or a professional engineer or as otherwise allowed by the Stormwater Utility Manager. Submittal of this information will be required if the City staff cannot make a determination based on field inspection and/or review of existing City aerial photography. Failure to provide the required information within the

time limits established by the Stormwater Utility Manager, as may be reasonably extended, may result in denial of the customer's adjustment request.

- Once a completed adjustment request and all required information are received by the Stormwater Utility Manager, the Stormwater Utility Manager shall within 30 calendar days render a written decision.
- In considering an adjustment request, the Stormwater Utility Manager shall consider whether the calculation of the stormwater user fee charge for the account is correct.
- The Stormwater Utility Manager's decision shall be in writing and will be mailed to the address provided on the adjustment request, and service shall be complete upon mailing.
- 6. If the result of an adjustment is that a refund is due the applicant, the refund will be applied as a credit on the applicant's next stormwater user fee charge bill.

## Sec. 22A - 118. Appeals and Hearings

- (a) Appeals. An appeal to the City Manager may be taken by any customer aggrieved by any decision of the Stormwater Utility Manager. The appeal shall be taken within 30 calendar days of the decision of the Stormwater Utility Manager by filing with the City Manager a notice of appeal in writing specifying the grounds thereof. Upon the filing of the notice of appeal, the Stormwater Utility Manager shall forthwith transmit to the City Manager all documentation constituting the record upon which the decision appealed from was taken.
- (b) Hearings. The City Manager shall fix a reasonable time for hearing the appeal and give written notice to the appellant at least ten (10) calendar days prior to the hearing date. The notice shall indicate the place, date and time of the hearing. The City Manager shall affirm, reverse, affirm in part, or reverse in part the decision of the Stormwater Utility Manager after hearing the evidence. If the decision of the Stormwater Utility Manager is reversed in whole or in part, resulting in a refund or credit due to the property owner or customer, then such refund or credit shall be calculated retroactive to the date of the initial appeal. The decision of the City Manager shall be final, and there shall be no further administrative appeal. Any person aggrieved or dissatisfied with the decision of the City Manager may petition the Superior Court of Glynn County for Writ of Certiorari.

#### SECTION TWO:

All Ordinances or parts of Ordinances in conflict with this Ordinance are hereby repealed.
SECTION THREE:
If any section, clause, sentence, or phrase of this Ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, then said holding shall in no way affect the validity of the remaining portions of this Ordinance.
SECTION FOUR:
This Ordinance shall be effective immediately upon its adoption by the City Commission.
SO ORDAINED BY THE CITY COMMISSION OF BRUNSWICK THIS DAY OF AUGUST, 2018.
Cornell L. Harvey, Mayor
ATTEST:  Naomi Atkinson, City Clerk
To public conditions of the co

Appendix F -- Comprehensive Economic Development Strategy (CEDS) | 2017-2022



# 2017-2022 Comprehensive Economic Development Strategy



### Resolution

**Whereas**, the purpose of a Comprehensive Economic Development Strategy (CEDS) is to sustain a regional planning process by which jobs are created, more stable and diversified economies are fostered, and living conditions are improved; and

**Whereas**, the Coastal Regional Commission (CRC) is the Economic Development District for Coastal Georgia as designated by the Economic Development Administration; and

**Whereas**, U.S. Department of Commerce, Economic Development Administration (EDA) requires the preparation and adoption of a CEDS by a local review committee for initiatives and projects in the Coastal Georgia region; and

**Dhereas**, the CRC Council appointed a review subcommittee to lead the effort in the development of the CEDS Plan; and

**Thereas**, the CEDS Review Committee and CRC staff began preparation of the CEDS in November 2016, and

**Whereas**, the CEDS has been prepared and updated to meet the requirements for designation as an Economic Development District and to qualify for assistance under the public works, economic adjustment, and planning programs of the U. S. Department of Commerce, EDA and

**Whereas**, said action also directed the CEDS document be submitted to the CRC Council for their review and input; and

**Pow therefore be it resolved**, that the CRC Council, after reviewing said CEDS document, hereby authorizes and supports the submittal of the document to the US Department of Commerce, EDA to remain in good standing as the Economic Development District for Coastal Georgia.

Adopted this 8th day of November, 2017.

By:

Reggied Sper, Chairmai

Attest

Allen Burns, Executive Director



### Acknowledgments

The 2017-2022 Comprehensive Economic Development Strategy (CEDS) is funded by the U.S. Department of Commerce, Economic Development Administration (EDA). The CEDS was produced under the leadership of the Coastal Regional Commission (CRC) Council with direction from the CRC Council Economic Development Strategy Committee, participation from the region's stakeholders, support from partners and collaboration with other regional leaders. Thank you for your invaluable role making and maintaining Coastal Georgia as a unique place to invest, to work, to live, and to play.

### Appendix F -- Comprehensive Economic Development Strategy (CEDS) | 2017-2022

### **Coastal Regional Commission Council**

### **Bryan County**

Carter Infinger, Chairman I Harold Fowler, Mayor I Sean Register

### **Bulloch County**

Walter Gibson, Commissioner I Jan Moore, Mayor of Statesboro I Allen Amason

### **Camden County**

Lannie Brant, Commissioner I John F. Morrissey, Mayor I Craig Root

### **Chatham County**

Chester Ellis, Commissioner I Julian Miller, Alderman I Chris Blain

### **Effingham County**

Reggie Loper, Commissioner I Ken Lee, Mayor I Herb Jones

### **Glynn County**

Bill Brunson, Chairman Julie Martin, Mayor Pro-Tem I David Boland I Shaw McVeigh

### **Liberty County**

Donald Lovette, Commissioner I Allen Brown, Mayor I Charles Fraiser

### **Long County**

Mike Riddle, Chairman I Mary Hamilton, City of Ludowici IRay Howard

### **McIntosh County**

David Stevens, Chairman I Hugh Hodge, Mayor I Jordy Evans

### **Screven County**

Rosa Romeo, Commissioner I Preston Dees, Mayor I Richard Freeman

### **State Appointed**

Tom Ratcliffe | Dan Coty | Chap Bennett | Jason Coley

### **Ex-Officio**

Steve Hart I Dina McKain I Dorothy Glisson

### Appendix F -- Comprehensive Economic Development Strategy (CEDS) | 2017-2022 CRC Comprehensive Economic Development Strategy Committee

The CRC Comprehensive Economic Development Strategy (CEDS) Committee is responsible for developing, implementing, and revising the Comprehensive Economic Development Strategy with the assistance of CRC staff. The Strategy Committee is also responsible for outlining the methodology for cooperating and integrating the CEDS with the State of Georgia's economic priorities, incorporating relevant material from other government sponsored plans, and ensuring consistency with applicable State and local workforce investment strategies.

The CRC Strategy Committee represents the main economic interests of the region, and includes private sector representatives as a majority of its membership. The 2017 Coastal Georgia CEDS Strategy Committee has been appointed by the Council of the Coastal Regional Commission and is comprised of representatives from each county, including minorities, within the public and private sectors.

Allen Brown Chair Economic Development Committee Mayor, City of Hinesville

Sean Register
Bryan County Non-Public Representative

Allen Amason Bulloch County Non-Public Representative

Craig Root
Camden County Non-Public Representative

Chris Blaine Chatham Non-Public Representative

Chap Bennett State Non-Public Representative

Julie Martin Mayor Pro-Tem City of Brunswick

Jordy Evans McIntosh County Non-Public Representative

Mike Riddle Chair Long County Commission

Graylan Quarterman Liberty County Non-Public Representative

### Appendix F -- Comprehensive Economic Development Strategy (CEDS) | 2017-2022 CRC Comprehensive Economic Development Stakeholder Committee

Albert Perkins Allen Burns Anna Chafin Barton Alderman Ben Rozier

Benjy Thompson Beth Geotte Billy Boggs Cheryl Hargrove

Clemontine Washington

Cornell Harvey Cynthia A. Norton

Daisy Pray Don Bethune Dorie Bacon Gerry Forehand Harold Fowler James Fuller James Coughlin Jamie Jordan Jan Moore

Jason Buelterman

Jeff Lairscy John Henry John Morrissey Justin Brown Justin Farquhar

Ken Mock

Kenneth Smith Leah Poole Lori Hennesy

Lupita McClenning Manuel Dominguez

Mike Lamb Mike Tucker Phillip Claxton **Ron Tolley** Sandra Martin Sara Cook Stacy Mathis Steven Parrott **Thomas Hines** Tim Sweezev Tom Couch **Trip Tollison** Troy O'Neal Wally Orrel William Austin Woody Woodside

### Appendix F -- Comprehensive Economic Development Strategy (CEDS) | 2017-2022 Coastal Regional Commission Project Team

Allen Burns, Executive Director

### **Planning and Government Services**

Lupita McClenning, Director Planning & Government Services Meizi Wolven, Economic Development Grant Specialist Quentin McPhatter, Senior Planner, Economic Development Russell Oliver, Senior Planner II

### Appendix F -- Comprehensive Economic Development Strategy (CEDS) | 2017-2022 **Table of Contents**

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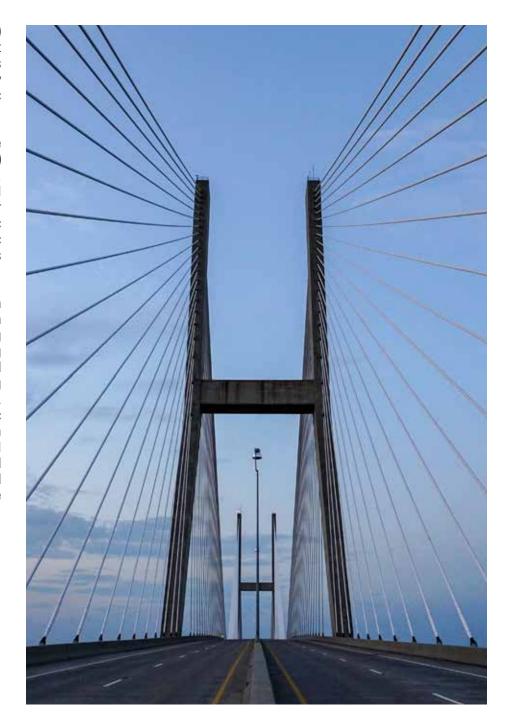
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### **PURPOSE**

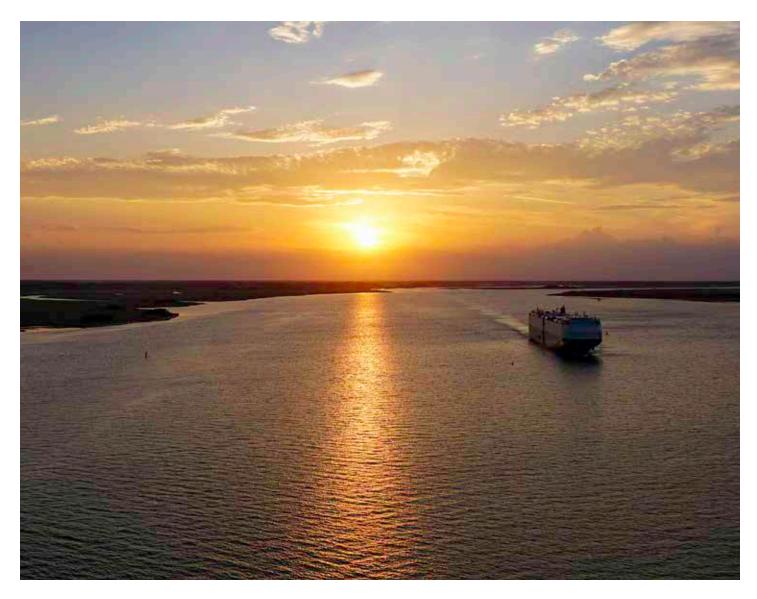
The Coastal Regional Commission (CRC) serves as the Economic Development District (EDD) for the region's six coastal counties and four inland counties as designated by the U.S. Department of Commerce, Economic Development Administration (EDA).

In accordance with EDA, a Comprehensive Economic Development Strategy (CEDS) is updated and submitted every five years. This important document sets the regional economic development planning process for 2017-2022. The CEDS brings together public and private sectors to create an economic road map to strengthen Coastal Georgia's regional economy.

The CEDS documents provides analysis of the region's economy which was used as the guide for establishing regional goals and objectives, developing and implementing a plan of action; and identifying investment priorities and funding sources. By implementing this strategy, the region remains eligible for economic development assistance investment from EDA. This investment can help fund local infrastructure projects, technology-led economic development projects, and strategies to respond to sudden and severe economic situations.



### **EXECUTIVE SUMMARY**



Coastal Georgia's eastern shore stretches almost 100 miles from Savannah at its northern tip to St. Marys at its southern tip. Coastal Georgia is home to historic towns, industries, military installations, major ports including the fourth-busiest and fastest-growing container terminal in the U.S., and a thriving tourism trade, each driving some part of the region's economic engine. Equally important, one finds abundant wildlife, beautiful beaches and over 2300 miles of tributaries and salt marsh.

Additionally, Coastal Georgia has a vast area of land used for commercial forests. Of the region's inland four counties including Bulloch, Effingham, Long and Screven, the total land area, over half, (~2,000 square miles of land) is forested. Although forestry itself is a relatively small employer in the region, manufacture of paper and other forestry products is a major enterprise, employing workers in plants scattered along the region.

With a hundred miles of coast line, shipping has always been a unique resource for the region's economy. Georgia's accessible ports remain a major advantage for manufacturing and distribution companies located throughout the region. Georgia's ports combine industry innovation with proven flexibility to create new opportunities along the entire global logistics pipeline, while continuing to meet the market demands.

In addition to Georgia's ports, the presence of military installations has proven to be an asset for the region, and a major economic driver. The great state of Georgia is currently the sixth largest recipient of defense related funding. Two bases provide the backbone of coastal Georgia's defense-related employment, Fort Stewart/Hunter Army Airfield and the U.S. Naval Submarine Base Kings Bay. Likewise, the Federal Law Enforcement Training Center (FLETC) contributes to the region's economic health.



Coastal Georgia contains some of the most significant heritage assets in the State, the highest biodiversity, natural productivity, and most significant habitats which are important elements of tourism development.

Economic development via tourism is closely tied to coastal resources through our coastal waterways and the natural, historic, and cultural resources which drive the industry. Tourism contributes to the region's economic development as one of the most significant revenue generators for the coast.

The first element for discussion is population. The latest estimated population in the 2017 Census was 713,209, a 28 percent increase over the 2000 Census population count of 558,350.

Although the Georgia Department of Labor's 2015 profile for the region reports the rate of 5.8 percent as significantly lower than the unemployment figures in 2014, the coast faces numerous challenges.

Bryan, Bulloch, Camden, Chatham, Effingham, Glynn, Liberty, Long, McIntosh and Screven Counties have experienced a loss of working age population in the 35-44 and the 45-54 age groups.

The attainments of bachelor degree's and above however are behind the state and the national level. The median household income cannot keep pace with the rise of median housing values in the region.

Approximately 22.3 percent of the primary jobs within region are held by outside commuters, and 22.2 percent of employed Coastal Georgia residents leave the region for employment, a relatively high percentage compared to workforce investment areas around the state.

The local per capita personal income (PCPI) in 2015 ranged from a high in Bryan County at \$47,448 (ranked sixth in the state) to a low in Long County of \$22,525 (ranked 156th in the state).

Appendix F -- Comprehensive Economic Development Strategy (CEDS) | 2017-2022 Workforce development issues, which threaten quality

economic development in the region include:

- high poverty rate;
- low rates of educational attainment;
- inferior skill levels for high-wage;
- a poor level of occupational "soft skills,"

These factors present the risk of disinvestment and expansion instead to outside the region by existing companies. These factors also pose difficulty in recruiting new firms to the area.

Economic development creates the conditions for economic growth. As such, one of the goals of the CEDS was to develop effective strategies.

As a performance-based strategic plan, this CEDS serves a critical role in the region's efforts to grow our economic base in the face of accelerated growth, economic dislocations, competition and other events challenging the economic vibrancy of the region.

### Appendix F -- Comprehensive Economic Development Strategy (CEDS) | 2017-2022 5 Components + Appendix Report

In accordance with the content guidelines provided by EDA, the 2017 CEDS is presented in five components:



### **Summary Background**

The Summary Background presents a factual and inclusive picture of the current conditions in Coastal Georgia with a discussion of demographic and social economics; economic conditions; business atmosphere; resources and environment and other pertinent information. Workforce development is a critical aspect of preparing the coastal region for present and future employment opportunities. The data in this section identifies key trends and can be further reviewed in the appendix.



### **SWOT Analysis**

The SWOT Analysis uses relevant data to analyze the critical internal and external factors to identify competitive advantages in the region. The SWOT table contains the strengths of the regional economy and economic development weaknesses or threats. It outlines opportunities and challenges posed by external forces affecting Coastal Georgia's regional economy.



### **Strategic Direction/Action Plan**

The Strategic Direction/Action Plan section defines a vision, prioritizes goals, creates measurable objectives, describes investment priorities, and outlines funding sources to form the basis of the strategic direction and action plan.



### Evaluation Framework

This section establishes criteria and performance measures for evaluating the region's implementation of its strategic direction and progress toward measurable objectives. It identifies the lead organizations and assigned responsibilities for execution. The evaluation framework assesses the region's implementation of the CEDS and its impact on the region.



### **Economic Resilience**

This section is the newest element prescribed by EDA for inclusion in the CEDS. In the context of economic development, economic resilience becomes inclusive of three primary attributes: the ability to recover quickly from a shock, the ability to withstand a shock, and the ability to avoid the shock altogether. Establishing economic resilience in a regional economy requires the ability to anticipate risk, evaluate how that risk can impact key economic assets, and build a responsive capacity.



### **Appendix Report**

This section includes supporting data showing the trend of the total population, age distribution, race/ethnicity, households, median household income, commuting patterns, local GDP, per capita personal income, wages, unemployment rate, location quotient, cluster strength, education attainment and poverty rate for the ten counties.

The Appendix Report includes the data sources from the U.S. Census Bureau, U.S. Bureau of Economic Analysis, Bureau of Labor Statistics, Georgia Department of Labor, Georgia Department of Education, the Governor's Office of Planning and Budget, and Coastal Workforce Development Board (CWDB).

In addition, much of the data in this document comes from the Environmental Systems Research Institute (ESRI) tool named Business Analyst Online (BAO). ESRI uses the 2000 and 2010 census, American Community Survey (ACS) and other sources such as the U.S. Postal Service to project future trends.

### INTRODUCTION

Georgia's coastal region is comprised of ten counties, including six counties on the coast—Bryan, Camden, Chatham, Glynn, Liberty, and McIntosh—and four inland counties—Bulloch, Effingham, Long, and Screven. This region is served by the Coastal Regional Commission (CRC), which is an Economic Development District (EDD) designed by the U.S. Department of Commerce, Economic Development Administration (EDA).

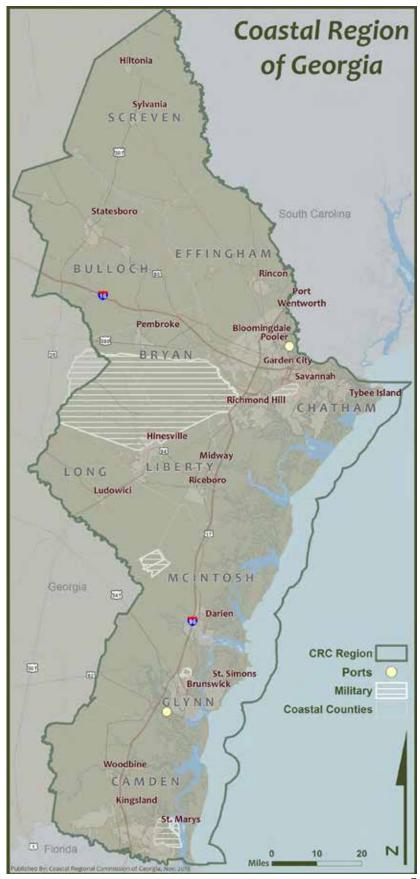
In accordance with EDA, an updated Comprehensive Economic Development Strategy (CEDS) is submitted every five years. This document is the result of a regional economic development planning process from 2017-2022.

By implementing this strategy, the region is eligible for economic development assistance investment from EDA. This investment can help fund local infrastructure projects, technology-led economic development projects, and strategies to respond to sudden and severe economic dislocations (e.g., major lay-offs, plant closures. BRAC).

The 2017 CEDS brings together the public and private sectors to create an economic road map to strengthen coastal Georgia's regional economy. This CEDS analyzes the regional economy and serves as a guide for:

- Establishing regional goals and objectives:
- Establishing economic resilience in the region
- Developing and implementing a regional plan of action; and
- Identifying investment priorities and funding sources.

The aim of the CEDS is to serve as a tool to integrate coastal Georgia's human and physical capital with economic development planning and goals. The use of integrated economic development planning provides flexibility to adapt to economic conditions and fully utilize coastal Georgia's unique advantages to maximize economic opportunity.



Appendix F -- Comprehensive Economic Development Strategy (CEDS) | 2017-2022







### Outreach, Education, and Technical Assistance

As part of outreach, education, and technical assistance, CRC staff attended conferences, participated in webinars, invited key speakers to address the steering committee and CRC Council, and hosted an economic development sidebar conference.

CRC staff attended the Georgia Association of Regional Commissions (GARC) Economic Development (ED) Committee meeting on October 17, 2017 in Macon, Georgia to hear presentations on the development of the CEDS document.

The CRC Council Steering Committee kicked off the CEDS project in November of 2016, and met five times over the course of the project.

On March 8, 2017, Jennifer Fordham, CEcD, EDFP, Region 12 Representative from Georgia Department of Community Affairs (DCA) presented to the CRC CEDS Steering Committee an overview economic development programs and tools available to promote economic development.

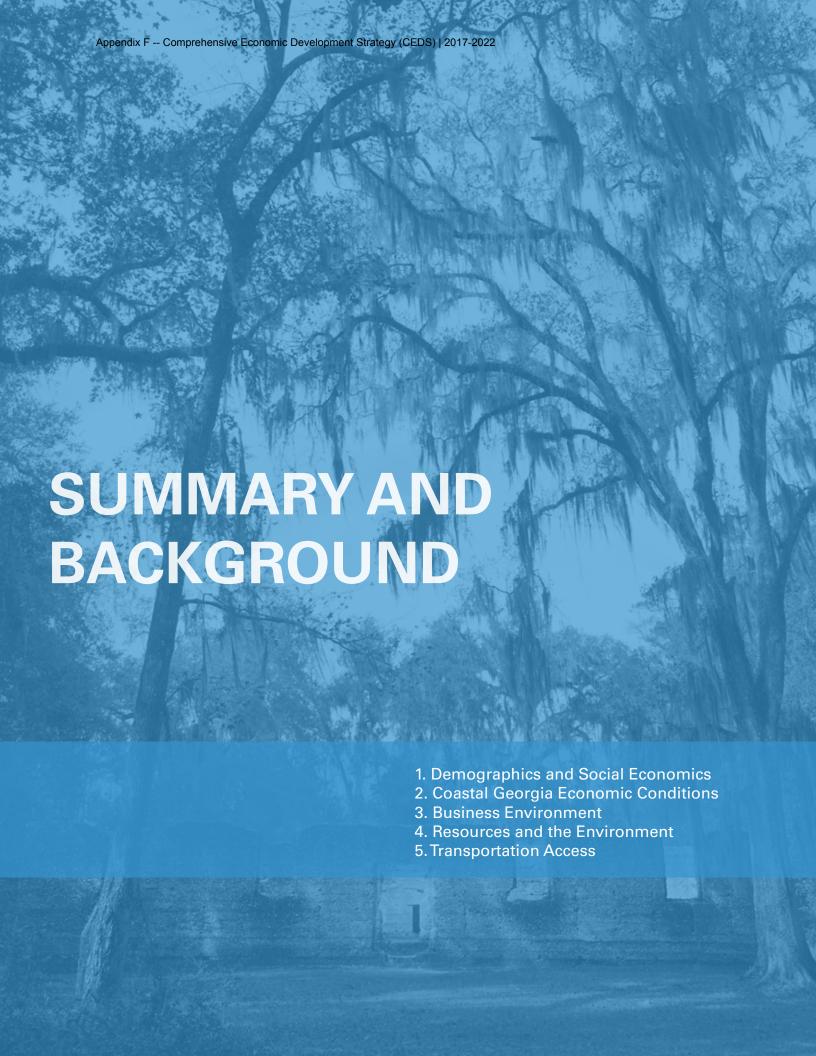
On August 8, 2017 the CRC hosted an Economic Development Sidebar Conference. Dan McRae of Seyfarth Shaw, LLP and his team of experts presented a day-long comprehensive conference for economic development authorities and regional stakeholders.

On October 11, 2017 the CRC Council heard from Cheryl Hargrove, Tourism Project Manager The Coast, GA DCA; and Michael Tucker, Executive Director for Coastal Workforce Development Board. Each presented relevant key facts related to economic drivers of the region including tourism, workforce, skilled labor and leading industries in the coast.

On October 26, 2017, staff participated in the panel of experts at the Region 12 Georgia Academy of Economic Development with partners from USDA, GA DCA, Georgia Power, Georgia EMC, and the Small Business Development Center (SBDC) at University of Georgia (UGA).

### Coastal Georgia Profile 2017





### 1. Demographics and Social Economics

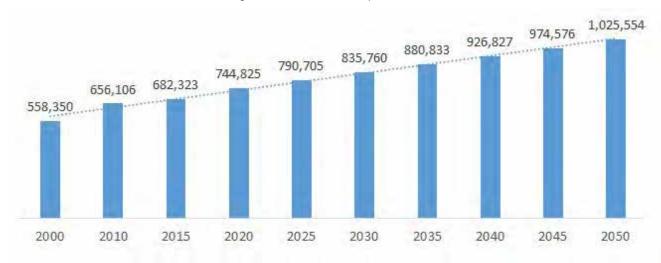


Figure 1: 2000-2050 Total Population Trend

Source: U.S. Census Burea; Governor's office Planning and Budget

### 1.1 Total Population

The total population of the region recorded in the 2010 Census was 656,017. According to Environmental Systems Research Institute (ESRI) Business Analyst Online (BAO), the latest estimated number in the 2017 Census was 713,209, a 28 percent increase over the 2000 Census population count of 558,350.

According to the Governor's Office of Planning and Budget, the regional population will increase to 1,025,554 by the year 2050. See Figure 1. The total population of each county from 2000 to 2050 is included in Appendix A.

Leaders in the Coastal Region suggest that the total population may have been significantly undercounted. This may be further exacerbated by the Census's inability to count some military personnel. According to the 2010 Census Group Quarters Population in Military was 4,521 (military population is addressed in 4.2 Military Bases).

Seasonal residents play a role in total population because the total populations of vacation areas on the coast fluctuate throughout the year.

In addition to the military population and seasonal residents, undocumented immigrants are also difficult to count.







### 1.2 Age Distribution

Figure 3 indicates the median age in Coastal Georgia increased from 33.4 to 34.7 during 2010 to 2017, and it is estimated to be 35.6 in 2022.

In 2010, 24.7 percent of the Coastal Georgia Region was made up of youth under 18 years of age which decreased to 23.1 percent in 2017. In contrast, the share of senior citizens in the region increased from 11.2 percent in 2010 to 13.8 percent in 2017 and is estimated to increase to 15.5 percent in 2022. However, noting the increase in the senior population it is still important to consider needs of children who outnumber retiree-aged adults.

The Coastal Georgia traditional working age population between 20 to 64 years represented 59.8 percent of the total population in 2017. This working age population is estimated to drop to 56 percent of the total population from 2022 to 2050 (2015 Governor's Office of Planning and Budget). Compared to 60.4 percent in 2010, the working age population shows a decreasing trend.

Appendix B demonstrates that Bryan, Bulloch, Camden, Chatham, Effingham, Glynn, Liberty, Long, McIntosh and Screven Counties have experienced a loss of population in the 35-44 and the 45-54 age groups.

Figure 2: 2010-2022 Age Distribution

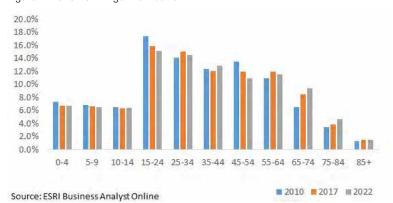
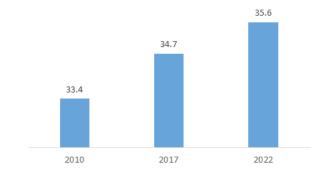
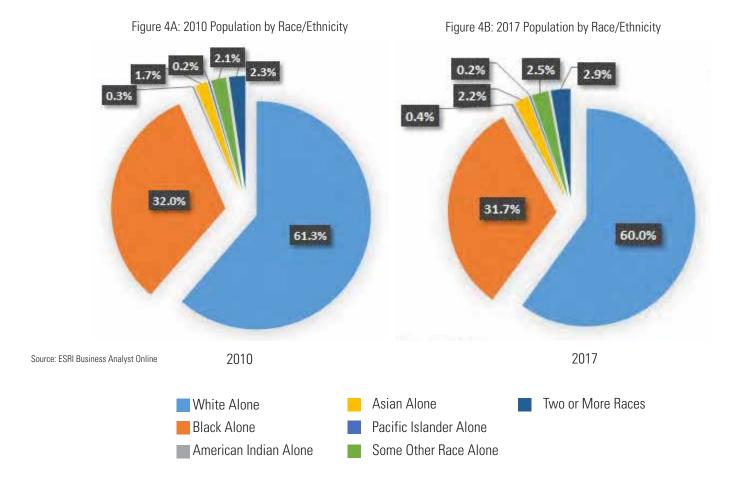


Figure 3: 2010-2022 Median Age



Source: ESRI Business Analyst Online



Figures 4A and 4B comparative graphics show that diversity in the region is increasing.

Coastal Georgia's majority population is White as demonstrated by the racial breakdown. In 2010, 2017, and 2022 data shows the White population decreasing, 61.3 percent, 60.0 percent, and 59.4 percent respectively.

The Black population from 2010 to 2017 decreased in percentage from 32 percent to 31.7 percent, and it is estimated to decrease to 31.4 percent.

Others groups increasing in percentage include American Indian Alone, Asian Alone, Pacific Islander Alone, Some Other Race Alone, and Two or More Races.

The Hispanic Origin population increased from 5.5 percent in 2010 to 6.8 percent in 2017 and is estimated to increase to 7.9 percent in 2022, as noted in Figure 5.

The racial breakdown for Coastal Georgia can be found in Appendix C.



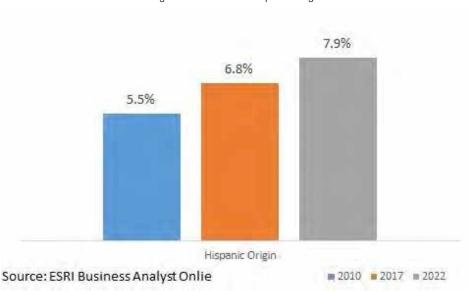


Figure 5 2010 -2022 Hispanic Origin

## Population, Age Distribution, Race and Ethnicity, and the Diversity Index impact the future workforce of Coastal Georgia.

According to ESRI BAO, the 2010-2022 diversity index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Based on the above theory, the probabilities that two people randomly chosen in Coastal Georgia belong to different race or ethnic in 2010 was 57.

The probability increased to 59.7 in 2017, and is estimated to increase to 61.7 in 2022, as noted in Figure 6. The data shows that the trend of diversity is increasing in Coastal Georgia. All these factors impact the future workforce in the region.

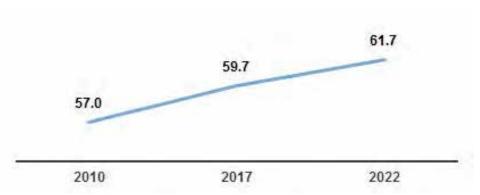


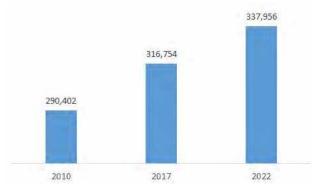
Figure 6: 2010-2022 Diversity Index

Source: ESRI Business Analyst Online

### Inventory

According to ESRI Business Analyst Online (BAO), the housing inventory in Coastal Georgia from 2010-2017 increased 9.1 percent from 290,402 to 316,754 housing units. It is estimated that housing units will increase to 337,926 in 2022.

Figure 7: 2010-2022 Total Housing Units



Source: ESRI Business Analyst Online

# Number of households in Coastal Georgia has grown steadily with the population

### 2.57

### Persons per household

### Household Size

The 2017 Coastal Georgia households is 267,106 with an average household size of 2.57 persons. The forecasted 2022 total number of households is 283,015 with an average household size of 2.58.

The growth rate in Appendix D-1 shows Coastal Georgia has been consistent with Georgia's growth rate of total households from 2000 to 2022.

The total number of households in Coastal Georgia has grown steadily with the population over the last fifteen years as indicated by the Total Population in Figure 1.

Table 2 lists each county's average household size in 2017. Appendix D-2 demonstrates the average household size in Coastal Georgia over the last fifteen years has been shrinking in

Table 2: 2017 Average Household Size

Bryan County	2.83				
Bryan County	2.03				
Bulloch County	2.56				
Camden County	2.67				
Chatham County	2.47				
Effingham County	2.87				
Glynn County	2.47				
Liberty County	2.72				
Long County	2.81				
McIntosh County	2.37				
Screven County	2.52				
Coastal Georgia	2.57				
Georgia	2.64				
Source: ESRI Business Analyst Online					

### Housing Types

Table 3 demonstrates the housing types in Coastal Georgia from 2011-2015.

The number of housing units in Coastal Georgia is 296,566; of these 193,701 or 65.3 percent are single-family, including detached and attached units.

The largest group of housing units in Coastal Georgia is single-family detached, accounting for 61.4 percent of the occupied housing stock.

Multifamily units are 34.7 percent of the housing stock.

The number of mobile home units from 2010 to 2015 decreased from 40,018 to 37,918; indicating that this vulnerable housing type is decreasing.

Table 3: 2011-2015 Housing Types

2011-2015	Number	Percentage
Total	296,566	100%
Single Family		
Single family detached	182,022	61.4%
Single family attached	11,679	3.9%
Subtotal	193,701	65.3%
Multi Family		
2 Units in Structure	10,559	3.6%
3-4 Units in Structure	14,525	4.9%
5-9 Units in Structure	16,626	5.6%
10-19 Units in Structure	11,323	3.8%
20 to 49 Units in Structure	6,022	2.0%
50 Units in Structure	5,463	1.8%
Subtotal	64,518	21.8%
Other		
Mobile Home Structure	37,918	12.8%
Boat	429	0.1%
Subtotal	38,347	12.9%
Source: U.S. Census		

# Single-family detached accounts for 61.4 percent of occupied housing stock.

Multifamily units are 34 percent of the housing stock.

Table 4 reveals that 25.1 percent of the total housing stock in Coastal Georgia was built prior to 1969 and 26.8 percent was constructed between 2000 and 2014.

Table 4: 2011-2015 Coastal Georgia Age of Housing

Year Structure to Built	Estimated Housing Units	Percent
Built 2014 or later	445	0.2%
Built 2010 to 2013	7,732	2.6%
Built 2000 to 2009	71,315	24.0%
Built 1990 to 1999	56,582	19.1%
Built 1980 to 1989	48,912	16.5%
Built 1970 to 1979	37,260	12.6%
Built 1960 to 1969	23,064	7.8%
Built 1950 to 1959	21,634	7.3%
Built 1940 to 1949	11,245	3.8%
Built 1939 or earlier	18,377	6.2%
Total	296,566	100.0%
Source: U.S. Census	•	

25.1 percent of the total housing stock was built prior to 1969

48.2 percent of total housing stock was constructed between 1970 and 1999

26.8 percent of total housing stock was constructed between 2000 and 2014

### Housing Move-In Years

Table 5 shows that of the total occupied housing units, 249,077, 68.2 percent of the move-in years for households were between 2000 and 2014.

Table 5: 2011-2015 Coastal Georgia Housing Move-In Years

Move-in Years	Estimated Occupied Housing Units	Percent
Moved in 2015 or later	18,643	7.5%
Moved in 2010 to 2014	87,953	35.3%
Moved in 2000 to 2009	81,859	32.9%
Moved in 1990 to 1999	31,555	12.7%
Moved in 1980 to 1989	14,472	5.8%
Moved in 1979 and earlier	14,595	5.9%
Total	249,077	100.0%
Source: U.S. Census		

68.2 percent of move-in years for households was between 2000 and 2014

The median household income for Coastal Georgia is estimated to increase by 9 percent from 2017 to 2022. However in the same period, the growth rate for median house value is estimated to increase by 19 percent.

Figure 10 demonstrates that the median household income cannot keep pace with the rise of Median Housing Values.

Details of median household income for each county can be found in Appendix E.

Median household income cannot keep pace with the rise of median housing values

Figure 8: 2017 Vs 2022 Median Housing Values

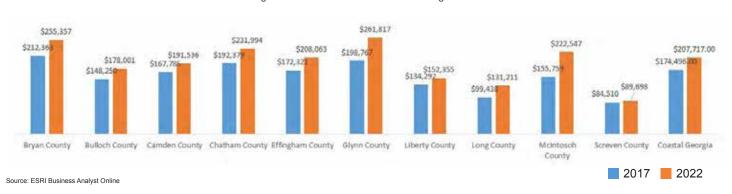


Figure 9: 2017 Vs 2022 Median Household Income

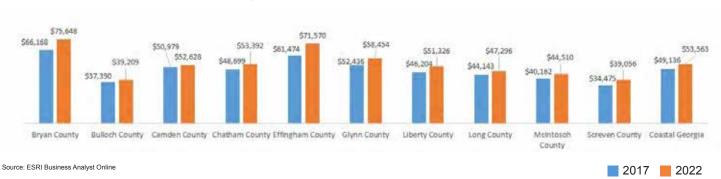
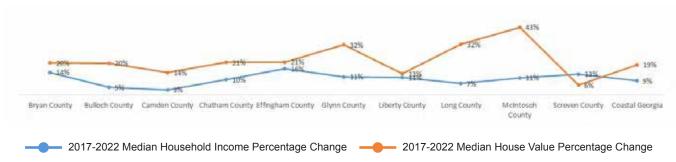


Figure 10: 2017 Vs 20 Percentages of Median Household Income and Median House Value comparison



Source: ESRI Business Analyst Online

Table 6: Cost-Burdened Housing Owner Occupied Units with a Mortgage

	House Units with a Mortgage	Monthly Costs 30- 34.9%	Percent	Monthly Costs 35%+	Percent	
Bryan County	5,588	34	1.5%	1,280	22.9%	
Bulloch County	7,863	534	6.8%	1,560	19.8%	
Camden County	7,636	648	8.5%	2,126	27.8%	
Chatham County	37,671	3,110	8.3%	10,446	27.7%	
Effingham County	10,209	699	6.8%	1,940	19.0%	
Glynn County	County 11,810 Liberty 7364		6.7%	3,312	28.0%	
Liberty County			8.7%	2,166	29.4%	
Long County	2,087	175	8.4%	360	17.2%	
McIntosh County	2,229	97	4.4%	793	35.6%	
Screven County	1,752	111	6.3%	542	30.9%	
CRC Region	8%	26,772	28.0%			
Source: U.S. Census, 2016 CRC Comp Plan						

The cost-burdened households in Coastal Georgia for owner-occupied units with a mortgage range from 30.9 percent in Screven County, to 17.2 percent in Long County as compared to the region, which is 28 percent.

Table 7: Cost-Burdened Housing Renter Occupied Units

		3					
	House Units Paying Rent	Gross Rent 30.0- 34.9%	Percent	Gross Rent 35%+	Percent		
Bryan County	3,405	442	13.0%	1,210	35.5%		
Bulloch County	11,801	1,125	9.5%	6,276	53.2%		
Camden County	6,861	784	11.4%	2,213	32.3%		
Chatham County	44,139	3,966	9.0%	20,126	45.6%		
Effingham County	3,909	270	6.9%	1,371	35.1%		
Glynn County	11,494	819	7.1%	4,817	41.9%		
Liberty County	10,991	1,305	11.9%	4,408	40.1%		
Long County	1,661	126	7.6%	663	39.9%		
McIntosh County	948	69	7.3%	398	42.0%		
Screven County	1,211	54	4.5%	542	44.8%		
CRC Region 89,132 8,257 9.0% 39,808 45.0%							
Source: U.S. Census, 2016 CRC Com Plan							

The cost-burdened renter-occupied housing units range from 53.2 percent in Bulloch County, to 32.3 percent in Camden County, as compared to the region which is 45 percent.

Table 8: Housing Expenditures Owner Occupied

Housing Expenditures Owner Occupied					
	Average Amount Spent	Percent			
Owned Housings	\$8,729.13	100%			
Mortgage Interest	\$3,061.24	35.1%			
Mortgage Principal	\$1,597.05	18.3%			
Property Taxes	\$1,819.72	20.8%			
Homeowners Insurance	\$378.92	4.3%			
Ground Rent	\$79.12	0.9%			
Maintenance and Remodeling Services	\$1,410.39	16.2%			
Maintenance and Remodeling Materials	\$308.36	3.5%			
Property Management and Security	\$74.33	0.9%			
Source: ESRI Business Analyst Online					

In addition to a mortgage, housing cost burdens includes other expenditures such as insurance, maintenance, and repairs.

The percentages outlined in tables 8 and 9 show these expenditures for both owners and renters.

### Housing Expenditures Renter Occupied

Table 9: Housing Expenditures-Renter Occupied Housing

Housing Expenditures-Renter Occupied Housing						
Rented Housings	\$3,855.62	100%				
Rent	\$3,794.93	98.4%				
Renters' Insurance	\$18.28	0.5%				
Maintenance and Repair Services	\$29.61	0.8%				
Maintenance and Repair Materials	\$12.80	0.3%				
Source: ESRI Business Analyst Online						

### 2. Coastal Georgia Economic Conditions

### 2.1 Commuting Pattern

The American Community Survey (ACS) 2011-2015 estimates 91 percent of the region's workers aged 16 years or older travel to work in a car, truck, or van. Among them, 82 percent of workers drove alone and 9 percent traveled by carpool. This percentage has declined 0.6 percent to 91.6 percent in 2006-2010. The majority of workers aged 16 years or older travel alone while 5.6 percent of the region's workers commute by walking, bicycling, or utilizing public transportation. The percentage who worked from home was 3.5 percent.

According to the most recent ACS from 2011-2015, the region's average commute time to employment is 24.7 minutes, 3 more minutes than the ACS from 2006-2010, 22.1 minutes. The U.S. Census Map data (2014) reveals that a large percentage of workers in each county (with the exception of Chatham County) travel more than 25 miles to work each day. To some extent, the manner in which employees are commuting between home and work indicates a mismatch between employment and housing locations.

The map in Figure 11 and Table 10 indicate that in 2014 there were 174,062 workers employed and living in Coastal Georgia. Employees commuting to jobs within Coastal Georgia from other counties and states are 50,027; almost as many residents of the region commuted to jobs outside the region, 49,711. Approximately 22.3 percent of the primary jobs within the region are held by outside commuters, and 22.2 percent of employed Coastal Georgia residents leave the region for employment, a relatively high percentage compared to workforce investment areas around the state. Appendix F details the characteristics of 2014 inflow and outflow jobs.

91.6 percent of workers aged 16 vears or older travel alone.

5.6 percent of the region's workers commute by walking, bicycling, or utilizing public transportation.

The region's average commute time to employment is 24.7 minutes.

22.3 percent of the primary jobs within the region are held by outside commuters, and 22.2 percent of employed Coastal Georgia residents leave the region for employment.

174,062 workers live in Coastal Georgia.

Figure 11: 2014 inflow/outflow Map

INFLOW Outside Commuter

**OUTFLOW** 22.3% | 22.2%

Outside

Table 10: 2014 Inflow/Outflow Report

Coastal Georgia		
	Count	Share
Employed in Coastal Georgia	224,089	100.0%
Living in Coastal Georgia	223,773	99.9%
Living and Employed in Coastal Georgia	174,062	77.8%
Inflow (Primary Jobs)		
Working in Coastal Georgia but Living Outside	50,027	22.3%
Outflow (Primary Jobs)		
Living in Coastal Georgia but Working Outside	49,711	22.2%
Source: U.S. Census Onthemap	·	

# Employees commuting between home and work indicates a mismatch between employment and housing locations.

Table 11: 2014 Home Census Block to Work Census Block (by percentage)

Jobs by Distance	Bryan	Bulloch	Camden	Chatham	Effingham	Glynn	Liberty	Long	McIntosh	Screven
Less than 10 miles	18.8%	41.4%	37.2%	64.4%	23.2%	61.1%	29.0%	22.4%	12.2%	29.8%
10 to 24 miles	50.1%	14.4%	17.1%	15.7%	46.5%	8.1%	17.5%	24.2%	28.5%	22.9%
25 to 50 miles	13.6%	19.0%	13.3%	2.9%	13.9%	4.8%	26.2%	27.7%	27.5%	14.7%
Greater than 50 miles	17.6%	25.2%	32.5%	17.0%	16.4%	26.1%	27.3%	25.6%	31.8%	32.6%

Source: U.S. Census Onthemap

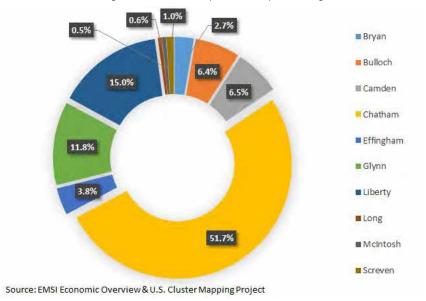
### 2.2 Gross Regional Product

Gross Regional Product (GRP) is defined as a market value of all final goods and services produced within the metropolitan area within a given period of time.

EMSI, an Economic modeling company, shows the latest economic overview in 2016 Coastal Georgia's Gross Domestic Product was \$29.5 billion. Among the ten counties, Chatham takes the highest percentage, at 51.8 percent. Nearly thirty Fortune 500 companies are located in Chatham County according to Coastal Workforce Development Board (CWDB).

Figure 12 demonstrates the percentages of each county. See Appendix G.





Gross Regional Product (GRP) is defined as a market value of all final goods and services produced within the metropolitan area within a given period of time.

### 2.3 Income and Wages

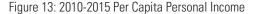
### Median Household Income

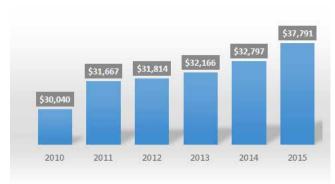
Appendix E shows each county's median household income from 2000 to 2015, and its rank in the state and nation. Among the ten counties, Bryan, Effingham, and Chatham were the top three, which ranked number 7, 12, and 34 in the state. The percentage changes indicate that median household income has greatly improved for Bryan (42.2 percent), Long (39.9 percent) and Effingham (33.2 percent) Counties over the past fifteen years.

### Per Capita Personal Income

Per Capita Personal Income (PCPI) in Coastal Georgia increased 12.6 percent from 2010 to 2015. The 2015 regional PCPI was \$37,791, which is approximately 94 percent of Georgia's 2015 PCPI of \$40,306 and 79 percent of the U.S. PCPI of \$48,112.

The local PCPI in 2015 ranged from a high in Bryan County at \$47,448 (ranked sixth in the state) to a low in Long County of \$22,525 (ranked 156th in the state). Appendix H shows the performance of each county's PCPI, including a comparison to state and national levels.





Source: U.S. Bureau of Economic Analysis; Statsamerica

Per Capita Personal Income measures average income earned per person in a given region in a specified year. It is calculated by dividing the areas total income by its total population as a measure of prosperity.

Appendix F -- Comprehensive Economic Development Strategy (CEDS) | 2017-2022

Per Capita Personal Income Coastal Region \$37,791 Georgia \$40,306 United States \$48,112



Average Weekly Wage Coastal Region \$820 Georgia \$969 United States \$1,027



### Average Weekly Wage, 2016

For all industries in the ten-county coastal region, the 2016 average weekly wage was \$820, which increased 5.8 percent from \$775, the 2015 average weekly wage. The 2016 average weekly wage is 84.6 percent of the state's weekly wage of \$969 and 79.8 percent of the U.S. weekly wage of \$1,027. Table 12 shows the 2016 average weekly wages for each county in the region. Appendix I shows the change of the 10 counties' average weekly wage from 2012 to 2016.

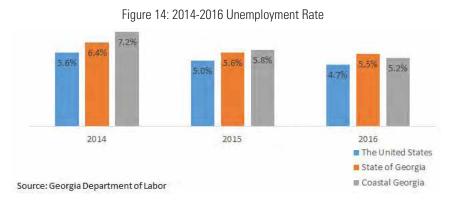
Table 12: Average Weekly Wage 2016

County	Bryan	Bulloch	Camden	Chatham	Effingham	Glynn	Liberty	Long	McIntosh	Screven
Average Weekly Wage 2016	\$670	\$675	\$823	\$873	\$794	\$792	\$762	\$583	\$569	\$643

### 2.4 Unemployment Rate

According to the Georgia Department of Labor's 2015 Area Labor Profile, the region's 2015 total labor force was 313,312, with 295,197 employed, and leaving 18,115 unemployed. The rate of 5.8 percent is significantly lower than the unemployment figures in 2014. Figure 14 shows the trend of the region's unemployment rate from 2014 to 2016.

Appendix J examines the unemployment rate of each county from 2006 to 2016. Among the 10 counties, the unemployment rates for Effingham, Bryan, and Chatham are the top three counties which are very close to the nation's level of 4.7 percent.



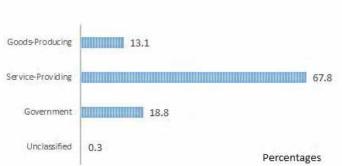
**2015 total labor force 313,312** 295,197 employed and 18,115 unemployed

### 2.5 Industry

### **Industry Sector**

Figure 15 shows that service-providing industries lead at 67.8 percent followed by the government sector at 18.8 percent, and goods-producing at 13.1 percent.

Figure 15: 3rd Quarter 2016 Industry Sector



Source: Georgia Dept. Of Labor

Bureau of Labor Statistics (BLA) defines a total of twelve super sectors.

### **Super Sectors include:**

- Public Administration
- Construction
- Natural Resources
- Mining and Agriculture
- Manufacturing
- Education and Health Services
- Financial Activities
- Information
- Leisure and Hospitality
- Professional and Business Services
- Trade
- Transportation and Utilities
- Unclassified and Other Services







Appendix F -- Comprehensive Economic Development Strategy (CEDS) | 2017-2022
Figures 16, 17, and 18 break down service-providing, good producing, and government super sectors. Figure 16 results show trade, transportation and utilities as the dominant industry in the coastal region, at 21.3 percent. Leisure and Hospitality and Education and Health Services, follow at 16.3 percent and 13.5 percent respectively. Information, unclassified, and natural resources, mining and agriculture, have the lowest percentages, 0.8 percent, 0.3 percent, and 0.3 percent respectively.

Figure 16: 3rd Quarter 2016 Service-Providing Super Sector

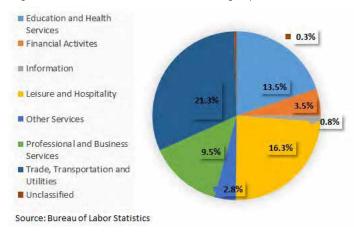
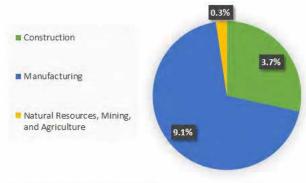
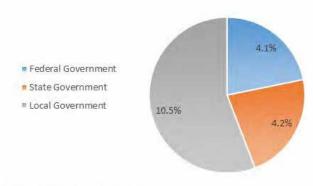


Figure 17: 3rd Quarter 2016 Goods Producing Super Sector



Source: Georgia Department of Labor

Figure 18: 3rd Quarter 2016 Governments Super Sector



Source: Georgia Department of Labor



**Employment Change** 

Examining the 10 counties together from 2012 to 2016, the industries in terms of the absolute number of jobs created as well as the growth rate of employment were Leisure and Hospitality, which grew by 25.9 percent over 5 years. The Education and Health Services industry grew by 19.2 percent; followed by Unclassified, at 17.2 percent. Both Construction and Manufacturing have noticeably grown by 6 percent. The industry that suffered the greatest job losses included Natural Resources, Mining and Agriculture, which decreased by 18.8 percent.

Location Quotient (LQ) is a tool that measures how concentrated an industry is in a region compared to the national level. If an LQ is equal to 1, then the industry has the same share of its area employment as it does in the reference area. An LQ greater than 1 indicates an industry with a greater share of the local area employment than the reference area (BLS).

Normally, industries with increasing LQ and jobs numbers form a region's economic base. The industries with increasing LQ but with decreasing jobs numbers means they are emerging. The industries with decreasing location quotient but with growing employment indicates they are developing; and, the industries with decreasing LQ with decreasing employment suggests they are weak.

Location Quotient Change, together with the Super Sectors Employment Changes, shown in Table 3, illustrates a general map of these eleven super sectors in the last five years. LQ value in 2012 and 2016 can be found in Appendix K.

Table 13: 2012-2016 Super Sectors Employment Changes

Super Sector	2012	2016	Employment Change	Percent Changes
Construction	9363	9935	572	6.1%
Natural Resources, Mining and Agriculture	1026	833	-193	-18.8%
Manufacturing	22665	24162	1497	6.6%
Education and health services	30168	35956	5788	19.2%
Financial activities	9649	9298	-351	-3.6%
Information	2035	2145	110	5.4%
Leisure and hospitality	34506	43446	8940	25.9%
Professional and business services	24702	25377	675	2.7%
Trade, Transportation and Utilities	52239	56603	4364	8.4%
Unclassified	720	844	124	17.2%
Other Services	6824	7496	672	9.8%
Source: Bureau of Labor Statistics				

Figure 19: Location Quotient Change

Relative low location quotient with growing employment	Relative high location quotient with growing employment
Developing  Manufacturing  Unclassified  Construction  Information	Trade, Transportation and Utilities Leisure and Hospitality Education and Health Services Professional and Business Services Other Services
Natural Resources, Mining and Agriculture Financial Activities  Declining	Emerging
Decreasing location quotient with decreasing employment	Relative high location quotient with decreasing employment

**Location Quotient Change** 

## Appendix F -- Comprehensive Economic Development Strategy (CEDS) | 2017-2022 2.6 Economic Cluster

The Coastal Region is home to over 150 registered foreign-owned companies. Over 90 of these companies directly relate to the clusters of the region with the most dominant influence being related to the Port of Savannah and the Logistics/Transportation cluster. With the deepening of the port and the anticipated increase in trade, the port and the ancillary industries associated with the cluster will be in a growth mode for the next decade.

The Logistic/Transportation cluster is an economic priority with the State of Georgia, which developed an economic growth strategy creating "Centers of Innovation" to target resources to the state's dominant clusters. The Center of Innovation for Logistics and Transportation is located in Savannah. As the economic clusters emerged in the Coastal Region it was a horizontal impact, but the growth of each cluster is now beginning to create vertically influenced clusters which have a greater and more sustainable impact.

Based on Figures 19, 20 and 21, the main clusters and their auxiliary industry (potential industries) in Coastal Region are identified and grouped as the following:



## **Logistics/Transportation**

Water transportation, transportation arrangements, warehousing, terminals, air transportation, trucking rail transportation, and distribution and electronic commerce



## **Hospitality/Tourism Attractions Accommodations Services**

Music, performing arts, video production and marketing



## **Business Services**

Health services, financial services, IT services, insurance, and environmental services



## **Aerospace Vehicles and Defense**

Aircraft, defense equipment, missile and space vehicles, maintenance/ancillary, and defense systems civilian support services



## **Paper and Packaging**

Paper/paper products prefabricated materials pellets/biomass; paper packaging, printing, lumber, forestry and wood products

Appendix F -- Comprehensive Economic Development Strategy (CEDS) | 2017-2022

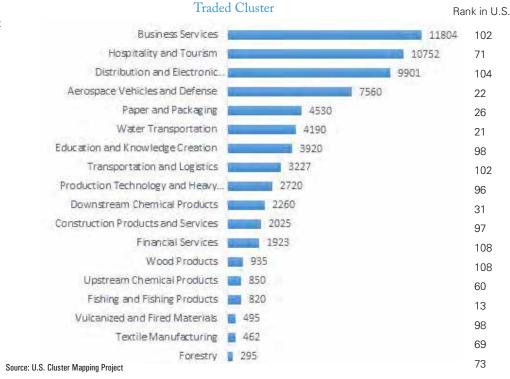
Figure 20 and 21 demonstrate the employment numbers in these main clusters (Logistics/Transportation, Hospitality/Tourism Attractions Accommodations Services, Business Services, Aerospace Vehicles and Defense, and Paper and Packaging). According to U.S. Cluster Mapping project, there are 67 percent traded cluster and 33 percent local clusters in Coastal Georgia.

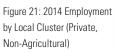
A traded cluster is composed of traded industries, which are concentrated in a subset of geographic areas and sell to other regions and nations while a local cluster serves the local market.

Figure 20 and 21 show the top traded and local clusters by employment in Coastal Georgia.

Appendix L illustrates each county's cluster strength.









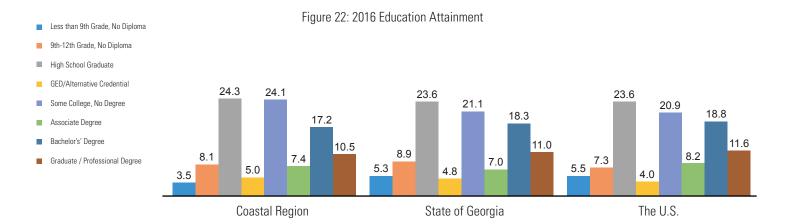
Source: U.S. Cluster Mapping Project

## 3. Business Environment

#### 3.1 Education Attainment

Figure 22 demonstrates that the educational attainment of Coastal Georgia is improving. In 2016, the percentage of less than 9th Grade, high school graduate, GED/Alternative Credential, and some college without degrees had better outcomes than the state and the national average levels. The attainments of bachelor degree's and above however are behind the state and the national level. In 2016, the bachelor degree was 17.2 percent in Coastal Georgia, 18.3 percent in State of Georgia, and 18.8 percent in the United States.

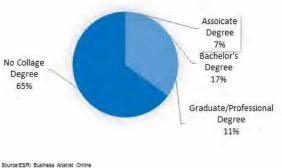
Priority workforce development issues, among other factors includes low educational attainment



For graduate and professional degrees, the percentages are 10.5, 11.0, and 11.6 percent in Coastal Georgia, the State of Georgia, and the United States respectively. Approximately 65 percent of the population age 25 and over do not have college degrees in Coastal Georgia. A table that can be found Appendix M-1shows the education of the labor force in different age groups between ages18-65+.

Approximately 65 percent of the population age 25 and over do not have college degrees in Coastal Georgia

Figure 23: Age 25 and over Education Attainment



## 3.2 Workforce Development

The priority workforce development issues in the Coastal Workforce Services region as reported in the Strategic Plan remain relatively unchanged throughout subsequent updates. However, in order to address some of these key issues, the Coastal Workforce Services placed a greater emphasis on collaboration with other stakeholders to include economic development organizations; and, secondly, focusing delivery programs on the critical needs of the region's industries.

The priority workforce development issues in the Coastal Workforce Services region and its component communities include: poverty rate, low rates of educational attainment, inferior skill levels for high-wage, a poor work ethic and level of occupational "soft skills" which further threaten quality economic development in the region. These factors present the risk of disinvestment and expansion instead to outside the region by existing companies, as well as posing difficulty in recruiting new firms to the area. To address these challenging issues for workforce development, strong partnerships have been developed in the region. As an example, the Coastal Workforce Development Board (CWDB) created a comprehensive one-stop full service delivery system with six satellite job centers to meet the needs of local employers, attract new businesses, and improve the employment outcome of job seekers.

## Poverty Rate

Poverty rate is one of the important factors that can affect workforce development. A high level of poverty threatens the quality of the region's labor pool, and presents obstacles to effective education and training of the region's existing and future workforce.

Figure 24 shows that during 2010 - 2014, the poverty rate in Coastal Georgia decreased from 20.04 percent to 18.5 percent, a 1.54 percent decrease in comparison to the poverty rate of the state which increased 0.4 percent. The relationship between workforce development and poverty rate can be found Appendix M. This information provides additional details on the poverty rate from different perspectives, including the poverty rate by school enrollment and percent of children less than 18 years old and living below the poverty level by school district.

18.5% **Poverty Rate Coastal Georgia** 

Figure 24: 2010-2014 Poverty Rate (US Cluster Mapping Project) State of Georgia Coastal Georgia Screven County McIntosh County Long County Liberty County Glynn County Effingham County Chatham County Camden County Bulloch County Brvan County 35 40 **■**2014 **■**2013 **■**2012 **■**2011 **■**2010

Low rates of educational attainment

Figure 25 reveals the trend of school enrollment of the population for ages 3 years and over in the region during 2011 to 2015. The enrollment includes nursery school, preschool, kindergarten to 12th grade, college, and undergraduate graduate. professional school. The numbers in Camden, Liberty, McIntosh and Screven decreased during 2011 to 2015. Appendix M-2 further details the trends, including percentages of students enrolled in public and private schools in each county.

Figure 25: 2011-2015 Population 3 Years and Over Enrolled School

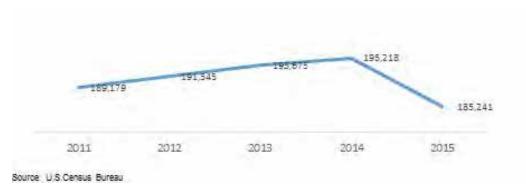


Figure 26: 2016 High School Graduation Rate (Public School)

The four-year high school graduation rate defines the cohort when a student first becomes a freshman. The rate is calculated using the number of students who graduate within four years (Georgia Department of Education). Figure 26 illustrates that in 2016, the 10-county high school graduation rate outperformed the state's level. Appendix M-3 and M-4 show the graduation rate between 2012 to 2016 as compared to the state and national levels.



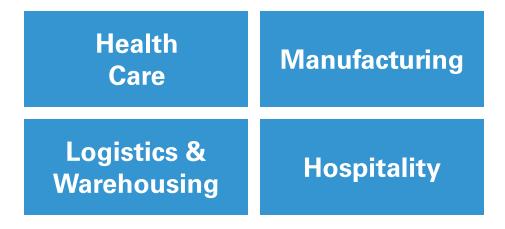
The presence of economic disadvantage has some impact on graduation rates. The graphic in Figure 27 illustrations different graduation between rates all students and economic disadvantaged students. Appendix L-5 further examines graduation rates of all students and economic disadvantage students from 2012 to 2016.

84.9% 84.9% 90.1% 85.8% 83.2% 88.8% 83.3% 85.1% 89.0% 87.7% 84.0% 84.8% 80.3% 75.1% 97.8% 90.8% 84.8% 80.3% 80.3% 80.3% 80.3% 80.8%

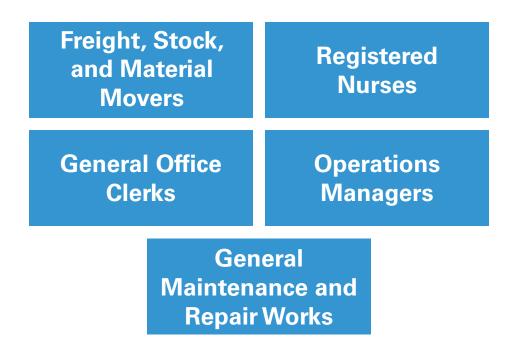
Source: Georgia Department of Education

Figure 27: 2016 High School Graduation Rate - All Students Vs Economic Disadvantaged Students

Technical schools play an important role in workforce development. The 2014 High Demand Career Initiative (HDCI) report discusses the high demand of skills and careers of some sectors in the state. The CWDB Local Workforce Plan determined the major four industry sectors are as follows:



The top in-demand target occupations include:



The programs noted in 16	able 14 are associated with the four industry sectors and the five target occupations.						
		Total Graduates		Percentage	es Changes		
	2014	2015	2016	2014-2015	2015-2016		
Airframe Mechanics and Aircraft Maintenance Technology/Technician	78	101	92	29.5%	-8.9%		
Allied Health and Medical Assisting Services, Other°	410	335	302	-18.3%	-9.9%		
Automobile/Automotive Mechanics Technology/ Technician°	275	256	306	-6.9%	19.5%		
Business Administration and Management, General	73	81	104	11.0%	28.4%		
Computer Installation and Repair Technology/ Technician	37	77	83	108.1%	7.8%		
Dental Assisting/ Assistant	27	35	20	29.6%	-42.9%		
Dental Hygiene/ Hygienist	21	24	24	14.3%	0.0%		
Diagnostic Medical Sonography/ Sonographer & Ultrasound Technician	15	16	11	6.7%	-31.3%		
Electrical, Electronic and Communications Engineering Technology/ Technician	1	7	4	600%	-42.9		
Electrician	78	119	110	52.6%	-7.6		
Entrepreneurship/ Entrepreneurial Studies°	5	2		-60.0%	-		
Emergency Medical Technology/ Technician(EMT Paramedic)	124	132	121	6.5%	-8.3%		
Food Preparation/ Professional Cooking/ Kitchen Assistant°	19	42	47	121.1%	11.9%		
General Office Occupation and Clerical Services	16	7	13	31.3	38.1		
Health Information/ Medical Records Technology/Technician°	16	7	13	-56.3%	85.7%		
Health Services/Allied Health/Health Sciences, General°	32	95	114	196.9%	20.0%		

	Total Graduates		Percentage	es Changes	
	2014	2015	2016	2014-2015	2015-2016
Hospitality Administration/ Management, General°	27	37	31	37.0%	-16.2%
Industrial Mechanics and Maintenance Technology°	51	30	91	-41.2%	203.3%
Licensed Practical/ Vocational Nurse Training	55	35	50	-36.4%	42.9%
Manufacturing Engineering Technology/ Technician°	8	12	1	50.0%	-91.7%
Mechanical Drafting and Mechanical Drafting CAD/CADD°	19	15	3	-21.1%	-80.0%
Medical Insurance Coding Specialist/ Coder°	79	34	49	-57.0%	44.1%
Medical Office Assistant/Specialist°	79	97	116	22.8%	19.6%
Medical/Clinical Assistant	62	67	59	8.1%	-11.9%
Nursing Assistant/ Aide and Patient Care Assistant/Aide°	351	366	470	4.3%	28.4%
Optician/Ophthalmic Dispensing Optician°	7	6	9	-14.3%	50.0%
Pharmacy Technician/ Assistant	16	22	13	37.5%	-40.9%
Phlebotomy Technician/ Phlebotomist <sup>o</sup>	19	17	18	-10.5%	5.9%
Radiologic Technology/ Science - Radiographer°	17	14	15	-17.6%	7.1%
Surgical Technology/ Technologist°	60	47	82	-21.7%	74.5%
Truck and Bus Driver/ Commercial Vehicle Operator and Instructor	239	221	229	-7.5%	3.6%
Welding Technology/ Welder	337	469	476	39.2%	1.49%

University

According to EMSI economic overview, and noted in Table 15, in 2016 there were 16,805 students who graduated from a university in Coastal Georgia. The number of students graduating from a university in Coastal Georgia has grown by 29 percent over the last 5 years. The highest rates for graduates include:

- 1. Registered Nursing/Registered Nurse
- 2. Business Administration and Management, General
- 3. Allied Health and Medical Assisting Services
- 4. Other



Schools	Total Graduates (2016)
Georgia Southern University	4133
Savannah College of Art and Design	2659
South University	2544
Savannah Technical College	2493
Ogeechee Technical College	1575
Armstrong State University	1368
Savannah State University	578
College of Coastal Georgia	570
South University-Savannah	489
Virginia College-Savannah	297
Source: EMSI economic overview	

## Coastal Workforce Services

To assist employers in acquiring, developing, and retaining a qualified workforce, the CWDB provides the following training services in Coastal Georgia:

- On-the-Job training (OJT): Provides reimbursements to employers to help compensate for the costs associated with both training newly hired employees and the interim loss of production.
- Incumbent Worker Training (IWT): Offers funding assistance to companies to provide skills training.
- Customized Training (CT): Provides job seekers with technical and skill training that is tailored to the specific requirements of the employers in their area.
- Work Experience (WEX): Provides work-based training tailored to the employer's expectations, to all participants at a work-site.
- Layoff Aversion: Provides a layoff aversion program to employers to retain current employees.
- Registered Apprenticeships (RA): RA is an industry-driven model that combines on-the-job learning with job-related instruction. This program can be customized to meet the needs of any business.



The Georgia Work Ready initiative includes four key elements:

- Work Ready Certificate: Designed for individuals, allows workers to take a job assessment and become eligible to receive a certificate
  indicating their skill and knowledge levels to potential employers.
- Work Ready job profiling: Designed to help Georgia employers build the right workforces for their needs, Georgia Work Ready's
  job profiling program allows Georgia employers to profile required job tasks and skill levels to more easily match candidates to job
  opportunities.
- Certified Work Ready Community: This voluntary initiative enables communities to demonstrate that they have the talented workforce needed to fill current and future jobs.
- Work Ready Region: Through this program, which builds on the Certified Work Ready Community designation, multiple counties can
  work together to develop regional talent pools aligned to a common, existing strategic industry.

## 3.3 Employment Growth and Establishment

Figure 28 examines the All Industries Employment Growth Rate from 2006 to 2016. The growth rate shows a range from a high in Bryan County at 33.7 percent, to a low in McIntosh County at -30.3 percent. Counties including Bryan, Bulloch, Chatham, Effingham and Liberty had a higher percentage employment growth rate than the state's rate of 5 percent.

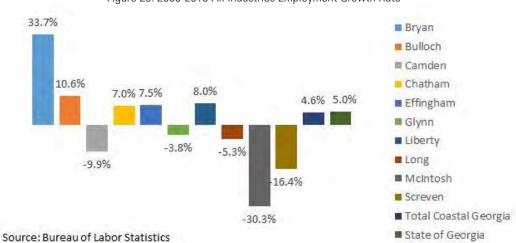


Figure 28: 2006-2016 All Industries Employment Growth Rate

Table 16 shows the numbers of firms' establishment from 2006 to 2016. In 2016, Chatham County contributed to half of the 17,210 total firms established in Coastal Georgia.

Coastal Georgia	2006 Establishment	2016 Establishment	Establishment Change
Bryan	596	736	140
Bulloch	1,547	1,586	39
Camden	950	949	-1
Chatham	7,433	8,725	1,292
Effingham	718	789	71
Glynn	2,844	2,908	64
Liberty	918	952	34
Long	97	73	-24
McIntosh	236	217	-19
Screven	285	275	-10
Total Coastal Georgia	15,624	17,210	1,586
State of Georgia	265,791	302,163	36,372
Source: Bureau of Labor Statistics			

## 3.4 Health Outcome

Foundation Program, County's Health Outcomes are based on length of life, and quality of life. County Health Factors include health behavior, clinical care, social and economic factors, and physical environment. Table 17 and Table 18 show the change of

According to A. Robert Wood Johnson

rankings from 2011 to 2017 for County Health Outcomes and Health Factors. The Health Outcome Rank varies from 20 to 118; and the Health Factor Rank varies from 9 to 135 out of 159 counties in Georgia. For both categories, Bryan County ranks the best in 2017 in Coastal Georgia.

Table 17: 2011-2017 Health Outcome Rank in Georgia

	2011	2012	2013	2014	2015	2016	2017
Bryan	23	12	21	19	29	24	20
Bulloch	30	29	40	47	53	70	57
Camden	24	25	13	10	13	16	16
Chatham	54	61	52	52	36	44	41
Effingham	27	28	34	35	30	22	26
Glynn	49	63	49	59	46	50	48
Liberty	33	49	43	45	51	46	47
Long	98	90	35	34	31	39	33
McIntosh	90	82	63	56	73	49	56
Screven	75	132	128	94	65	102	118
Course County Health Poplings							

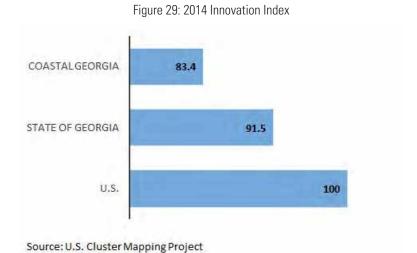
Source: County Health Rankings

Table 18: 2011-2017 Health Factor Rank in Georgia

	2011	2012	2013	2014	2015	2016	2017
Bryan	11	11	10	8	8	8	9
Bulloch	49	49	51	61	62	89	78
Camden	24	30	30	19	30	17	17
Chatham	32	25	42	36	29	38	34
Effingham	26	28	18	10	12	21	25
Glynn	37	41	39	41	41	36	32
Liberty	97	101	64	75	76	71	49
Long	66	47	49	71	69	72	55
McIntosh	93	79	51	89	86	54	51
Screven	103	98	101	88	93	121	135
Source: County Health Rankings							

#### 3.5 Innovation Index

According to Innovation in American Regions, the innovation index compares regional performance to the United States and is calculated from four component indexes including: Human Capital (30 percent), Economic Dynamics (30 percent), Productivity and Employment (30 percent) and Economic Well-Being (10 percent). Figure 29 shows the latest data from 2014, that Coastal Georgia's innovation index is 83.4 percent of the United States, which is lower than the state level.



## 3.6 Public Safety

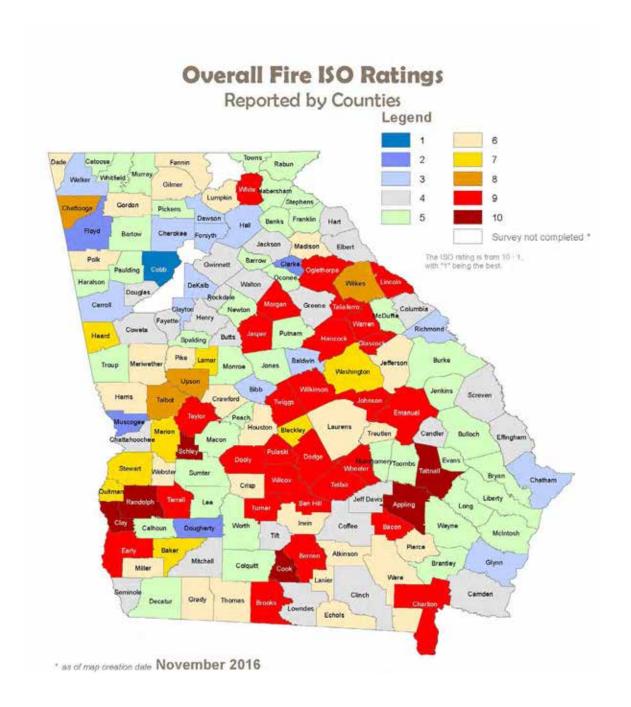
#### Crime Rate

ESRI BAO defines the crime index values for the U.S. level are 100, representing average crime for the country. A value of more than 100 represents a higher crime rate than the national average, and a value of less than 100 represents a lower crime than the national average. For example, an index of 155 implies that crime in the area is 55 percent higher than the U.S. average; and, an index of 47 implies that crime is 53 percent lower than the U.S. average. In 2016, the Total Crime Index varied from 47 to 155 and the Personal Crime Index varied from 28 to 120. Bryan, Effingham and Long counties ranked the top three in safety Coastal Georgia.

Table 19: 2016 Total Crime Index & Personal Crime Index

County	Total Crime Index	Personal Crime Index
Bryan County, GA	54	28
Bulloch County, GA	101	70
Camden County, GA	95	87
Chatham County, GA	125	103
Effingham County, GA	62	42
Glynn County, GA	155	120
Liberty County, GA	125	96
Long County, GA	47	44
McIntosh County, GA	94	77
Screven County, GA	85	97
Source: ESRI Business A	Analyst Online	

The ISO rating is from 10-1, with 1 being the best (GOMI ISO rating). All 10 counties in Coastal Georgia fall between an ISO rating of 3-5 as noted in the map and reported by the counties.



# 4. Resources and the Environment

## 4.1 Georgia Ports Authority

Georgia's accessible ports are a major advantage for manufacturing and distribution companies located throughout the region. The Georgia Ports Authority is a leader in the operation of modern terminals and in meeting the demands of international business.

The top port activity in the state is the Savannah Harbor Expansion Project (SHEP). Within the CEDS update several projects are included that will position the region to accommodate the anticipated growth associated with the deepening of the harbor.

## The Port of Savannah

The Port of Savannah specializes in the handling of container, reefer, breakbulk, and Roll-on, Roll-off (RoRo) cargoes.

- The Garden City Terminal is Savannah's ultra-modern, dedicated container terminal. At 1,200 acres, it is North America's largest single-terminal container facility and the fourth busiest container handling facilities in the United States.
- The 200.4-acre Ocean Terminal is a combination breakbulk and RoRo facility handling forest and solid wood products, steel, automotive and heavy equipment, project shipments and heavy-lift cargoes.

## The Port of Brunswick

The Port of Brunswick specializes in the handling of breakbulk, agri-bulk, and RoRo cargoes. Three facilities comprise the Port of Brunswick:

- At 1,700 acres, Colonel's Island Terminal moves both RoRo and agri-bulk commodities. Its auto-port facility handles more than 12 major manufacturers, supported by three auto processors.
- Mayor's Point Terminal is a 22-acre dedicated breakbulk facility with 11 acres of open space, a 30-ton gantry crane and is serviced by CSX and Norfolk Southern rail systems. Mayor's Point Terminal is a 22-acre facility specializing in forest products and general cargo.
- The Marine Port Terminal's 172-acre facility handles a diverse mix of breakbulk and bulk commodities.

## Economic Impacts on the State of Georgia

- Impacts the State's 159 counties;
- Provides 369,193 full- and part-time jobs (8.4 percent of Georgia's total employment);
- \$84.1 billion in sales (9.6 percent of Georgia's total sales);
- \$33.2 billion in state GDP (7.2 percent of Georgia's total GDP);
- \$20.4 billion in income (5.3 percent of Georgia's total personal income)
- \$1.3 billion in state taxes; and
- \$1 billion in local taxes

## Economic Impacts on Coastal Georgia

- 49,242 Employment
- Total Import and Export TEUs 43,707.80
- Total Short Tons: 1.129.066.6, 13.6 percent of the state

## Port of Savannah Economic Impacts

- Retained an estimated 24 percent of the diverted cargo.
- FY16 trade ratio:
- 51 percent exports
- 49 percent imports
- Fueled by growth in imports up 27 percent, and exports up 16 percent, the Port of Savannah grew 21 percent from FY12 through FY16.
- By 2016, Total Cargo 27.8 Million Tons
- By 2016, Container Traffic 3.6 Million TEUs

## Port of Brunswick Economic Impacts

- By 2016, RO/RO Units 621,934
- By 2016, Total Tonnage 2,834,691



Appendix F -- Comprehensive Economic Development Strategy (CEDS) | 2017-2022



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Fort Stewart/Hunter Army Airfield. Credit: U.S. Army.

Kings Bay Naval Submarine Base. Credit: U.S. Navy.

## **4.2 Military Bases**

## Fort Stewart-Hunter Army Airfield

Fort Stewart-Hunter Army Airfield is the Army's Premier Power Projection Platform on the East Coast. Fort Stewart-Hunter Army Airfield is responsible for training, equipping, deploying and redeploying, active and reserve component Army units, and home of the historic 3rd Infantry Division.

Fort Stewart's 285,000 acres provides unequaled joint training opportunities along the eastern seaboard, serving a wide array of customers the biggest being the 3rd Infantry Division. The Air Force, the Marine Corps, the Navy, Coast Guard, and other Army units are also served. Seven major drop zones, multiple tank and armored fighting vehicle gunnery ranges, helicopter gunnery ranges, small arms ranges and three live-fire maneuver areas contribute to the Department of Defense' ability to train joint forces on the East Coast.

Hunter Army Airfield's location in Savannah/Chatham County plays a critical role in the post's deployment capabilities. The largest military aircraft can land at Hunter Army Airfield load the biggest equipment in the Army inventory, and deploy both equipment and soldiers within an 18-hour wheel to air timeline to contingency operations anywhere in the world.

Fort Stewart and Hunter Army Airfield combined economic impact of \$4.9 billion in Coastal Georgia serves as a major economic driver. The daily working population of Stewart-Hunter is approximately 27,000, consisting of 23,000 full-time soldiers and 4,000 Army civilian workers and contractors. Approximately 11,500 soldier, military family members, and civilians reside on post. Approximately 17,500 military retirees call the communities around Stewart-Hunter home.

## Kings Bay Naval Submarine Base

Kings Bay Naval Submarine Base in Camden County houses several U.S. Navy Trident nuclear submarines on the 16,000-acre installation. According to the Bureau of Research Economic Development (BRED), the Navy employs approximately 9,900 workers (military, civilian, and contractors) at the base. The economic impact of Kings Bay payroll in 2016 was estimated to be \$677 million, with additional economic benefits imparted through goods, services, and retirees.

Appendix F -- Comprehensive Economic Development Strategy (CEDS) | 2017-2022



## 4.3 Prime Agricultural Land

The conversion of prime farmland to urban uses represents a loss to the region's landscape. Wise use and protection of basic soil and water resources helps to achieve practical water quality goals and maintain viable agriculture. Viable agriculture is the backbone of maintaining a functioning network of working farmland, open space, and natural areas, and a range of strategies should be used to ensure the value of these areas within Bulloch, Screven, Long, and portions of northwestern Effingham counties.

### 4.4 Forest Lands

Coastal Georgia has an enormous area of land used for commercial forests. Of the region's total land area, about 3,300 square miles, is forested. In addition to this commercial forest, another 17 percent of the land area in the region is held by local, state, or federal government entities, and much of this land is also forested. Although forestry itself is a relatively small employer in the region, manufacture of paper and other forestry products is a major enterprise, employing workers in plants scattered throughout the region.

## 4.5 Climate

The coastal region is classified as subtropical, with both latitude and proximity to the Atlantic Ocean resulting in moderate temperatures. Average winter temperature is about 45 degrees and the average summer temperature is near 80 degrees. Temperature exceeds 90 degrees from 75 days (coastal) to 80 days (inland) a year. Freezing temperatures in winter are infrequent (averaging 12 days a year on the coast, 25 days a year inland) and seldom last longer than half a day at a time. Humidity is high, averaging between 60 percent and 75 percent. Annual rainfall ranges between 49 and 54 inches, with slightly higher levels just inland from the coast.

### 4.6 Wetlands

Under the Georgia Coastal Marshlands Protection Act (O.C.G.A. 12-5-280 et seq.) of 1970, the State recognizes that "the coastal marshlands of Georgia comprise a vital natural resource system. The estuarine area is the habitat of many species of marine life and wildlife and..., the estuarine marshlands of coastal Georgia are among the richest providers of nutrients in the world. Such marshlands provide a nursery for commercially and recreationally important species of shellfish and.., provide a great buffer against flooding and erosion, and help control and disseminate pollutants. The coastal marshlands provide a natural recreation resource which is vitally linked to the economy of Georgia's coast and to that of the entire state. This...system is costly, if not impossible, to reconstruct or rehabilitate once adversely affected..."



## 4.7 River Basins and Floodplain

There are five river basins in the coastal region including the Savannah, the Ogeechee, the Altamaha, the Satilla, and the St. Marys. Satilla, St. Marys and Suwannee River basins lie entirely within the Coastal Plain physiographic province, which extends throughout the southeastern margin of the United States. The Satilla River basin lies entirely within the Bacon Terraces and Barrier Island Sequence districts. The St. Marys River basin lies entirely within the Okefenokee Basin and Barrier Island Sequence districts.

The Altamaha River Basin, is the third largest river basin in the United States. The entire Altamaha River Basin consists of waters from the Ocmulgee, Oconee, as well as the Altamaha River. The shrimp and fishing industries make up a large part of the Basin's economy. Vast numbers of pine timber forest are harvested to aid in the production of paper and other wood products within the Altamaha basin. The kaolin industry, located in the northern portion of the basin, supplies inputs for making paper, bathtubs, bricks, fine china, and a myriad of other products. All along the river one finds a multitude of agricultural products under cultivation. The basin also affords wildlife viewing areas and habitats, especially for rare native bird species as well as many migratory birds.

The Ogeechee River originates in Green County and then flows through several of the basin's 22 counties before reaching the coast. The River passes through the eastern boundary of Fort Stewart Army Base. Georgia Southern University, in Statesboro also falls within the Basin. The timber and poultry industries are strong in the area. The basin enjoys diverse agricultural production.

The Savannah River Basin extends down the entire length of Georgia's eastern border and contains a diverse array of industries and attractions.

The Satilla River Basin is predominantly agricultural. However, forestry and timber production is found in the also prevalent in the basin. The St. Marys is the smallest river basins in the Coastal region. The Okefenokee National Wildlife Refuge, located on the western side of the basin, provides habitat to many rare wildlife and plant species. Kings Bay Naval Base calls the St. Marys Basin home. Moreover, timber is a major industry within the area.

Appendix F -- Comprehensive Economic Development Strategy (CEDS) | 2017-2022



## 4.8 Barrier Islands

All 100 miles of Georgia's ocean beaches are on the seaward face of barrier islands. Ten of the 18 major barrier islands along Georgia's coast are in public ownership.

Tybee Island is the farthest north of Georgia's barrier islands. It is approximately four miles long and one mile wide. Tybee is Georgia's most developed barrier island. The commercialism on Tybee consists of hotels, year-round private residences, summer cottages, condominiums and tourist facilities such as public beaches, fishing piers, marinas and public campgrounds.

Little Tybee, once privately owned, was acquired by the State of Georgia, with a conservation access allowed to the Nature Conservancy The only access to the island is by private boat and as yet there is no development.

Williamson Island is known as Georgia's newest island first detected around 1971 and claimed by the State of Georgia. The island was named for Mr. Jimmy Williamson, a former Mayor of the City of Darien, Georgia.

Wassaw Island, is seven miles long and the most primitive and undeveloped of Georgia's barrier islands. In 1969, the Nature Conservancy deeded Wassaw to the federal government as a National Wildlife Refuge. Hundreds of gulls, herons, egrets, migratory songbirds and shorebirds use the beaches, marshes and freshwater ponds as breeding and nesting grounds.

Ossabaw Island is 10 miles long and two miles wide. In 1978, the island was sold to the State of Georgia as a Natural Wildlife Refuge and in May of that year Ossabaw became Georgia's first Heritage Preserve under the Heritage Trust Act of 1975. As a Heritage Preserve, Ossabaw can be used only for natural, scientific and cultural purposes.

St. Catherine's is a 23-square-mile island with a total acreage of 14,640 acres and 11 miles of natural beaches. Button Gwinnett,

one of the signers of the Declaration of Independence, bought the island in 1765 and lived there until 1771. His 19th century family home still stands.

Blackbeard Island's total acreage is 5,618 acres, 9 miles of beach and two and one-half wide at its widest point. In the early 1700's Edward Teach, the famous English pirate popularly known as "Blackbeard," was thought to have buried treasure on the island.

Sapelo Island is about 12 miles long and two to four miles wide with a total area of 17,950 acres, making it the fourth largest of Georgia's barrier islands. Sapelo has five and one-half miles of undeveloped beaches. Sapelo's beach is noted for having the most extensive undisturbed natural beach dunes of any of Georgia's barrier islands.

Sapelo Island is jointly owned by the State of Georgia, the R.J. Reynolds Foundation and the residents of the Hog Hammock Community. Sapelo is a National Estuarine Research Reserve and Wildlife Refuge. Primitive camping and short term lodging is offered through the residents of Hog Hammock and the Department of Natural Resources (DNR).

Wolf Island is located just south of Sapelo at the mouth of the Altamaha River. It has a total of 5,126 acres, of which only 250 acres are high ground including beach and dunes. Access to the island is by boat and only limited public recreation activities are allowed.

Little St. Simons Island is the last family-owned island on Georgia's coast. It was purchased in 1908 by Philip Berlzheimer. His descendants still own the island and operate a retreat where guests are invited to fish, hunt, horseback ride, and take nature tours. The island has a total of 8,840 acres, of which 2,300 acres are uplands, and six and one-half miles of beaches.

Appendix F -- Comprehensive Economic Development Strategy (CEDS) | 2017-2022 Sea Island is connected by causeway to St. Simons Island and is a privately owned beach resort with hotels and private cottages and residences. Development of Sea Island began in 1926 when Howard Coffin bought five miles of beach front and established the Sea Island Company to develop a resort. The Cloister Hotel opened October 1928 and is today a five-star hotel.

St. Simons is Georgia's only larger barrier island that has never been privately owned. St. Simons consists of 27,300 total acres including the marsh. It has 12,300 upland acres and three miles of beach. The St. Simons Lighthouse, first constructed in 1810 and rebuilt in 1871, is one of the nation's oldest continuously working lighthouses. Most of the island is privately owned residential homes and low-key commercial hotels and condominiums.

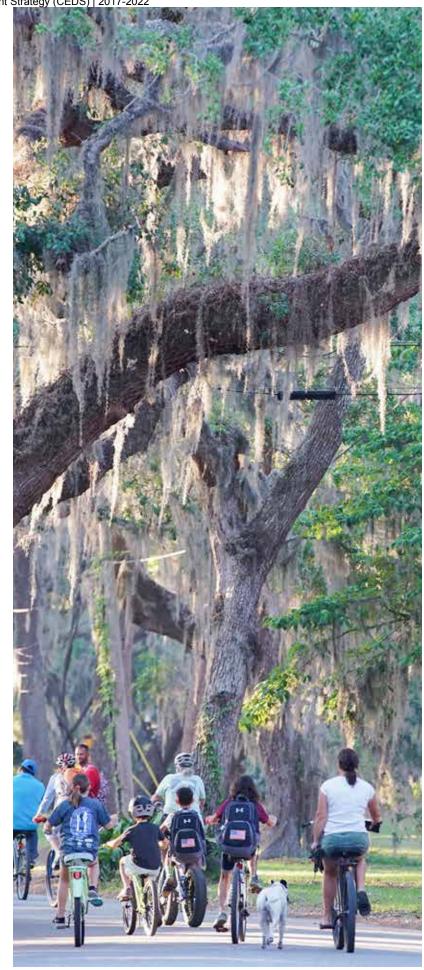
Jekyll Island, the smallest of Georgia's major barrier islands, is 10 miles long and one and one-half miles wide at its widest point. It has 5,700 total acres, 4,400 of which are uplands. It has eight miles of beach. In 1886, Jekyll was purchased by a group of northern millionaires including the Rockefeller, Morgan, Pulitzer, Vanderbilt, Gould, McCormick, Goodyear, Aston, Baker, Biddle, Whitney, Armour, Crane, Macy and Bliss families for use as a winter resort. In 1947, the state of Georgia bought Jekyll for use as state park. The causeway and bridge were built in 1954, allowing easy access for the general public to enjoy year-round recreational activities.

Little Cumberland Island is owned by a private homeowners association. The island has two and a half miles of beach and 2,400 total acres, 1,600 of which are uplands.

Cumberland Island is the southernmost and longest of Georgia's barrier islands. It has a total of 23,000 acres, 15,000 of which are uplands. The island is one and a half to three miles wide and has 17.5 miles of beach. Thomas Carnegie purchased a portion of the island and rebuilt the Dungeness mansion in 1880. Around 1900, W.P. Bunkly built the Hotel Cumberland. The property later became the property of the Candler family of Atlanta.

Portions of Cumberland were donated to the National Parks Service in 1970 and by an Act of Congress in 1972 it became a National Seashore. In 1982, the northern half of the island was added to the National Wilderness Preservation System. Today the island is managed by the National Parks Service and day trips and short-term camping are available. There are still several private residences on the island and the Grey Field Inn, a private facility, offers overnight accommodations.

Except for Jekyll Island in Glynn County, none of these publicly owned islands are accessible by car from the mainland. Of the total land area of the 15 largest barrier islands, about 65 percent is in public ownership (36 percent state and 29 percent federal).



## Appendix F -- Comprehensive Economic Development Strategy (CEDS) | 2017-2022 4.9 Tourism

Economic development via tourism is closely tied to our coastal resources through our coastal waterways and the natural, historic, and cultural resources which drive the industry. The vision is that tourism is to be successful through integrated land use, water resource management, transportation, and infrastructure decisions which protect and promote our coastal resources. According to the CWDB Local Workforce Plan 2016-2020, direct tourism spending by visitors accounted for nearly \$2.5 billion impact on the local economy in 2015.

Table 20 and 21 show the dollar amount and percentage distribution of the economic impact of tourism in this region. The latest data (2015) shows, regionally, the expenditures, payroll, employment, state tax and local tax across the state. Chatham, Glynn, and Bulloch ranked the top three of economic impact among the ten counties. The economic impact summary by counties from 2009 to 2015 is attached in Appendix N and indicates the positive trend of tourism in this area.

Table 20: 2015 Economic Impact of Domestic Travel in Georgi					
Expenditures	Pavroll	Employment	Stat		

	Expenditures	Payroll	Employment	State Tax	Local Tax
County	(\$Millions)	(\$Millions)	(Thousands)	(\$Millions)	(\$Millions)
Bryan	42.81	8.57	0.38	1.68	1.32
Bulloch	134.76	24.85	1.14	5.37	3.95
Camden	90.32	16.8	0.78	3.55	2.61
Chatham	1,471.30	372.53	13.18	65.1	43.56
Effingham	29.36	5.07	0.25	1.14	0.81
Glynn	393.42	95.79	3.78	16.66	10.86
Liberty	107.11	13.68	0.57	4.19	3.32
Long	1.76	0.27	0.01	0.07	0.05
McIntosh	14.87	3.05	0.14	0.58	0.44
Screven	10.81	1.91	0.1	0.43	0.32
Coastal Georgia	2,296.52	542.52	20.33	98.77	67.24
Georgia	24,526.00	7,853.80	236.09	1,170.24	703.65
Source: U.S. Travel Ass	ociation				

Table 20: 2015 Percent Distribution Economic Impact of Domestic Travel in Georgia

County	Expenditures	Payroll	Employment	State Tax	Local Tax
Bryan	0.17%	0.11%	0.16%	0.14%	0.19%
Bulloch	0.55%	0.32%	0.48%	0.46%	0.56%
Camden	0.37%	0.21%	0.33%	0.30%	0.37%
Chatham	6.00%	4.74%	5.58%	5.56%	6.19%
Effingham	0.12%	0.06%	0.11%	0.10%	0.11%
Glynn	1.60%	1.22%	1.60%	1.42%	1.54%
Liberty	0.44%	0.17%	0.24%	0.36%	0.47%
Long	0.01%	0.00%	0.01%	0.01%	0.01%
McIntosh	0.06%	0.04%	0.06%	0.05%	0.06%
Screven	0.04%	0.02%	0.04%	0.04%	0.05%
Coastal Georgia	9.36%	6.89%	8.61%	8.44%	9.55%
Source: U.S. Travel Ass	ociation				

It is expected that tours of the proposed Spaceport Camden will draw a significant number of new visitors from outside of this region. According to the Bureau of Business Research Economic Development (BBRED), Spaceport Camden could potentially generate \$22.5 million in annual revenue once it is operational.



## The Film Industry

The film industry is one of Georgia's fastest growing economic sectors. As announced by Governor Nathan Deal in July 2017, Georgia's film industry generated \$9.5 billion of economic impact in Fiscal 2017. Georgia is now the number one filming location in the world (Film LA's 2016). To date, more than 50 movies have filmed in this area. As a key contributor in film industry, all of the ten counties in Coastal Georgia have been designated as camera ready communities. The region's uniqueness with beautiful beaches, old oaks, and marsh areas attracts movie makers to film in the region. Tourism is an opportunity for Coastal Georgia that is slated for future growth and development.

County	Number of movies filmed				
Bryan	5				
Bulloch	9				
Camden	4				
Chatham	10				
Effingham	4				
Glynn	10				
Liberty	11				
Long	-				
McIntosh	1				
Screven	-				
Total	53				
Source: Georgia Camera Ready Communities					



# 5. Transportation Access

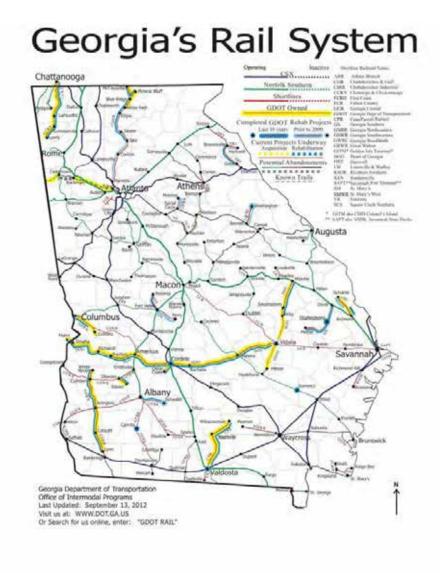
## 5.1 The Interstates

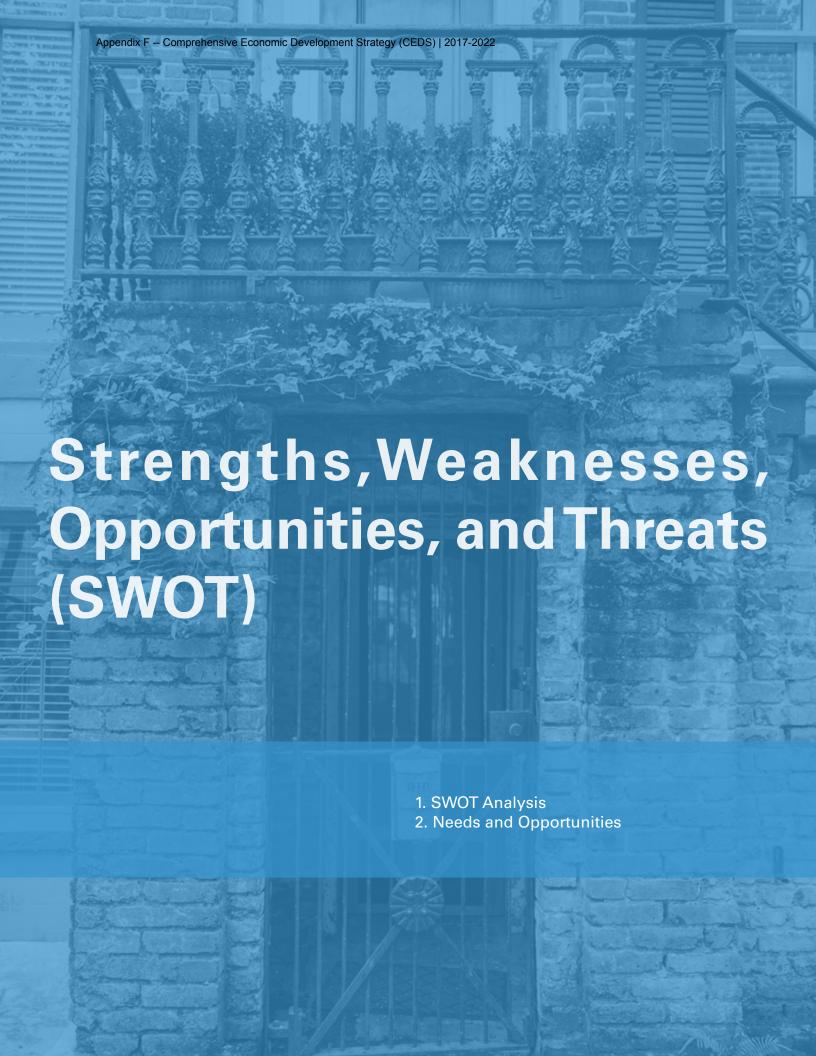
Interstate 95 (I-95) bisects the region from the South Carolina border in the north to the Florida border in the south. This interstate is the primary north/south corridor between the states of New York and Florida. Interstate 16 (I-16) is the primary east/west connector for central Georgia, connecting Savannah in the east with Macon, and providing access to Interstate 75 (access to Atlanta) in the west. I-16 crosses I-95 near Savannah. The interstate access, as well as air and rail facilities make the region a prime location for industrial development dependent upon access to multi-modal transportation and infrastructure.

The Savannah/Hilton Head International Airport provides the region with access to international passenger and cargo air service. The airport is located strategically near the junction of I-95, I-16, and the Savannah Ports, and only minutes from historic downtown Savannah tourism destinations. The region is also home to the Brunswick Golden Isles Airport, a commercial passenger airport, similarly located with convenient access to the Port of Brunswick, I-95 and tourist attractions in the southern portion of the region.

## 5.2 Georgia Rail System

The region is served by two Class I railroads including CSX and Norfolk Southern. The rail system has various short line operators, with access in every county with the exception of McIntosh County.





# 1. SWOT Analysis

Strengths	Weakness			
<ul> <li>Georgia is number one state in country for doing business</li> <li>Coastal Georgia is a key contributor</li> <li>Increasing and diverse population</li> <li>Rich natural resources</li> <li>Georgia Port Authority</li> <li>Military bases</li> <li>Proposed Space Port</li> <li>Tourism</li> <li>Transportation access</li> <li>High demand in healthcare, manufacturing, logistics &amp; warehousing, hospitality</li> <li>Increasing housing units</li> <li>Increasing per capita personal income</li> <li>Increasing median household income</li> <li>Decreasing unemployment rate</li> <li>Total receiving high school diploma higher than national average</li> <li>Improving rate of 'some college' and 'associate degree'</li> </ul>	<ul> <li>Lacks a skilled workforce</li> <li>10 Coastal counties unevenly developed</li> <li>Losing working age population</li> <li>Losing skilled workforce to big cities</li> <li>More than 20 percent of vulnerable housing</li> <li>More than 20 percent of aged housing</li> <li>Need to improve affordable housing options</li> <li>Employment and locations mismatched</li> <li>High poverty rate</li> <li>Region needs to create more jobs</li> <li>Need to improve wage/salary</li> <li>Need more bachelor and above education attainment</li> <li>Commute times are high in the region</li> <li>Peak traffic congestion into the City of Savannah</li> <li>Lacking medical facilities</li> </ul>			

Opportunities	Threats			
<ul> <li>Georgia Ports Authority</li> <li>Promote proximity to the ports and regional transportation</li> <li>Capture skills and knowledge of retirees relocating to the region</li> <li>Growing film industry</li> <li>Booming tourism and healthy hospitality industry</li> <li>Support from local chambers of commerce and development authorities in promotion of their area's local businesses</li> <li>Recognized quality of life</li> <li>Opportunity to create second tiers industries</li> </ul>	<ul> <li>Globalization</li> <li>Competition from South Carolina and Florida to attract desired businesses</li> <li>Coastal area relative lower in innovation than State and U.S.</li> <li>Aging infrastructure and maintenance issues</li> <li>Over-reliance on few industries for employment</li> <li>Resources constraints (water, transit)</li> <li>Natural hazards</li> </ul>			

# 2. Needs and Opportunities

## Needs Opportunities

- Schools, industries and workforce developments partners need to create training programs to help students to improve work ethics and level of occupational "soft skills".
- Develop a mentoring program for the students who need help, for example, students who live in poverty, and students with low scores or poor attendance.
- Students need support (As Appendix N shows) to successfully complete their secondary education and improve high school graduation rate.
- The lack of affordable housing, combined with strong growth in low-paying service and tourism sector employment, is creating obstacles to the co-location of jobs and workers in their areas of residence.
- There is a need to help veterans develop new skills during their transition to civilian life.
- Crime rate is especially high in Chatham, Glynn, and Liberty County.
- Median household income cannot keep pace with the rise of median housing values, there is a need to improve wages.
- There is a need to reduce cost-burdened households in Coastal Georgia, which is 28 percent.
- There is a need to address cost-burdened renter occupied housing, which is 45 percent.
- Employees commuting between home and work indicates a mismatch between employment and housing locations, which needs to be addressed.
- 91.6 percent of workers aged 16 years or older travel alone increasing transportation costs and creating a need for van pool programs.
- There is a need to improve the inflow/outflow of primary jobs within the region as 22.3 percent of the primary jobs within the region are held by outside commuters, and 22.2 percent of employed Coastal Georgia residents leave the region for employment.

- Support the quality K-12 educational systems already in place.
- Close connections between educational and workforce providers, regional businesses, available and potential workforce can establish sustainable economic growth to raise average incomes and improve quality of life.
- Promote innovation in school, i.e., schools can design makerspaces to improve students' creativity, encouraging them to become future entrepreneurs.
- Integration of workforce strategies with economic development strategies is essential to make the region's workforce and economy more competitive and sustainable.
- Makerspaces are community centers with tools. Makerspaces combine manufacturing equipment and education for the purpose of enabling community members to design, prototype and create manufactured works that wouldn't be possible without resources to individuals working alone.
- Men and women exiting the military are a good match for defense and aerospace industries.
- One of the largest target populations consists of veterans.
- Development authorities can attend national and international trade shows to promote attributtes of the region.
- Work with local police departments in decreasing crime rate in local communities.
- Work with police departments to decrease youth crime in local communities.
- The port and the ancillary industries associated with the cluster will be in a growth mode for the next decade.
- There is an opportunity to improve multi-modal transportation within Coastal Georgia.



# Strategy and Action Plan

- 1. Vision Statement
- 2. Goals / Objectives
- 3. Resources, Tools and Financing for Implementation

# 1. Vision Statement

The region seeks to be economically competitive by nourishing on a regional scale the business-friendly element of good public schools, innovative research universities, vibrant and walkable communities, affordable housing, high-quality transportation, and wise land use.

# 2. Goals / Objectives

The Coastal Regional Commission, through a process of surveys, meetings and briefings, offer the following goals and objectives as the course of proposed activities that will ultimately improve the economic vitality of the ten-county region.



Source: Inside Higher Ed. Makerspace

Collaborate and develop, where necessary, opportunities to provide workforce training programs to sustain a globally competitive workforce with current and appropriate skill sets.

**Objective 1**: Participate and support the expansion and/or location of technical schools in the coastal region.

**Objective 2**: Collaborate with the CWDB to initiate training programs related to skills sets of the coastal region's industry clusters to help the residents and students traditionally underrepresented in the job market including but not limited to: displaced workers, ex-offenders, veterans, the long-term unemployed, youth connected to the foster care system, single parents/single pregnant women, individuals with disabilities, homeless individuals, older individuals, and low-income individuals.

**Objective 3**: Encourage and support local economic development organizations, state departments and educational institutions to establish a regional business program to identify specific training needs.

Identify and develop long-term plans to encourage growth and adequate infrastructure to ensure industries' ability to expand or locate in the Coastal Region.

- **Objective 1**: Support and assist counties, economic development organizations, cities and the private sector in securing funds for the development of needed infrastructure to include sewer and water, transportation, fiber, energy, and smart design.
- Objective 2: Coordinate related infrastructure programs with state and federal programs to match and/or leverage local needs.
- Objective 3: Initiate planning process for the establishment of an energy corridor and then identify appropriate project opportunities.
- Objective 4: Prioritize infrastructure projects that impact industries related to regional clusters and establish long-term and short-term timetables for each.
- Objective 5: Inventory infrastructure so the local government can identify the aged infrastructure and support local communities to upgrade or replace them.



Stimulate economic growth with the development of incubators throughout the Coastal Region that will advance entrepreneurship and provide space for start-up manufacturing.

- Objective 1: Assist county economic development organizations with incubators/speculative buildings as a means to attract growth.
- Objective 2: Support and assist high schools and universities in the development of incubator space and/or fabrication lab near the campus.
- Objective 3: Identify opportunities to utilize and develop brownfield sites as potential sites for manufacturing incubators.
- **Objective 4**: Collaborate with universities, SBDC, military bases, and CWDB to encourage entrepreneur programs that could populate the incubators and form a regional incubator coalition to aid and support one another.



Support and assist regional economic development entities to market the Coastal Region on a national and global basis.

- Objective 1: Collaborate with county economic development authorities to establish industrial marketing efforts of the region.
- **Objective 2**: Identify and promote training programs to assist tourism bureaus, chambers, downtown development authorities and economic development organizations on how to effectively market the region.
- **Objective 3**: Coordinate the county development efforts, the industry clusters and the location incentives to overseas markets and investors via the DEcD foreign offices.

Source: GSL

Identify and develop opportunities that provide access to capital to facilitate and expedite economic growth in the Coastal Region.

- Objective 1: Identify opportunities to increase access to capital for expansion investment and leverage private sector investments.
- Objective 2: Collaborate with the region's agencies and higher institutions to provide technical assistance.
- **Objective 3**: Support and promote financing programs available via CADDA, county RLFs, regional CDFIs as well as appropriate state and federal programs.
- **Objective 4**: Encourage greater participation in economic development with the region's banks.



Source: SCMPD, SFES

Community safety is essential to economic development.

- **Objective 1**: Provide GIS data to map and examine past crimes to help police departments determine where offenders may reside.
- **Objective 2**: Apply for grants to support fire and police department to improve their facilities.
- **Objective 3**: Help communities improve their ISO fire rating to 1-2 level .

# 3. Resources, Tools, and Financing for Implementation

The Georgia Department of Community Affairs publishes an "Economic Development Financing Packet" which is an excellent inclusive listing of various financing resources. These Incentives vary from local initiatives to statewide initiatives.

Business Development Funds are various federal, state, and local financing programs which help provide business and industry with needed capital to make their projects happen. The following overview is not all inclusive but merely a listing of the most used or best known programs in the area.

There are four primary sources of grant funds available for economic development: Georgia Department of Community Affairs, the OneGeorgia Authority, the Economic Development Administration, and the United States Department of Agriculture-Rural Development. Additionally, the Small Business Development Center (SBDC) at the University of Georgia has a proven track record in new business creation and providing access to monies.

# 3.1 Small Business Development Center University of Georgia

The Small Business Development Center's (SBDC) goal is to enhance the economic well-being of Georgians by providing a wide range of educational services for small business owners and aspiring entrepreneurs. New business creation is the lifeblood of our economy and the infusion of capital enable firms to finance future growth.

SBDC assist clients with access to money through loans and equity financing. The SBDC helps navigate through obstacles that come with stages of the business cycle. Over the past years clients of the SBDC added approximately 11,785 new jobs to the economy.



## Community Development Block Grant

The primary objective of the economic development (ED) component of the CDBG program is the expansion of economic opportunities in cities and counties, principally for persons of low-and-moderate income. This is accomplished by funding viable projects which cannot take place without CDBG assistance. Applicants should note that any project must create or retain jobs for low- and moderate-income persons.

CDBG annual competition grants may be loaned to businesses or used to build public infrastructure that make business projects possible and create employment for low- and moderate-income persons. Generally eligible are:

- 1. Projects carried out by public or private nonprofit entities including: (a) Acquisition of real property;
  - (b) Acquisition, construction or rehabilitation of public facilities, site improvements and utilities.
- Loans to private businesses for fixed asset financing when assistance is necessary and appropriate to carry out an economic development project.

Loans are usually made at below-market rates with favorable terms (but no more favorable than the minimum necessary to make the project feasible). Payback is not required where CDBG funds are used for public infrastructure projects



Source: SBDC UGA





## Employee Incentive Program

The Employment Incentive Program (EIP) is a financing program capitalized with State CDBG funds that may be used by private businesses along with conventional private financing to carry out economic-development projects which will result in employment of low- and moderate-income persons. Eligible EIP activities encompass three broad areas:

- 1. Grants to local governments for the installation of public infrastructure which support an eligible economic development project. Eligible projects include public water and sewer systems, distribution and/or collection lines, wastewater treatment projects, rail spurs, and various other types of public facilities;
- 2. Grants to local governments who then loan the EIP proceeds to a sub-recipient business to finance various fixed assets used in an eligible economic development project. Eligible uses for EIP loan funds include financing for fixed assets: land, new facilities, rehabilitation of existing facilities, machinery and equipment, and some types of privately owned infrastructure.
- 3. Grants to local governments for assistance to local development entities and other local non-profit corporations to fund facilities which assist low- and moderate-income persons to acquire employment, the employment skills and/or basic educational training to become more effective participants in the local economy. Eligibility for such activities will be limited to "new" activities which have not previously been undertaken by the unit of local government or local development entity. EIP projects must always create or retain employment principally for low- and moderate-income persons.

## Job Tax Credit

A Job Tax Credit program is designed to encourage businesses to locate and to expand in the state by providing tax credits for certain businesses that create new jobs. The state is divided into four tiers based on demographic calculation of need and the more needy counties are provided a higher tax credit.

## Opportunity/Enterprise Zones

The Enterprise Zone Employment Act, recognizes the need for revitalization in areas of Georgia. The State Enterprise Zone program intends to improve geographic areas that suffer from disinvestment, underdevelopment, and economic decline while encouraging private businesses to reinvest and rehabilitate these places.

The Enterprise Zone area must meet at three of the following five criteria:

- 1. Pervasive poverty established by U.S. Census data in that each block group must have at least a 20 percent poverty level,
- 2. Unemployment Rate at least 10 percent higher than the State, or significant job dislocation.
- 3. Underdevelopment evidenced by lack of building permits, licenses, land disturbance permits, etc. and lower development activity than within the local body's jurisdiction.
- 4. General distress and adverse conditions (population decline, health and safety issues, etc.)
- 5. The presence of general blight is evidenced by the inclusion of any portion of the nominated area in an urban redevelopment area.

## Opportunity Zone Tax Credit Program

Opportunity Zone Tax Credit program is a designation of a "less developed area" that is within two or more census block groups with 15 percent or greater poverty, within an enterprise zone, and where an urban redevelopment plan exists. Opportunity Zones are intended to encourage development and redevelopment in smaller geographic areas than are served by existing economic development programs. State resources are directed towards these "pockets of poverty" in a way that can be supplemented by federal programs.

## 3.3 One Georgia Equity Fund

OneGeorgia Equity Fund is a community and economic development tool providing financial assistance through grants and loans to promote development and retention of employment opportunities and enhancement of various infrastructures.

Eligible recipients include local governments, local government authorities, and joint or multi-county development authorities in rural counties with high poverty rates. Equity funds may be used for a multitude of economic development activities designed to increase employment opportunities.

OneGeorgia Economic Development Growth & Enterprise (EDGE) program, is a specialized economic development tool used to enhance Georgia's competitiveness in attracting significant economic development projects. EDGE funds are targeted for competitive projects in rural counties suffering from high poverty.

## Appendix F -- Comprehensive Economic Development Strategy (CEDS) | 2017-2022 3.4 Economic Development Administration (EDA)

EDA provides grant funds to help build or expand public facilities essential to industrial and commercial growth such as industrial parks. Over the past forty years, EDA funds have been used in almost every county in the region. EDA also provides grants to designated economic development districts for planning and economic development technical assistance.

## 3.5 USDA Rural Development

USDA Rural Development financial programs support essential public facilities and services including water and sewer systems, housing, health clinics, emergency service facilities, electric, and telephone service. The program promotes economic development by supporting loans to businesses through banks and community- managed lending pools.

The program offers technical assistance and information to help agricultural and other cooperatives get started and improve the effectiveness of their member services. Rural Development achieves its mission by helping rural individuals, communities, and businesses obtain financial and technical assistance needed to address their diverse and unique needs. Rural Development works to make sure that rural citizens can participate fully in the global economy.

## 3.6 Small Business Administration

SBA offers programs which have been used in the coastal Georgia region, including the SBA 7a and SBA 504 loan programs. The SBA 7a program is a conventional bank loan with SBA providing a guarantee to the local financial institutions. The SBA 504 provides direct financing for 40 percent of the fixed assets needed by the new or expanding business. The SBA takes a second lien position behind a conventional bank lender who provides 50 percent of the project financing. The business is only required to inject 10 percent of the project. The 90 percent long-term financing offered by this program has been very beneficial to the economic development of the region.

## 3.7 Georgia Environmental Finance Authority (GEFA)

The Georgia Environmental Finance Authority provides loans for water, sewer, and solid waste infrastructure; manages energy efficiency and renewable energy programs; oversees land conservation projects; and manages and monitors state-owned fuel storage tanks. These programs improve Georgia's environment, protect its natural resources and promote economic development (Georgia.gov).

## 3.8 Georgia Department of Transportation (GDOT)

The Local Maintenance & Improvement Grant (LMIG) program is designed to help local governments achieve much-needed improvements to the state's roadway network. The LMIG program allows local governments greater flexibility and quicker project delivery while allowing administering the program with a reduced workforce and new funding match requirements.

## 3.9 General Fund and Bond Proceeds

General Fund and Bond Proceeds is funding that can be used to help local governments or communities underwrite expenditures for economic development. Some governments set aside fund balance as well for use in economic development. They are utilized for public property of the state.

## 3.10 Special Purpose Local Option Sales Tax (SPLOST)

A special-purpose local-option sales tax (SPLOST) is a financing method for funding capital outlay projects in Georgia. It is an optional 1% sales tax levied by any county for the purpose of funding the construction of parks, schools, roads, and other public facilities. The revenue generated cannot be used towards operating expenses or most maintenance projects.

## 3.11 Shovel Ready Industrial Sites

In the competitive economic climate, shovel ready industrial sites need the proper zoning for the industrial use, as well as water, sewer, and road access in place.

# 1. Evaluation

Measures of success, as well as the ability to adapt to changing needs and circumstances are hallmarks of an achievable plan. Technology, environmental issues, and economic conditions are always changing, necessitating the review of the CEDS goals and objectives. Through the semi-annual and annual and report the CRC can assess the effects of the CEDS and evaluate if it is contributing to the desired vision and where needed, adjust to changing conditions.

The semi-annual and annual report of accomplishments acts as an evaluation tools utilized by the local and regional CEDS committees. This document is maintained by the support staff of the CRC under the guidance of the regional CEDS committee and CRC councils.

	Performance Evaluation Schedule				ion		Time Frame Short (1-3 years) Mid			
Work Program	2018	2019	2020	2021	2022	Responsible Party	(3-5 years) Long(5+ years)			
Workforce										
Analyze and report on workforce trends.	х	х	х	х	х	CRC, regional stakeholders	Mid			
Collaborate with partners to explore opportunities increasing the level of educational attainment.	х	х	х	х	x	CRC, CWDB, BOE, GA Power, technical schools, private sectors, DA, regional stakeholders	Long			
Establish a regional business program to identify specific training needs.	х	х	х	х	х	CRC, Small Business Development Center UGA, CWDB, GA Power	Mid			
Partner with CWDB initiatives and training programs related to skills sets needed for coastal region's industry clusters to help the traditionally underrepresented in job market.	х	х	х	х	х	CRC, CWDB, Technical Schools regional stakeholders	Mid			
Develop a mentoring program for students.	х	х	х	х	х	CRC, CWDB, regional stakeholders	Long			
Develop new/expanded education and training programs to improve the quality of local labor force and meet the emerging needs of employers.	х	х	х	х	х	CRC, CWDB, SBDC UGA, regional stakeholders	Mid			
Work with partners and local economic departments to help assist veterans in developing new skills during transition to civilian life.	х	х	х	х	х	CWDB, Military Installations, private sector	Mid			
Draft a workforce development strategy with region stakeholders.	х	х	х	х	х	CRC, CWDB, SBDC UGA, regional stakeholders	Mid			
Review and report on the number of jobs created and retained in the region.	х	х	х	х	х	CRC regional stakeholders	Mid			
Coordinate business and industry needs with the educational entities, including K-12 and higher education, to provide the appropriate workforce skills	x	х	х	х	х	CRC, CWDB, BOE, GA Power, technical schools, private sectors, DA, regional stakeholders	Long			

	Pei		ance E chedu		tion		Time Frame Short (1-3 years)
Work Program	2018	2019	2020	2021	2022	Responsible Party	Mid (3-5 years) Long(5+ years)
Infrastructure							
Work with local governments to secure funds for needed infrastructure.	х	х	х	х	х	CRC, USDA, DCA, EDA, regional stakeholders	Short
Conduct an inventory of assets and needs across the region.	х	х	х	х	х	CRC, IDA's, regional stakeholders, local governments, GIS	Short
Develop a regional economic development land use plan to identify appropriate sites for manufacturing, distribution.	х	х	х	х	х	CRC, IDA's, regional stakeholders, local governments, GIS	Mid
Manufacturing							
Work with partners to create more incubators/makerspaces.	x	x	x	x	x	CRC, regional stakeholders, technical and higher education institutions	Short
Incorporate community plans for strategic land use for manufacturing and distribution.	х	х	х	х	х	CRC, regional stakeholders	Long
Analyze and report on the number of new companies relocating/expanding to the region.	х	х	х	х	х	CRC, regional stakeholders	Mid

	Pei		ance E chedu		tion		Time Frame Short (1-3 years)
Work Program	2018	2019	2020	2021	2022	Responsible Party	Mid (3-5 years) Long(5+ years)
Economic Growth							
Analyze and report on local GRP (each county).	х	х	х	х	х	CRC, regional stakeholders	Long
Analyze and update inventory of strategic assets-educational, natural, healthcare, military, types of businesses, etc., important to the local economy.	x	x	х	x	x	CRC, IDA, regional stakeholders	Mid
Provide a current inventory of available sites and buildings suitable for the development of manufacturing, distribution, office and other businesses.	х	x	х	х	х	CRC, regional stakeholders	Short
Coordinate with miliatary installation to maintain strong regional military presence and provide high quality workforce.	х	х	х	x	х	Military installations, CRC, regional stakeholders	Long
Work with local governments to improve affordable housing that can match with employment opportunities.	х	х	х	x	х	CRC, DCA, regional stakeholders	Long
Community							
Conduct an inventory of vacant sites and buildings that are available for redevelopment and/or infill development	х	х	х	х	х	CRC, DDA, regional stakeholders	Mid
Promote and protect historic sites and structures to enhance opportunities for tourism and economic development that maintains region's heritage and character.	х	х	х	x	х	CRC, DNR, DCA, regional stakeholders, local government	Short
Incorporate current and future needs for housing, infrastructure, and natural resource protection into economic development initiatives.	х	х	х	x	х	CRC, regional stakeholders and local government	Mid
Assist DDA's to promote downtown revitalization efforts to enhance job creation and location of business and offices within downtown areas.	х	х	х	х	х	CRC, DDA	Mid
Work with partners to coordinate the location of available housing with major employment centers.	х	x	х	х	х	CRC, DCA, regional stakeholders, private sector	Long
Natural and Cultural Assets							
Enhance access to natural resources for recreation, public education, and tourist attractions as appropriate.	х	х	х	х	х	CRC, DNR. Local	Long

# 2. Vital Projects

Vital projects enhance the region's competitiveness. Potential funding sources include local governments, private investment, federal agencies such as EDA, USDA, and DOT as well as state contributions and programs including OneGeorgia EDGE and Equity as well as EIP. Vital projects include:

- The Port of Savannah received grant from the U.S. Department of Transportation to increase rail capacity (Chatham County)
- In 2016, Georgia Department of Transportation (GDOT) awarded \$1,815,000 for 21 safety projects in 15 counties in southeast Georgia. Bryan, Bulloch, Chatham, Effingham, Liberty are included among these 15 counties. The funds are part of the FY 2016 Local Maintenance and Improvement Grant (LMIG) Off-System Safety (OSS) Program.
- Dean Forest Road widening project is underway as a three phased project in Chatham County. This project includes expansion of SR307 from a two-lane highway to four-lane highway for a length of 0.5 mile.
- Examples of the Community Development Block Grant (CDBG) Grant in 2016:
  - City of Statesboro received CDBG Grant for Multi Infrastructure Improvements
  - City of Pembroke received CDBG Grant for water improvements
  - City of Sylvania received CDBG Grant for sewer improvements
  - City of Rincon received CDBG Employment Incentive Program/Redevelopment Awards for economic development
- Developments of Regional Impact (DRIs) are large-scale developments that are likely to have regional effects beyond the local
  government jurisdiction in which they are located. These projects are reviewed through procedures established by the Department
  of Community Affairs (DCA) to improve communication between entities and assess the potential impacts. See DRI Map (page 70)
- Proposed Sports Park at Epic Adventures in Camden County has initial cost of \$24M. The project proposes 8-10 multi-purpose fields
  to host sporting events including baseball, softball, soccer, and lacrosse. The proposed park includes ADA accessible community
  field, a "great lawn", and an events plaza with family activities. Construction of the park is scheduled to begin Q2 2018 with an
  opening proposed for Q1 2019.
- Bureau of Business Research and Economic Development (BBRED) has two short term (1-3 years) projects. One is looking at
  another incubator in Hinesville and possibly one in Brunswick; the other is to merge two research centers, putting more of an
  emphasis on research activity. For long term, BBRED will place a larger emphasis on commercialization and tech transfer activities.



# Coastal Vulnerability and Resilience

- 1. Vision
- 2. Identified Economic Weaknesses
- 3. Strategy and Action Plan

# 1. Vision

A resilient region minimizes any disaster's disruption to everyday life and their local economies. Resilient communities are not only prepared to help prevent or minimize the loss or damage to life, property, and the environment, but they also have the ability to quickly return citizens to work, reopen businesses, and restore other essential services needed for a full and timely economic recovery.

# 2. Identified Economic Weaknesses

The following section identifies the region's economic weakness, and creates strategies to plan ahead. This section also recommends establishing communication networks, and recommends designing business continuity plan and measuring resilience. These elements are key factors to establishing a steady-state and responsive economic resilience in Coastal Georgia.

- Demographic Resilience
- Resilience of Physical Infrastructure
- Resilience of Ecosystem
- Resilience of Organizational Infrastructure
- Workforce Development
- Diversified Industry
- Vulnerable Populations
- Poverty Levels
- Lack of Transportation within Lower Income Families
- Mobile Home Housing Types
- Gaps within Government Plans (such as hazard mitigation, comprehensive and local community plans)
- Lacking Relocation Plans for Critical Infrastructure in the Natural Hazard Zone
- Lacking Broad and Intergovernmental Coordination as it Relates to Communication Pre and Post Disaster
- Lack of Business Continuity Plans

# 3. Strategy and Action Plan

Issues for resilience and adaptation include the need for information and data as a basis for understanding potential risks and vulnerabilities, meaningful and effective stakeholder engagement shaped by local contexts, and sustained financial and staff resources sensitive to urban variability.

Policy-makers working on issues of adaptation and resilience must facilitate processes of testing ideas, learning from experiences, and recalibrating as new information is obtained and lessons are learned.



Source: The Weather Channe

Reduce vulnerability and strengthening resilience as a function of social, economic, and political processes.

- **Objective 1**: Address different population's types in resilience management planning.
- **Objective 2**: Map identified critical infrastructure in hazard zones and understand potential damage.
- **Objective 3**: Encourage relocation plans for critical infrastructure from the hazard zone.
- **Objective 4:** Assess the region, through the lens of resilience to provide education and outreach on land use planning and public investments as it relates to resiliency.
- **Objective 5:** Review community's regulations and policies to help identify key forces at work within the community that address issues for resilience and adaptation.

С	oastal C	ounties	Percent (	Change i	in Popula	ation 198	30 - 2030	
County	1980- 1990	1990- 2000	2000- 2005	2005- 2010	2010- 2015	2015- 2020	2020- 2025	2025- 2030
Bryan	52%	52%	22%	6%	11%	20%	31%	13%
Bulloch	21%	30%	10%	14%	11%	11%	13%	11%
Camden	126%	45%	5%	10%	13%	-7%	58%	16%
Chatham	7%	7%	3%	11%	8%	7%	0%	5%
Effingham	40%	46%	25%	11%	11%	11%	49%	17%
Glynn	14%	8%	6%	11%	6%	6%	14%	8%
Liberty	40%	17%	-7%	14%	7%	8%	14%	9%
Long	46%	66%	8%	31%	17%	16%	-19%	9%
McIntosh	7%	26%	2%	29%	8%	7%	10%	13%
Screven	-1%	11%	0%	-5%	1%	0%	29%	5%
Region	19%	17%	5%	12%	9%	7%	15%	10%

	Coasta	l Coun	ties Po	pulati	on Gro	wth 19	980 - 20	030	
County	1980	1990	2000	2005	2010	2015	2020	2025	2030
Bryan	10,175	15,438	23,417	28,549	30,233	33,510	40,097	52,466	59,534
Bulloch	35,785	43,125	55,983	61,454	70,217	78,019	86,985	98,387	109,034
Camden	13,371	30,167	43,664	45,759	50,513	56,836	52,935	83,431	96,743
Chatham	202,226	216,935	232,048	238,410	265,128	285,022	306,088	307,506	324,098
Effingham	18,327	25,687	37,535	46,924	52,250	58,232	64,553	96,094	112,062
Glynn	54,981	62,496	67,568	71,874	79,626	84,632	89,307	101,441	109,771
Liberty	37,583	52,745	61,610	57,544	65,327	70,032	75,540	86,448	93,821
Long	4,254	6,202	10,304	11,083	14464	16,861	19,498	15,744	17,171
McIntosh	8,046	8,634	10,847	11,068	14,333	15,525	16,644	18,375	20,686
Screven	14,043	13,842	15,374	15,430	14,593	14,773	14,809	19,036	20,036
Region	398,791	475,271	558,350	588,095	656,684	713,442	766,456	878,928	962,956

Using Nielsen business facts point data in conjunction with storm surge data provides a picture of what damage can be expected from various types of storms on coastal counties. This data provided the geo position for every business as well as an estimated number of employees and sales. This data is then combined with storm surge data to best understand the immediate impact of the various types of catastrophic events.

Storm Type	Businesses Effected	% Total Regional Businesses	Jobs Effected	% Total Regional Jobs	Sales Effected \$	% of Regional Sales Effected
Tropical Storm	665	2%	5,388	2%	1,542,195,000	3%
Category 1	2,323	8%	23,270	8%	3,796,970,000	7%
Category 2	8,435	29%	84,079	28%	17,498,820,000	32%
Category 3	16,135	56%	158,000	53%	33,881,203,000	61%
Category 4	21,453	75%	205,758	69%	46,208,863,000	83%
Category 5	22,667	79%	229,344	77%	48,539,801,000	88%

Economic Damage by Hurricane Surge for Coastal Georgia. Information provided by Claritas Nielsen (2013). Business Facts 2013.

Part 1 [Data file]. NOAA and FEMA

#### Infrastructure and Critical Facilities

The guidelines presented in Task 5 of the FEMA Hazard Mitigation Handbook were followed to assess the infrastructure of the following six Coastal Counties: Chatham, Bryan, Liberty, McIntosh, Glynn, and Camden County. According to FEMA guidelines, the most critical infrastructure systems and facilities to evaluate for mitigation opportunities include transportation, communication, power water and wastewater, and emergency services.

County data for many of these types of infrastructure is unavailable, so the focus of the assessment is transportation, emergency evacuations routes, and communication networks. Throughout the assessment process, an evaluation on the dependencies between infrastructure systems, critical facilities, and the populations they serve was conducted. Proposals for effective mitigation strategies are general and serve as guidelines, which can be tailored for specific applications which conform to the county's need.

The following chart from the FEMA Hazard Mitigation Handbook summarizes these critical areas:

Critical Facilities	High Potential Loss Facilities	Infrastructure Systems
Hospitals and medical facilities	Nuclear power plants	Water and wastewater
Police and fire stations	Dams	Power utilities
Emergency operations centers	Military and civil defense installations	Transportation (roads, railways, waterways
Evacuation shelters	Locations housing hazardous materials	Communication systems/centers
Schools		Energy pipelines and storage
Airports/heliports		

#### Appendix F -- Comprehensive Economic Development Strategy (CEDS) | 2017-2022 Methodology

Data was collected from the following sources: FEMA, GEMA, NOAA, Georgia Department of Transportation, Dewberry Consulting, CRC, and the six coastal counties.

Informational maps were created in ArcGIS by the overlaying of different types of infrastructure with storm surge and population data. This method allowed for the guick identification of areas of higher risk in the event of a tropical storm or hurricane.

An assessment of the vulnerability of infrastructure systems for each county by hurricane category was conducted. In order to create an assessment, FEMA guidelines and CRC documents were examined; criteria were formed based on this structure.

Infrastructure was divided into three main categories: transportation, communication, and critical facilities. The categories were further divided into subcategories.

A number of infrastructure items affected by hurricane category were calculated.

For single item infrastructure, such as cell towers and bridges, a count of each item was conducted. For infrastructure such as roads and railroads, mileage per hurricane category was conducted. These calculations, along with the GIS analysis, allowed for identification of areas within each county whose infrastructure is more vulnerable to storm surge and flooding. From this information 3 Scenarios were created.

After quantifying data in GIS, a chart was created to illustrate how numbers demonstrate a pattern reflective of the overall vulnerability of each county in terms of their infrastructure systems. This chart is divided into three scenarios, each representing the different hurricane category.

- Scenario 1 represents a tropical storm, which is its own category, since this storm is most likely to occur and cause excessive flooding.
- Scenario 2 represents hurricane Categories 1 and 2, which reflects a remarkable increase in potential inundation; and
- Scenario 3 represents hurricane Categories 3, 4, and 5 which reflects the catastrophic inundation caused by a major storm.

In order to visually display the change in impact from one scenario to another, a rating of high, medium, or low is assigned to each feature. These ratings were based on a total percentage of 100 divided into three equal parts. A "low" rating shows that less than 33 percent of an infrastructure type would be affected, "medium" shows that less than 67 percent would be affected, and the "high" rating means that over 67 percent of the infrastructure would be potentially inundated. If the range between hurricane categories resulted in two different ratings, the higher rating was applied.

The initial vulnerability assessment of infrastructure for each county identifies a number of infrastructure types per county affected by tropical storms up to a Category 5 hurricane. Critical areas were based on categories from Task 5 in the FEMA document. The counties with the highest number reflect highly vulnerable areas that should be noted as "Critical Areas." Major roads, bridges communication tower and water facilities are most important in terms of resilience as they serve the core daily needs of the population. Based on the assessment charts below, Chatham, Glynn, and Camden counties have the highest number of infrastructure features, and have the largest amount of critical infrastructure that would be affected by a storm.

Each of these counties also contain inhabited barrier islands which play a crucial role in protecting the mainland, but are becoming more susceptible to damage as urban development increases. Such areas are especially susceptible during large storms. Flash flooding may inundate important transportation routes, or block emergency evacuations. For example, each of these barrier islands, Tybee, Saint Simons, and Jekyll are at sea level or a few feet above and have a single road leading off the island. During an evacuation, road inundation causes major problems. Adequate planning is needed to insure transportation routes can be integrated with existing routes. From this initial assessment a second chart was created to reflect the overall vulnerability of each county's infrastructure, and determine any patterns.

An initial table was created to show the vulnerability assessment of critical infrastructure systems in each county. Some counties did not have public data available for certain types of infrastructure, which is noted with "N/A." The totals reflect the levels of vulnerability of counties and their infrastructure networks to the effects of storm surge. McIntosh County has no emergency evacuation route data, which means that their hazard mitigation plans need to be updated or McIntosh County needs to develop appropriate evacuation routes that can be integrated with existing routes.

Appendix F -- Comprehensive Economic Development Strategy (CEDS) | 2017-2022

The tables below reemphasize the vulnerability of each county with the three different scenarios. Chatham, Glynn, and Camden County mitigating infrastructure networks in these areas should be a priority in a regional resiliency plan. Data was gathered from NOAA, the Georgia Department of Transportation, FEMA, GEMA, and each individual county website. Based on sets of data, it is determined that transportation is a top concern in all six counties. Transportation routes, such as U.S. Highway 17, connect hubs to one another, and critical areas along major arterials must be highlighted. The threat of flooding throughout the region is of concern, especially along U.S. Highway 17, where bridges and roads are near sea level elevation. Another major concern are the condition and location of evacuation routes. The infrastructure connected to these routes should be reevaluated by each county to ensure that the age and condition of major arterials and bridges meets quality performance standard. Traffic counts and populations in these areas are especially important when developing mitigation strategies and prioritizing infrastructure based on quality and use.

Transportation infrastructure is especially important in the port cities of Savannah and Brunswick. As one of the busiest ports in North America, the port of Savannah requires an intricate network of infrastructure to support and maintain its services; thus, these two cities will always have a higher vulnerability rating. The failure of port services, due to the failure of transportation routes, will have detrimental effects on the economy.

The results of Scenario 1 (Tropical Storm) are shown in the table below. Though the vulnerability rating seems low, it is important to remember that flooding still occurs and a "low" rating does not mean there no damage, only that the storm surge levels and threat for inundation is lower. However, the most critical infrastructure for a certain county may be inundated, even with this low rating. It is a county or city decision to assess which of their structures, especially along the coastline, should receive priority in mitigation strategies. The location, usage, and condition of the structure needs consideration when assessing their priority. The recommendation section of this report describes the process of creating a "priority" list in more detail. Since this scenario involves mostly flood damage possibilities, high attention should be paid to storm water management mitigation to keep roads, houses and business from being flooded. Flood gates, such as those in Tybee Island, are a possible solution to managing flood water in a coastal community. Effectively managing flood water subsequently protects most other forms of critical infrastructure.

				31		Tropical Sto	AAR .				
						rastructure					
County	Commun	incation		Transpo	rtation		Ports*	Water Facilities*	Waste Facilities*	Power Stations*	Overall Vulnerability
county	Cell Towers*	Antenna Towers*	Roads**	Railroads**	Bridges*	Evacuation Routes**		Facilities	Facilities	Stations	Rating
Chatham	707	1007	139.4 (1779.1	1643/1795	MATER	1,11775/1		1/8	N/A	N/A	9
Bryan	10/8	10/31	31 1528.0	121/987	on	0 (SIS) A	N/X	N/A	N/A	N/A	
Liberty	105	n/4n	E438 (1238) A	TERMES	25/75	124563	N/A	N/A	N/A	N/A	10
McIntosh	1/3:	1002	(86.7 766).8	97165	26/71	-	N/A	N/A	N/A	N/A	10
Glynn	1/0	33/63	130 g (855 )	306/884	30/90	D 75750	1000	N/A	N/A	N/A	10
Camden	7710	3/05	106.1 (163.6	13007	44/111	DELIMENT	N/A	N/A.	N/A	N/A	7
Total	48	318	6125.5 mi	421.8 mi	724	275. 5	2	N/A	N/A	N/A	
LEGEND	Low	Medium	1000			* Calculated by cou * Calculated in mile		Source: NOAA. Documents	GDOT, FEMA, GEN	dA, Individual Co.	only Data &

Appendix F -- Comprehensive Economic Development Strategy (CEDS) | 2017-2022 Scenario 2 (Category 1 & 2 Hurricanes) shows the increase in risk in the affected area from a tropical storm shown in Scenario 1. These are hurricane categories that may not seem as threatening as larger storms, but in fact cause potential damage due to storm surge and aggressive flooding. Glynn and McIntosh counties have high vulnerability ratings, since the majority of their critical infrastructure may be affected. Chatham and Camden Counties have medium ratings, but could be considered high-risk since most of the population lives near a river or the ocean. Each of these counties also have inhabited barrier islands which should be marked as highly vulnerable areas due to their limited access to the mainland. Though Liberty and Bryan Counties still show a "low" rating, they are vulnerable, as they serve as connection hubs between the northern and southern parts of the region, especially connecting the highest populated port cities of Savannah and Brunswick.

				Scenar	io 2: Categ	gory 1 & 2 H	urricane				
			aw.		Critical Inf	frastructure		Vin			
County	Commun	incation		Transpo	rtation Ports		Ports*	Water	Waste	Power	Overall Vulnerability
comit!	Cell Towers*	Antenna Towers*	Roads**	Railroads**	Bridges*	Evacuation Routes**		Facilities*	Facilities*	Station*	Rating
Chatham	1986	14:10/127	285,5 605.15 /1776.1	28.45 \$2,007,1765	69 114/265	271/18/07/28/0		N/A	N/A	N/A	13
Bryan	0.10	1-12/31	70.6 276 T 528.6	181255082	12.17/88	0 no. 7 do/da n	N/A	N/A	N/A	N/A	(4)
Liberty	0/6	( 904)	105 8 375 6 /1238 6	Z.ET-GOOG-AZ.Z	29:45/75	121-159/861	N/A	N/A	N/A	N/A	7.
McIntosh	10/5	nis.	624.8-539.3 /961.5	17000000	m	100	N/A	N/A	N/A	N/A	100
Glynn	4/8	-00	mariantes mari	10000 10000000	54/90	2.00.27.71/50	-00	N/A	N/A	N/A	4/
Camden	3716	10099	165.7-371.8 /763.6	3.85-18.95/54.7	max	6×62×1924±7	N/A	N/A	N/A	N/A	10
Total	48	318	6125.5 mi	421.8 mi	724	275. 5	2	N/A	N/A	N/A	
LEGEND	LOW	Medium	1960			* Calculated by cou * Calculated in mile		Source: NOAA, Documents	GDOT, FEMA, GEN	64, Individual Co.	unty Date &

Scenario 3 (Category 3, 4, & 5 Hurricanes) reflects the highest threat to the coastal region. In this scenario, the majority of counties are at high risk. In a Category 3 hurricane, the majority of the coastal population and urban development areas are affected. Though this scenario seems less likely than the others, it should be planned for and considered when updating existing infrastructure systems or building new ones. Planning for the highest level threat is an efficient mitigation strategy that increases overall resilience of this region.

				Scenario	3: Catego	m 3.4.851	Humicani				
					Critical Inf	rastructure	-				
Caumbu	Communi	ncation		Transpo	rtation		Ports*	Water	Waste	Power	Overall Vulnorabilit
County	Cell Towers*	Antenna Towers*	Roads**	Railroads**	Bridges*	Evacuation Routes**		Facilities*	Facilities*	Stations*	Rating
Chatham								N/A	N/A	N/A	-
Bryan	1/8	16/31	227.8-240.4 /528.4	14.08- 18.04/28.7	36-52/88	20.44- 26.51/64.58	N/A	N/A	N/A	N/A	32
Liberty		19 24/40	525-636-2 /1238-6	22.04 28.50/42.1	990	13.25- 23.96/56.5	N/A	N/A	N/A	N/A	34
McIntosh		11-14/18		(Carponer)		No. 1	N/A	N/A	N/A	N/A	-
Glynn	-		100 and 100 an		-	4111.0011111	100.	N/A	N/A	N/A	
Camden	1000						N/A	N/A	N/A	N/A	*
Total	48	318	6125.5 mi	421.8 mi	724	275. 5	2	N/A	N/A	N/A	
LEGEND	Assw.	Medium	team			* Calculated by cou * Calculated in mile		Seament MDAA, Documents	GDOT, FEMA, GEN	AA, Individual Co.	inty Doto &

# Appendix F -- Comprehensive Economic Development Strategy (CEDS) | 2017-2022 **Built Environment**

Community Agendas represent the most important part of local governments Comprehensive Plans as it presents the community's vision for the future and key issues and opportunities that communities choose to address along with the implementation program. The Community Agenda updates the material in the Community Assessment based on public input and includes a vison, a short and long term work program and list of policies for decision making.

#### Methodology

- 1. Review/Inventory of current hazard mitigation plans, comprehensive plans, and community agendas at a city and county scale.
- 2. Identify gaps within each plan
  - -What year was the document created?
  - -Number of pages in document? (Provide a sense of the thoroughness of each document)
  - -Make an inventory of "key words" throughout document.
- 3. Create a ranking system based upon above criteria for each county and city.
- 4. Display all information on an easy to read chart.

#### **Evaluation of Current Policies, Activities, and Development Patterns**

#### Comprehensive Plans, Community Agendas and Hazard Mitigation Plans

Though individual city plans were assessed, the results are examined on a county scale. McIntosh County scores the highest on the assessment of the County Comprehensive Plans and Community Agendas. Liberty scores the second highest followed by Chatham, Glynn, Camden, and finally Bryan county. The three counties with updated Hazard Mitigation Plans receive the same overall ranking.

There are common gaps in the County Comprehensive Plans, Community Agendas, and Hazard Mitigation Plans. The majority of the County Comprehensive Plans and Community Agendas lack specificity when addressing concerns related to infill development, the presence of aquifers and/or reservoirs, and shoreline, riparian and estuary protection.

In the three available hazard mitigation plans there is little or no mention of aquifers or reservoirs. Furthermore, major issues related to protecting vulnerable areas from potential hazards are ignored. In all three of the available Hazard Mitigation Plans there is a necessity for more detailed plans relating to the protection of estuaries, wetlands, and riparian and coastal zones.

- 1. Comprehensive plans, community agendas, and hazard mitigation plans: key words were identified for each Comprehensive Plan, Community Agenda and Hazard Mitigation plan, which include:
  - Beach
  - Dune
  - Shore
  - Buffer
  - Riparian
  - "Estuar"
  - MarshSwamp
  - Wetland
  - Erosion

- "Sediment"
- Soil
- Flood
- Storm
- Aquifer
- Reservoir
- 1103017011
- Brownfield
- Grey/Greyfield
- Infill
- Disaster

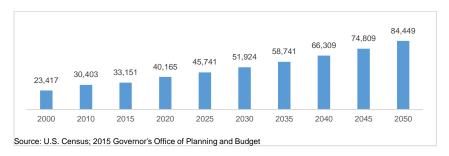
- Hazard
- Risk
- Prevention
- Prevention (in relation to crime)
- Protection
- "Mitig"
- "Re-mediat"



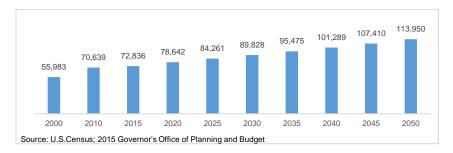
## Section 6 Appendix Report

#### 6.1 Appendix A Total Population by County

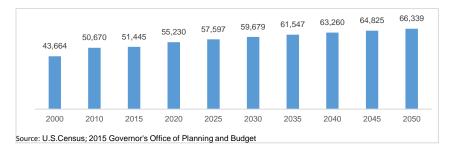
#### Bryan County 2000-2050 Population Trend



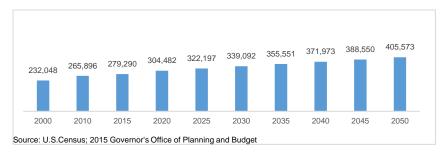
#### Bulloch County 2000-2050 Population Trend



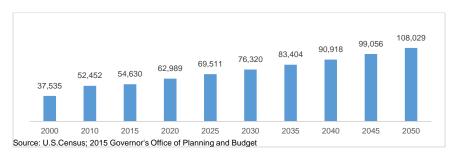
#### Camden County 2000-2050 Population Trend



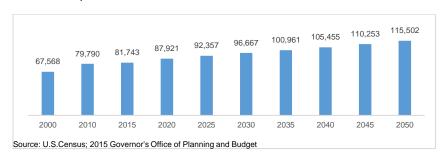
#### Chatham County 2000-2050 Population Trend



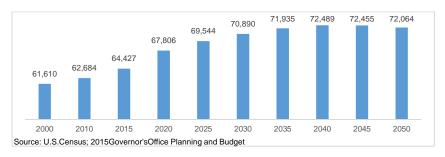
#### Effingham County 2000-2050 Population Trend



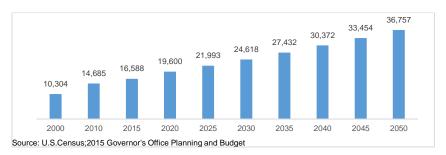
#### Glynn County 2000-2050 Population Trend



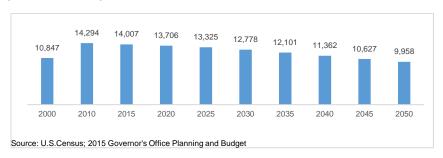
#### Liberty County 2000-2050 Population Trend



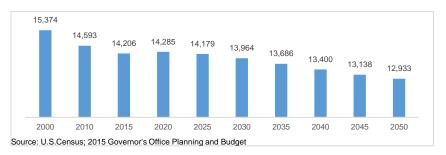
#### Long County 2000-2050 Population Trend



#### McIntosh County 2000-2050 Population Trend

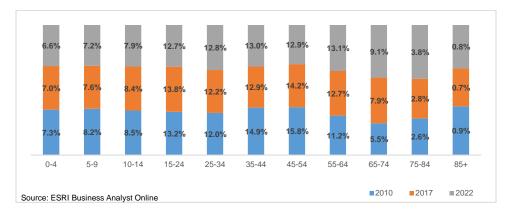


#### Screven County 2000-2050 Population Trend

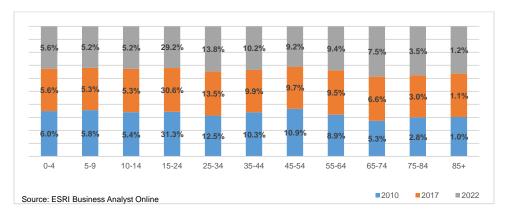


#### 6.2 Appendix B Age Distribution

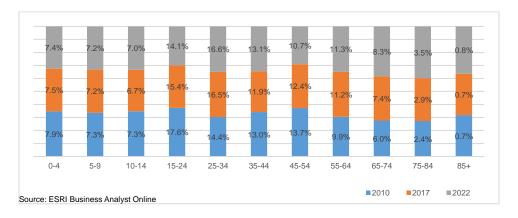
#### Bryan County 2010-2022 Age Distribution



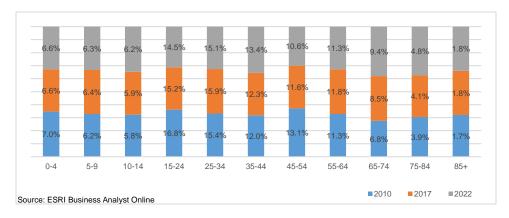
#### Bulloch County 2010-2022 Age Distribution



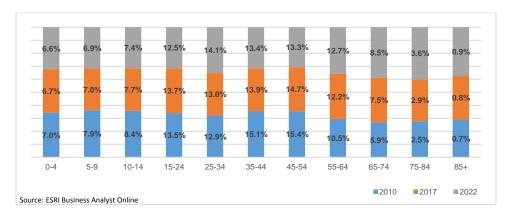
#### Camden County 2010-2022 Age Distribution



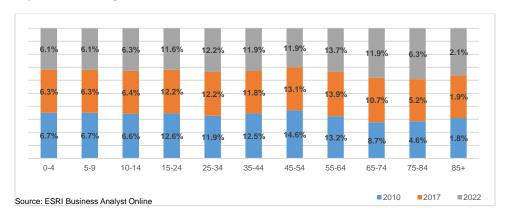
#### Chatham County 2010-2022 Age Distribution



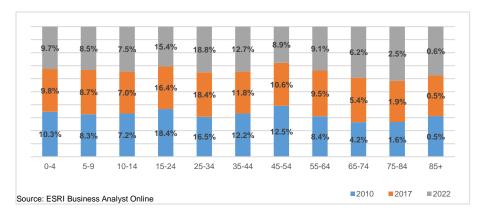
#### Effingham County 2010-2022 Age Distribution



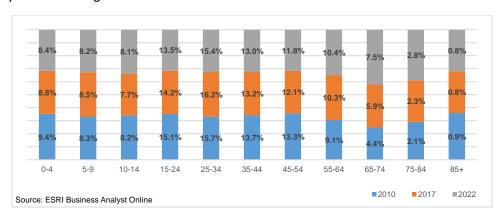
#### Glynn County 2010-2022 Age Distribution



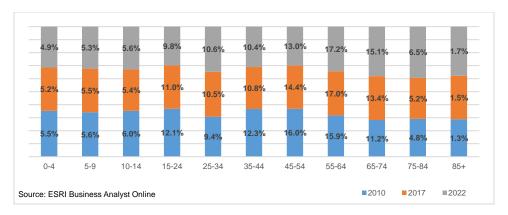
#### Liberty County 2010-2022 Age Distribution



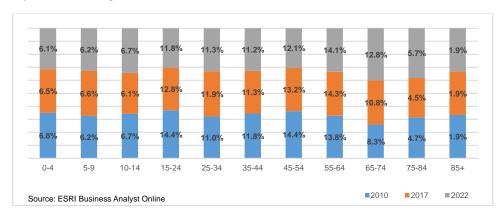
#### Long County 2010-2022 Age Distribution



#### McIntosh County 2010-2022 Age Distribution



#### Screven County 2010-2021 Age Distribution



## 6.3 Appendix C Race

2010 -2022 Coastal Georgia Population by Race/Ethnicity

Race/Ethnicity	2010	2017	2022
reace/Emmorry	2010	2017	ZUZZ
White Alone	61.3%	60.0%	59.4%
Black Alone	32.0%	31.7%	31.4%
American Indian Alone	0.3%	0.4%	0.4%
Asian Alone	1.7%	2.2%	2.5%
Pacific Islander Alone	0.2%	0.2%	0.2%
Some Other Race Alone	2.1%	2.5%	2.7%
Two or More Races	2.3%	2.9%	3.3%
Source: ESRI Business Analyst Online			

2016 Percentages of Coastal Georgia Population by Races by Ages

	White Population	Black Population	Hispanic Original Population	American Indian Population	Asian Population	Pacific Islander Population	Some Other Race Population	Multiple Race Population
Total	100%	100%	100%	100%	100%	100%	100%	100%
0 - 4	5.8%	7.7%	12.4%	5.1%	4.8%	8.7%	11.0%	18.0%
5 - 9	5.6%	7.8%	10.4%	5.8%	6.1%	11.1%	9.4%	15.3%
10 - 14	5.4%	7.7%	7.9%	6.3%	5.9%	7.0%	6.7%	12.0%
15 - 19	6.2%	8.8%	7.7%	7.1%	6.3%	7.1%	7.2%	9.7%
20 - 24	8.7%	9.3%	11.4%	9.2%	9.5%	9.1%	12.5%	9.3%
25 - 29	7.5%	7.5%	11.7%	9.0%	9.4%	13.7%	13.5%	8.1%
30 - 34	6.9%	7.1%	10.2%	8.6%	9.1%	12.2%	12.0%	6.2%
35 - 39	6.2%	6.1%	7.2%	7.6%	8.4%	8.6%	8.3%	4.3%
40 - 44	6.0%	5.9%	5.5%	7.3%	7.2%	5.2%	5.9%	3.2%
45 - 49	6.0%	5.8%	4.1%	6.3%	6.8%	3.2%	4.3%	2.7%
50 - 54	6.6%	6.1%	3.4%	7.6%	6.9%	4.1%	3.3%	2.7%
55 - 59	6.9%	5.6%	2.8%	6.8%	6.3%	3.8%	2.4%	2.6%
60 - 64	6.4%	4.7%	1.9%	5.4%	4.5%	2.4%	1.3%	2.2%
65 - 69	5.7%	3.7%	1.4%	3.9%	3.8%	1.6%	1.0%	1.6%
70 - 74	4.1%	2.5%	0.9%	1.7%	2.4%	1.0%	0.5%	1.1%
75 - 79	2.7%	1.6%	0.5%	1.0%	1.3%	0.6%	0.3%	0.6%
80 - 84	1.8%	1.0%	0.3%	0.6%	0.7%	0.3%	0.2%	0.3%
85+	1.7%	1.0%	0.3%	0.6%	0.6%	0.3%	0.2%	0.3%
Median Age	38.2	30.8	25.1	34.3	34.4	27.5	26.2	17.5
Source: U.S. Census								

# 6.4 Appendix D Household

#### 2000-2022 Number of Household Changes

	2000	2010	2017	2022	% Change 2000-2010	% Change 2010-2017	% Change 2017-2022
Coastal Georgia	206,717	246,009	267,106	283,015	19.0%	8.6%	6.0%
Georgia	3,006,369	3,585,584	3,836,105	4,034,424	19.3%	6.3%	4.9%

#### 2000-2022 Average Household Size Changes

County	2000	2010	2011	2012	2013	2014	2015	2016	2017	2021	2022
Bryan County	2.88	2.77	2.78	2.78	2.79	2.85	2.89	2.80	2.83	2.84	2.84
<b>Bulloch County</b>	2.53	2.57	2.57	2.59	2.61	2.57	2.54	2.59	2.56	2.57	2.57
Camden County	2.84	2.71	2.69	2.70	2.69	2.68	2.68	2.66	2.67	2.66	2.66
Chatham County	2.49	2.48	2.52	2.53	2.55	2.55	2.55	2.48	2.47	2.48	2.48
Effingham County	2.84	2.87	2.87	2.89	2.96	2.98	2.95	2.90	2.87	2.87	2.87
Glynn County	2.44	2.51	2.51	2.52	2.51	2.51	2.49	2.47	2.47	2.47	2.47
Liberty County	2.93	2.76	2.7	2.72	2.73	2.73	2.72	2.71	2.72	2.70	2.70
Long County	2.88	2.83	2.84	2.94	3.11	3.10	3.27	2.81	2.81	2.80	2.80
McIntosh County	2.54	2.43	2.49	2.75	2.81	2.82	2.63	2.35	2.37	2.36	2.36
Screven County	2.60	3.01	3.06	2.91	2.72	2.64	2.61	2.52	2.52	2.52	2.52

## 6.5 Appendix E Median Household Income

2000-2015 Median Household Income										
Bryan County										
Median Income	Number	Rank in State	Percent of State	Rank in U.S.	Percent of U.S.					
Median Household Income in 2015	\$69,650	7	136.0%	192	124.9%					
Median Household Income in 2000	\$48,921	15	116.3%	260	116.5%					
Percent Change 2000 to 2015	42.40%	1		672						
Bulloch County										
Median Income	Number	Rank in State	Percent of State	Rank in U.S.	Percent of U.S.					
Median Household Income in 2015	\$36,544	103	71.3%	2733	65.5%					
Median Household Income in 2000	\$30,512	97	72.5%	2346	72.7%					

Percent Change 2000 to 2015	19.80%	95		2762	
reitent change 2000 to 2013	19.80%	93		2702	
Camden County					
Median Income	Number	Rank in State	Percent of State	Rank in U.S.	Percent of U.S.
Median Household Income in 2015	\$52,706	28	102.9%	922	94.50%
Median Household Income in 2000	\$42,320	30	100.6%	600	100.80%
Percent Change 2000 to 2015	24.50%	53		2362	
	2 110070				
Chatham County					
Median Income	Number	Rank in State	Percent of State	Rank in U.S.	Percent of U.S.
Median Household Income in 2015	\$48,885	34	95.4%	1334	87.60%
Median Household Income in 2000	\$37,669	44	89.6%	1118	89.70%
Percent Change 2000 to 2015	29.80%	24		1830	
Effingham County					
Median Income	Number	Rank in State	Percent of State	Rank in U.S.	Percent of U.S.
Median Household Income in 2015	\$63,255	12	123.5%	315	113.40%
Median Household Income in 2000	\$47,497	18	112.9%	314	113.10%
Percent Change 2000 to 2015	33.20%	9		1447	
Glynn County					
Median Income	Number	Rank in State	Percent of State	Rank in U.S.	Percent of U.S.
Median Household Income in 2015	\$46,377	37	90.5%	1626	83.20%
Median Household Income in 2000	\$38,822	43	92.3%	962	92.50%
Percent Change 2000 to 2015	19.50%	99		2781	
Liberty County					
Median Income	Number	Rank in State	Percent of State	Rank in U.S.	Percent of U.S.
Median Household Income in 2015	\$39,612	78	77.3%	2449	71.00%
Median Household Income in 2000	\$33,764	66	80.3%	1752	80.40%
Percent Change 2000 to 2015	17.30%	113		2893	
Long County			_		
Median Income	Number	Rank in State	Percent of State	Rank in U.S.	Percent of U.S.
Median Household Income in 2015	\$42,542	54	83.0%	2087	76.30%
Median Household Income in 2000	\$30,399	101	72.3%	2367	72.40%
Percent Change 2000 to 2015	39.90%	2		832	
McIntosh County					
Median Income	Number	Rank in State	Percent of State	Rank in U.S.	Percent of U.S.
Median Household Income in 2015	\$38,770	86	75.7%	2530	69.50%
Median Household Income in 2000	\$29,713	107	70.6%	2484	70.80%
Percent Change 2000 to 2015	30.50%	21	70.070	1750	70.00/0
Tercent change 2000 to 2015	30.30/0	21		1/30	

Screven County					
Median Income	Number	Rank in State	Percent of State	Rank in U.S.	Percent of U.S.
Median Household Income in 2015	\$35,911	109	70.1%	2788	64.40%
Median Household Income in 2000	\$29,478	108	70.1%	2516	70.20%
Percent Change 2000 to 2015	21.80%	77		2610	
Source: STATSAMERICA					

# 6.6 Appendix F Commuting Pattern

2014 Coastal Georgia Inflow Job Characteristics (Primary Jobs)		
	Count	Share
Internal Jobs Filled by Outside Workers	50,027	100.0%
Workers Aged 29 or younger	14,116	28.2%
Workers Aged 30 to 54	26,991	54.0%
Workers Aged 55 or older	8,920	17.8%
Workers Earning \$1,250 per month or less	13,617	27.2%
Workers Earning \$1,251 to \$3,333 per month	19,106	38.2%
Workers Earning More than \$3,333 per month	17,304	34.6%
Workers in the "Goods Producing" Industry Class	6,104	12.2%
Workers in the "Trade, Transportation, and Utilities" Industry Class	14,120	28.2%
Workers in the "All Other Services" Industry Class	29,803	59.6%
Source: Census Bureau On the map		

2014 Coastal Georgia Outflow Job Characteristics (Primary Jobs)									
	Count	Share							
External Jobs Filled by Residents	49,711	100.0%							
Workers Aged 29 or younger	13,061	26.3%							
Workers Aged 30 to 54	27,317	55.0%							
Workers Aged 55 or older	9,333	18.8%							
Workers Earning \$1,250 per month or less	13,010	26.2%							
Workers Earning \$1,251 to \$3,333 per month	19,441	39.1%							
Workers Earning More than \$3,333 per month	17,260	34.7%							
Workers in the "Goods Producing" Industry Class	6,046	12.2%							
Workers in the "Trade, Transportation, and Utilities" Industry Class	15,210	30.6%							
Workers in the "All Other Services" Industry Class 28,455 57.2%									
Source: Census Bureau On the map									

# 6.7 Appendix G Local GRP

Bryan	\$0.8 Billion					
Bulloch	\$1.9 Billion					
Camden	\$1.9 Billion					
Chatham	\$15 Billion					
Effingham	\$1.1 Billion					
Glynn	\$3.5 Billion					
Liberty	\$4.4 Billion					
Long	\$0.1 Billion					
McIntosh	\$0.2 Billion					
Screven	\$0.3 Billion					
Source: U.S. Cluster M	apping Project					

## 6.8 Appendix H 2005-2015 Per Capita Personal Income (PCPI)

	2005	Rank in State	Percent of State	Rank in U.S.	Percent of U.S.	2015	Rank in State	Percent of State	Rank in U.S.	Percent of U.S.
Bryan	\$35,928	9	108.0%	335	100.1%	\$47,448	6	117.7%	577	98.60%
Bulloch	\$23,007	113	69.2%	2,610	64.1%	\$29,258	111	72.6%	2,875	60.8%
Camden	\$25,945	59	78.0%	1,945	72.3%	\$32,754	58	81.3%	2,439	68.1%
Chatham	\$33,741	12	101.4%	493	94.0%	\$42,115	11	104.5%	1,055	87.5%
Effingham	\$28,848	32	86.7%	1,248	80.3%	\$37,507	25	93.1%	1,660	78.0%
Glynn	\$36,681	8	110.3%	302	102.2%	\$39,814	18	98.0%	1,336	82.8%
Liberty	\$23,620	98	71.0%	2,483	65.8%	\$33,488	50	83.1%	2,338	69.6%
Long	\$19,807	147	59.5%	3,006	55.2%	\$22,525	156	55.9%	3,103	46.8%
McIntosh	\$20,860	140	62.7%	2,914	58.1%	\$26,097	142	64.7%	3,048	54.2%
Screven	\$21,074	137	63.3%	2,891	58.7%	\$27,371	129	67.9%	2,994	56.9%
Source: Stats An	nerica									

## 6.9 Appendix I Average Weekly Wage

	2012	2013	2014	2015	2016
Bryan	\$587	\$604	\$612	\$636	\$670
Bulloch	\$597	\$610	\$608	\$621	\$675
Camden	\$752	\$765	\$821	\$862	\$823
Chatham	\$790	\$798	\$829	\$854	\$873
Effingham	\$703	\$727	\$737	\$760	\$794
Glynn	\$732	\$733	\$740	\$770	\$792
Liberty	\$714	\$715	\$736	\$743	\$762
Long	\$520	\$514	\$533	\$562	\$583
McIntosh	\$511	\$534	\$524	\$526	\$569
Screven	\$584	\$585	\$599	\$614	\$643
State of Georgia	\$903	\$914	\$939		
United States	\$948	\$958	\$988	\$1,018	\$1,027
Source: Bureau of Labor Sta	atistics				

# 6.10 Appendix J Unemployment Rate

			_		_		_				
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Bryan	3.2	3.6	6.4	8.4	9.7	8.9	7.8	6.6	5.4	4.6	4.8
Bulloch	3.8	4.6	8	10.1	10.7	10.1	9.1	7.5	6.1	5.2	5.4
Camden	3.8	4.6	7.1	9.8	10.3	9.3	8.1	6.8	5.6	4.7	5.8
Chatham	3.7	4.5	7.2	9	10.1	9.8	8.8	7.5	6.3	5.0	4.9
Effingham	3.2	3.8	6.3	8.5	9.5	8.8	7.9	6.4	5.3	4.5	4.6
Glynn	3.6	4	6.9	9.1	10.2	10.3	8.4	7.7	6.4	5.2	5.1
Liberty	5.6	5.6	7.3	9	9.2	9.5	8.6	7.9	6.8	5.6	6.0
Long	3.8	3.8	5.6	7	8.5	9.1	8.1	7.6	6.4	5.2	6.0
McIntosh	3.9	4.4	8.1	10.7	11.1	10.2	9.3	8.4	6.7	5.6	5.5
Screven	4.6	5.7	11.3	14.3	15.9	14.5	13.2	10.3	8.3	6.8	6.9
State of Georgia	4.4	5.1	8.4	10.5	10.5	9.6	8.6	7.5	6.4	5.6	5.5
United States	4.4	5	7.3	9.9	9.3	8.5	7.9	6.7	5.6	5	4.7
Source: Bureau of Labor Stati	istics					·		·			·

#### 6.11 Appendix K Location Quotient

2012 Coastal Georgia LQ in Su	oer Sec	tor (Priva	ate Owne	rship)						
	Bryan	Bulloch	Camden	Chatham	Effingham	Glynn	Liberty	Long	McIntosh	Screven
Goods-Producing	0.81	0.85	0.6	0.91	1.58	0.88	0.89	0.41	0.31	2.38
1.Construction	1.42	1.13	0.78	0.79	0.75	1.39	0.62	0.71	0.72	0.72
2.Natural Resources, Mining and Agriculture	0.36	0.6	0.22	0.05	0.72	0.15	0.07	ND	ND	2.78
3.Manufacturing	059	0.76	0.57	1.1	2.11	0.76	1.15	ND	ND	3.1
Service-Providing	0.88	0.83	0.85	1.05	0.67	0.91	0.72	0.24	0.81	0.51
4.Education and health services	0.71	0.85	0.45	1.05	0.33	0.59	0.45	0.16	0.13	0.46
5.Financial activities	0.53	0.69	1.5	0.67	0.55	0.58	0.68	ND	0.26	0.56
6.Information	0.26	0.43	0.53	0.48	0.08	0.47	ND	ND	ND	ND
7.Leisure and hospitality	1.49	1.27	1.23	1.37	0.77	1.92	1.09	0.4	2.02	0.52
8. Professional and business services	0.43	0.44	0.91	0.9	0.55	0.57	0.49	ND	0.43	0.21
9.Trade, Transportation and Utilities	1.09	1.0	0.81	1.21	1.04	1.0	0.86	0.3	0.94	0.73
10.Unclassified	4.95	1.42	1.98	2.11	3.24	2.73	ND	0.0	ND	ND
11.Other Services	1.13	0.51	0.57	0.82	0.65	0.92	1.14	0.65	1.1	0.52
Notes: (Not Disclosed) ND; (-): No Data	a is Avail	able								
Source: Bureau of Labor Statistics										

2016 Coastal Georgia LQs in Super Sector (Private Ownership) Bulloch Bryan Camden Chatham Effingham McIntosh Glynn Liberty Long Screven 0.84 0.85 0.64 0.85 0.53 Goods-Producing 0.92 1.4 0.58 0.36 2.47 1.Construction 0.68 0.87 ND 0.78 1.01 0.68 0.41 ND 0.79 0.91 2.Natural Resources, Mining and **Agriculture** 0.12 0.39 ND 0.05 1.05 0.12 0.13 2.71 ND 5.81 0.6 0.91 0.65 1.14 1.67 0.6 1.21 ND ND 2.8 3.Manufacturing Service-Providing 0.89 0.87 0.49 0.81 1.05 0.68 1.05 0.71 0.26 0.83 4. Education and health services 0.89 0.93 0.51 1.04 0.33 0.89 0.49 0.17 0.1 0.39 5. Financial activities 0.52 0.64 0.82 0.62 0.56 0.52 0.63 0.46 0.24 0.57 6.Information 0.5 0.43 0.41 0.44 0.12 0.5 0.22 NDND 7.Leisure and hospitality 2.16 1.28 1.3 1.44 0.7 2.16 1.11 ND 2.05 0.45 8. Professional and business services 0.59 0.39 0.59 0.81 0.62 0.59 0.39 0.05 0.39 0.26 9. Trade, Transportation and Utilities 1.07 1.08 1 1.22 0.97 1.07 0.93 0.36 1.03 0.67 1.16 1.44 0.97 1.12 2.1 1.44 0.84 ND ND 10.Unclassified 1.01 11.Other Services 1.35 0.6 0.67 0.96 1.39 1 0.84 ND 1.19 0.72 Notes: (Not Disclosed) ND; (-): No Data is Available

Source: Bureau of Labor Statistics

#### 6.12 Appendix LCluster Strength

	2009	2010	2011	2012	2013	2014
Bryan County	86.12	67.09	69.34	72.47	71.14	69.37
Bulloch County	68.06	77.22	77.76	71.95	74.88	82.05
Camden County	72.43	89.31	87.08	90.83	88.21	86.84
Chatham County	55.4	53.92	54.14	51.05	48.55	47.72
Effingham County	62.12	79.35	70.32	76.36	76.71	69.89
Glynn County	52.12	69.91	44.71	56.64	52.28	56.24
Liberty County	78.70	79.85	69.03	46.93	44.49	45.09
Long County	45.00	37.50	37.50	75.00	75.00	66.67
McIntosh County	76.11	75.18	75.76	66.67	59.46	42.50
Screven County	80.98	80.52	81.26	78.50	81.18	77.60
State of Georgia	58.39	59.73	63.02	61.16	59.92	60.07
Source: U.S. Cluster Mapping Project						

#### 6.13 Appendix M Education Attainment

e					
		Perce	entage Distribution by A	Age	
Percent of Total	18-24	25-34	35-44	45-64	65+
3.5%	1.3%	2.4%	2.1%	2.9%	10.9%
10.7%	15.2%	9.2%	7.7%	9.1%	13.9%
32.9%	35.3%	28.4%	32.7%	34.5%	32.4%
25.1%	37.7%	25.9%	23.3%	22.0%	17.2%
6.9%	4.5%	8.7%	8.7%	7.5%	4.1%
13.80	5.8%	18.8%	17.1%	14.3%	12.2%
7.20	0.3%	6.8%	8.4%	9.8%	9.4%
100%	100%	100%	100%	100%	100%
	Percent of Total 3.5% 10.7% 32.9% 25.1% 6.9% 13.80 7.20	Percent of Total 18-24 3.5% 1.3% 10.7% 15.2% 32.9% 35.3% 25.1% 37.7% 6.9% 4.5% 13.80 5.8% 7.20 0.3%	Percent of Total 18-24 25-34 3.5% 1.3% 2.4% 10.7% 15.2% 9.2% 32.9% 35.3% 28.4% 25.1% 37.7% 25.9% 6.9% 4.5% 8.7% 13.80 5.8% 18.8% 7.20 0.3% 6.8%	Percent of Total 18-24 25-34 35-44 3.5% 1.3% 2.4% 2.1% 10.7% 15.2% 9.2% 7.7% 32.9% 35.3% 28.4% 32.7% 25.1% 37.7% 25.9% 23.3% 6.9% 4.5% 8.7% 8.7% 13.80 5.8% 18.8% 17.1% 7.20 0.3% 6.8% 8.4%	Percentage Distribution by Age           Percent of Total         18-24         25-34         35-44         45-64           3.5%         1.3%         2.4%         2.1%         2.9%           10.7%         15.2%         9.2%         7.7%         9.1%           32.9%         35.3%         28.4%         32.7%         34.5%           25.1%         37.7%         25.9%         23.3%         22.0%           6.9%         4.5%         8.7%         8.7%         7.5%           13.80         5.8%         18.8%         17.1%         14.3%           7.20         0.3%         6.8%         8.4%         9.8%

Notes: The "Some College" category represents workers with less than two years of college and no degree.

Source: Georgia Department of Labor

#### 2011-2015 Population 3 Years and Over School Enrollment

		2011			2012			2013			2014			2015	
Counties	Total	Percent of enrolled in public school	Percent of enrolled in private school												
Bryan	8,706	88.1%	11.9%	8,706	85.1%	14.9%	9,079	85.7%	14.3%	9,779	85.8%	14.2%	10.106	84.9%	15.1%
Bulloch	28,868	94.6%	5.4%	29,653	92.80%	7.20%	29,952	92.70%	7.30%	29,893	93.60%	6.40%	30,309	93.70%	6.30%
Camden	14,364	88.3%	11.7%	14,098	88.3%	11.7%	13,898	87.0%	13.0%	13,701	87.1%	12.9%	12,933	89.0%	11.0%
Chatham	72,643	75.3%	24.7%	74,020	75.4%	24.6%	76,048	74.7%	25.3%	77,426	75.8%	24.2%	78,334	75.1%	24.9%
Effingham	14,902	90.1%	9.9%	15,137	87.90%	12.10%	15,228	87.9%	12.1%	15,087	88.3%	11.7%	15,187	88.7%	11.3%
Glynn	18,817	90.6%	9.4%	19,034	89.1%	10.9%	19,064	89.9%	10.1%	19,178	89.1%	10.9%	19,464	87.9%	12.1%
Liberty	20,212	89.2%	10.8%	19,858	89.1%	10.9%	19,065	89.7%	10.3%	18,904	89.2%	10.8%	17,984	89.2%	10.8%
Long	3,732	93.8%	6.2%	3,919	91.0%	9.0%	4,231	90.4%	9.6%	4,613	91.2%	8.8%	4,650	91.5%	8.5%
McIntosh	3,094	86.4%	13.6%	3,156	85.6%	14.4%	3,396	88.8%	11.2%	3,027	93.8%	6.2%	2,826	93.3%	6.7%
Screven	3,841	92.2%	7.8%	3,964	90.6%	9.4%	3,714	91.9%	8.1%	3,610	92.2%	7.8%	3,544	90.6%	9.4%
Source: U.S. C	Census														

		2011		2012		2013	2014		2015	
Bryan County	Total	Percentage	Total	Percentage	Total	Percentage	Total	Percentage	Total	Percentage
Population 3 years and over enrolled in school	8,706	100%	8,706	100%	9,079	100.0%	9,779	100%	10,106	100%
Nursery school, preschool	514	5.9%	592	6.8%	496	5.5%	712	7.3%	894	8.8%
Kindergarten to 12th grade	6,545	75.2%	6,733	77.3%	6,951	76.6%	7,153	73.1%	7,285	72.1%
College, undergraduate	1,292	14.8%	1,103	12.7%	1,381	15.2%	1,605	16.4%	1,680	16.6%
Graduate, professional school	355	4.1%	278	3.2%	251	2.8%	309	3.2%	247	2.4%

		2011		2012		2013		2014		2015
Bulloch County	Total	Percentage								
Population 3 years and over enrolled in school	28,868	100%	29,653	100%	29,952	100.0%	29,893	100%	30,309	100%
Nursery school, preschool	1,224	4.2%	1,186	4.0%	1,079	3.6%	862	2.9%	877	2.9%
Kindergarten to 12th grade	9,490	32.9%	9,755	32.9%	9,960	33.3%	10,314	34.5%	10,659	35.2%
College, undergraduate	16,762	58.1%	17,331	58.4%	17,520	58.5%	17,326	58.0%	17,447	57.6%
Graduate, professional school	1,392	4.8%	1,381	4.7%	1,393	4.7%	1,391	4.7%	1,326	4.4%

		2011		2012		2013		2014		2015
Camden County	Total	Percentage								
Population 3 years and over enrolled in school	14,364	100%	14,098	100%	13,898	100.0%	13,701	100%	12,933	100%
Nursery school, preschool	1,053	7.3%	947	6.7%	917	6.6%	1,078	7.9%	901	7.0%
Kindergarten to 12th grade	9,702	67.5%	9,474	67.2%	9,368	67.4%	8,864	64.7%	8,784	67.9%
College, undergraduate	3,072	21.4%	3,242	23.0%	3,069	22.1%	3,204	23.4%	2,793	21.6%
Graduate, professional school	537	3.7%	435	3.1%	544	3.9%	555	4.1%	455	3.5%

		2011		2012		2013		2014		2015
Chatham County	Total	Percentage								
Population 3 years and over enrolled in school	72,643	100%	74,020	100%	76,048	100.0%	77,426	100%	78,334	100%
Nursery school, preschool	4,426	6.1%	4,523	6.1%	4,774	6.3%	4,795	6.2%	4,900	6.3%
Kindergarten to 12th grade	41,914	57.7%	42,219	57.0%	42,865	56.4%	43,092	55.7%	43,242	55.2%
College, undergraduate	22,287	30.7%	23,099	31.2%	23,896	31.4%	24,775	32.0%	25,155	32.1%
Graduate, professional school	4,016	5.5%	4,179	5.6%	4,513	5.9%	4,764	6.2%	5,037	6.4%

		2011		2012		2013		2014		2015
Effingham County	Total	Percentage								
Population 3 years and over enrolled in school	14,902	100%	15,137	100%	15,228	100.0%	15,087	100%	15,187	100%
Nursery school, preschool	1,155	7.8%	1,106	1.5%	1,017	6.7%	860	5.7%	802	5.3%
Kindergarten to 12th grade	11,233	75.4%	11,248	15.2%	11,259	73.9%	11,289	74.8%	11,436	75.3%
College, undergraduate	2,140	14.4%	2,423	3.3%	2,670	17.5%	2,562	17.0%	2,544	16.8%
Graduate, professional school	374	2.5%	360	0.5%	282	1.9%	376	2.5%	405	2.7%

		2011		2012		2013		2014		2015
Glynn County	Total	Percentage								
Population 3 years and over enrolled in school	18,187	100%	19,034	100%	19,064	100.0%	19,178	100%	19,464	100%
Nursery school, preschool	998	5.5%	999	5.2%	1,139	6.0%	1,310	6.8%	1,310	6.7%
Kindergarten to 12th grade	13,991	76.9%	14,039	73.8%	13,903	72.9%	13,968	72.8%	14,117	72.5%
College, undergraduate	3,241	17.8%	3,218	16.9%	3,311	17.4%	3,206	16.7%	3,238	16.6%
Graduate, professional school	587	3.2%	778	4.1%	711	3.7%	694	3.6%	799	4.1%

		2011		2012		2013		2014		2015
Liberty County	Total	Percentage								
Population 3 years and over										
enrolled in school	20,212	100%	19,858	100%	19,065	100.0%	18,504	100%	17,984	100%
Nursery school, preschool	1,254	6.2%	1,324	6.7%	1,121	5.9%	1,060	5.7%	1,213	6.7%
Kindergarten to 12th grade	12,992	64.3%	12,510	63.0%	12,069	63.3%	11,903	64.3%	11,731	65.2%
College, undergraduate	5,431	26.9%	5,428	27.3%	5,147	27.0%	4,865	26.3%	4,442	24.7%
Graduate, professional school	535	2.6%	596	3.0%	728	3.8%	676	3.7%	598	3.3%

		2011		2012		2013		2014	2015	
Long County	Total	Percentage								
Population 3 years and over enrolled in school	3,732	100%	3,919	100%	4,231	100.0%	4,613	100%	4,650	100%
Nursery school, preschool	211	5.7%	181	4.6%	179	4.2%	128	2.8%	92	2.0%
Kindergarten to 12th grade	2,991	80.1%	2,943	75.1%	3,104	73.4%	3,310	71.8%	3,277	70.5%
College, undergraduate	497	13.3%	758	19.3%	893	21.1%	1,019	22.1%	1,094	23.5%
Graduate, professional school	33	0.9%	37	0.9%	55	1.3%	156	3.4%	187	4.0%

		2011		2012		2013		2014		2015
McIntosh County	Total	Percentage								
Population 3 years and over enrolled in school	3,094	100%	3,156	100%	3,396	100%	3,027	100%	2,826	100%
Nursery school, preschool	17	0.5%	44	1.4%	231	6.8%	245	8.1%	174	6.2%
Kindergarten to 12th grade	2,442	78.9%	2,107	66.8%	2,266	66.7%	2,138	70.6%	2,009	71.1%
College, undergraduate	553	17.9%	876	27.8%	794	23.4%	618	20.4%	611	21.6%
Graduate, professional school	82	2.7%	129	4.1%	105	3.1%	26	0.9%	32	1.1%

		2011		2012		2013	2014		2015	
Screven County	Total	Percentage								
Population 3 years and over enrolled in school	3,841	100%	3,964	100%	3,714	100%	3,610	100%	3,544	100%
Nursery school, preschool	216	5.6%	311	7.8%	292	7.9%	274	7.6%	241	6.8%
Kindergarten to 12th grade	2,978	77.5%	2,839	71.6%	2,552	68.7%	2,477	68.6%	2,505	70.7%
College, undergraduate	574	14.9%	720	18.2%	787	21.2%	761	21.1%	681	19.2%
Graduate, professional school	73	1.9%	94	2.4%	83	2.2%	98	2.7%	117	3.3%
Source: U.S. Census										

#### 2012-2016 High School Graduate Rate (4-year cohort)

	2012	2013	2014	2015	2016
Bryan	72.3%	75.1%	74.4%	89.2%	84.9%
Bulloch	73.3%	71.7%	75.1%	84.5%	84.9%
Camden	74.9%	85.5%	87.1%	89.5%	90.1%
Chatham	63.3%	69.8%	68.5%	81.3%	83.2%
Effingham	79.3%	79.7%	83.3%	87.7%	88.8%
Glynn	70.1%	81.0%	76.9%	83.3%	83.0%
Liberty	72.6%	72.3%	75.8%	84.7%	83.3%
Long	69.9%	77.1%	63.8%	83.1%	89.0%
McIntosh	82.4%	67.9%	74.8%	77.5%	80.8%
Screven	81.0%	83.4%	81.5%	88.1%	84.8%
State of Georgia	70.0%	71.7%	72.5%	78.8%	79.2%
United States	80.0%	81.4%	82.3%	83.2%	-
Note: All Schools					

#### 2016 High School Graduate Rate (by All Schools)

System Name	School Name	Reporting Label	Graduation Class Size	Total Graduated	Graduation Rate
Bryan County	Richmond Hill High School	ALL Students	467	411	88
Bryan County	Bryan County High School	ALL Students	148	113	76.4
Bryan County	All Schools	ALL Students	617	524	84.9
Bulloch County	Southeast Bulloch High School	ALL Students	258	230	89.1
<b>Bulloch County</b>	Statesboro High School	ALL Students	399	333	83.5
<b>Bulloch County</b>	Portal Middle/High School	ALL Students	61	50	82
<b>Bulloch County</b>	All Schools	ALL Students	722	613	84.9
Camden County	Camden County High School	ALL Students	637	574	90.1
Camden County	All Schools	ALL Students	637	574	90.1
Chatham County	Johnson High School	ALL Students	180	143	79.4
Chatham County	Woodville-Tompkins Technical and Career High School	ALL Students	100	99	00
Chatham County  Chatham County	9		100		99
Chatham County	New Hampstead High School The School of Liberal Studies	ALL Students ALL Students	316 187	250 132	79.1 70.6
	at Savannah High				
Chatham County	Islands High School	ALL Students	227	200	88.1
Chatham County	Savannah Arts Academy Savannah Early College High	ALL Students	211	210	99.5
Chatham County	School	ALL Students	29	29	100
Chatham County	Beach High School	ALL Students	218	185	84.9
Chatham County	Groves High School	ALL Students	169	121	71.6
Chatham County	Jenkins High School	ALL Students	260	217	83.5
Chatham County	Windsor Forest High School	ALL Students	276	230	83.3
Chatham County	All Schools	ALL Students	2,182	1,815	83.2
Effingham County	South Effingham High School	ALL Students	385	343	89.1
Effingham County	Effingham County High School	ALL Students	482	428	88.8
Effingham County	All Schools	ALL Students	868	771	88.8
Glynn County	Brunswick High School	ALL Students	405	313	77.3
Glynn County	Glynn Academy	ALL Students	437	389	89
Glynn County	All Schools	ALL Students	846	702	83
Liberty County	Bradwell Institute	ALL Students	390	322	82.6
Liberty County	Liberty County High School	ALL Students	251	217	86.5
Liberty County	All Schools	ALL Students	647	539	83.3
Long County	Long County High School	ALL Students	191	170	89
Long County	All Schools	ALL Students	191	170	89
McIntosh County	McIntosh Academy	ALL Students	104	84	80.8
McIntosh County	All Schools	ALL Students	104	84	80.8
Screven County	Screven County High School	ALL Students	171	145	84.8
Screven County	All Schools	ALL Students	171	145	84.8
Source: Georgia Department of	Education				

#### 5. 2012- 2016 Economic Disadvantage (4 Year Cohort)

	2012	2013	2014	2015	2016
Bryan	57.4%	63.9%	72.1%	83.1%	75.1%
Bulloch	69.0%	67.7%	69.0%	79.3%	77.8%
Camden	68.2%	76.7%	82.6%	87.6%	85.8%
Chatham	59.7%	65.1%	63.8%	77.6%	79.6%
Effingham	64.5%	65.2%	68.4%	78.9%	80.3%
Glynn	68.9%	74.5%	70.1%	77.3%	73.6%
Liberty	67.4%	70.5%	74.3%	83.3%	85.1%
Long	71.0%	76.0%	62.5%	81.3%	87.7%
McIntosh	83.7%	67.0%	71.4%	76.5%	84.0%
Screven	81.0%	83.4%	81.5%	88.1%	84.8%
Note: All Schools	·		·	·	·
Source: Georgia Department of Ed	ucation, U.S. Departme	nt of Education; Gover	ning Magazine		

# 6.14 Appendix N Poverty Rate

20	10-2015 Perc	entages Ch	ildren Unde	r 18 in Povert	y Rate	
	2010	2011	2012	2013	2014	2015
Bryan	16.7	19.1	16	14.5	16.8	16.2
Bulloch	31.7	30.8	31.2	29.8	34.8	31.3
Camden	21.3	20.4	21.4	22.7	18.0	20.4
Chatham	27.5	34.6	31.4	30.2	27.5	25.3
Effingham	15.1	18.2	17.5	15.8	16.7	15.3
Glynn	30.2	31.1	31.4	31	30	30
Liberty	30.9	22.1	27.9	28.1	27.8	27.3
Long	29.6	34.1	31.9	30.6	31.3	27.7
McIntosh	32.8	35.5	36	36.5	36.1	39.3
Screven	33.5	39	38.2	40.5	40.2	40
Coastal Georgia	N/A	N/A	N/A	N/A	N/A	N/A
State of Georgia	22.6	24.6	24.1	25.3	25.9	26.0
Source: U.S. Census	•					

2010-201	5 Percentag	ges Childre	n 5-17 (living	g in Families)	in poverty	
	2010	2011	2012	2013	2014	2015
Bryan	15.2	17.3	14.9	13.9	16.1	15.2
Bulloch	29	29.6	30.3	28.4	32.7	30
Camden	21.4	19.4	20.6	22.3	18.2	21.3
Chatham	24.6	34.3	31.1	29.3	28	24.9
Effingham	13.7	16.5	16.2	14.2	15.6	13.3
Glynn	27.3	29.5	30	29	28.5	28.8
Liberty	30	21.2	29.8	30.1	31.9	29.6
Long	28.9	31.7	31.9	27.9	29.9	26.6
McIntosh	30.2	33.6	33.5	33.6	34.5	36.7
Screven	32.9	36.2	37.3	41.2	40.4	41.1
Coastal Georgia	N/A	N/A	N/A	N/A	N/A	N/A
State of Georgia						24.8
Source: U.S. Census				·	·	·

	2011-2015 Percent of Children Under 18 Years Below Poverty Level by School District									
	2011	2012	2013	2014	2015					
Georgia	22.3	23.8	25.1	25.7	25.8					
SCHOOL DISTRICT, UNIFIED										
Bryan County School District	17.1	17.5	16.3	18.2	19.4					
Bulloch County School District	26.1	26.8	26.8	32.7	31.8					
Camden County School District	21.3	24.0	23.3	18.5	17.6					
Chatham County School District	26.2	28.1	28.8	29.3	29.4					
Effingham County School District	12.5	13.1	13.3	13.6	13.8					
Glynn County School District	25.4	28.0	30.6	30.2	27.8					
Liberty County School District	23.4	25.5	25.9	24.2	23.0					
Long County School District	31.0	29.4	26.8	24.9	23.0					
McIntosh County School District	19.8	25.3	21.3	23.6	35.9					
Screven County School District	30.7	29.0	36.3	34.6	35.8					
Source: U.S. Census		·								

# 6.15 Appendix O 2010-2015 Economic Impact of Travel by counties

		2009	2010	2011	2012	2013	2014	2015
	Expenditures (\$ millions)	31.14	33.38	36.04	38.49	39.53	41.84	42.81
	Employment (number of jobs)	347	350	347	355	359	369	376
Bryan	Payroll Income (\$ millions)	6.88	7.24	7.26	7.56	7.78	8.33	8.57
Di yan	Taxes							
	State (\$ millions)	1.2	1.24	1.26	1.33	1.38	1.47	1.68
	Local (\$ millions)	0.96	0.99	1.03	1.12	1.18	1.26	1.32

		2009	2010	2011	2012	2013	2014	2015
	Expenditures (\$ millions)	98.31	101.61	111.66	120.86	125.58	133.41	134.76
	Employment (number of jobs)	1,053	1,009	1,045	1,074	1,098	1,132	1,140
Bulloch	Payroll Income (\$ millions)	19.56	19.55	20.89	21.87	22.79	24.48	24.85
Bullocii	Taxes							
	State (\$ millions)	3.78	3.8	4.13	4.45	4.65	4.95	5.37
	Local (\$ millions)	3.05	3.07	3.21	3.57	3.76	3.94	3.95

		2009	2010	2011	2012	2013	2014	2015
	Expenditures (\$ millions)	73.25	73.95	78.5	82.68	84.86	86.93	90.32
	Employment (number of jobs)	793	742	738	747	754	749	777
Comdon	Payroll Income (\$ millions)	14.92	14.56	14.79	15.09	15.53	16.09	16.8
Camden	Taxes							
	State (\$ millions)	2.80	2.70	2.77	2.90	3.00	3.10	3.55
	Local (\$ millions)	2.26	2.18	2.24	2.38	2.36	2.46	2.61

		2009	2010	2011	2012	2013	2014	2015
	Expenditures (\$ millions)	1,009.31	1,070.33	3 1,177.03	3 1,258.04	1,310.67	1,390.8	1 1,471.30
	Employment (number of jobs)	11,370	11,178	11,530	11,840	12,133	12,491	13,180
Chatham	Payroll Income (\$ millions)	273.2	280.1	301.62	312.61	326.55	350.36	372.53
Cilatilalii	Taxes							
	State (\$ millions)	42.02	43.33	47.82	50.88	53.4	58.13	65.1
	Local (\$ millions)	31.31	32.31	34.28	36.43	37.93	40.56	43.56

		2009	2010	2011	2012	2013	2014	2015
	[							
	Expenditures (\$ millions)	24.59	25.3	27.28	28.24	28.85	29.49	29.36
	Employment (number of jobs)	258	246	251	252	253	251	249
Effingham	Payroll Income (\$ millions)	4.56	4.54	4.72	4.79	4.90	5.06	5.07
Lilligilalli	Taxes							
	State (\$ millions)	0.91	0.9	0.95	0.98	1.01	1.04	1.14
	Local (\$ millions)	0.76	0.75	0.77	0.79	0.81	0.81	0.81

		2009	2010	2011	2012	2013	2014	2015
	Expenditures (\$ millions)	287.41	288.4	310.05	332.62	341.09	363.99	393.42
	Employment (number of jobs)	3,445	3,205	3,257	3,355	3,384	3,503	3,777
Glynn	Payroll Income (\$ millions)	74.67	72.44	76.58	79.48	81.72	88.17	95.79
Giyiiii	Taxes							
	State (\$ millions)	11.92	11.59	12.46	13.27	13.62	14.64	16.66
	Local (\$ millions)	8.91	8.66	8.72	9.39	9.30	9.83	10.86

		2009	2010	2011	2012	2013	2014	2015
Liberty	Expenditures (\$ millions)	84.32	86.66	94.48	99.17	100.82	105.43	107.11
	Employment (number of jobs)	573	546	556	558	558	566	574
	Payroll Income (\$ millions)	11.72	11.64	12.22	12.44	12.68	13.4	13.68
	Taxes							
	State (\$ millions)	2.97	2.96	3.26	3.44	3.56	3.85	4.19
	Local (\$ millions)	2.59	2.59	2.82	3.04	3.1	3.32	3.32

		2009	2010	2011	2012	2013	2014	2015
Long	Expenditures (\$ millions)	1.47	1.56	1.71	1.74	1.78	1.81	1.76
	Employment (number of jobs)	15	15	16	15	16	15	15
	Payroll Income (\$ millions)	0.24	0.25	0.26	0.26	0.26	0.27	0.27
	Taxes							
	State (\$ millions)	0.05	0.05	0.06	0.06	0.06	0.06	0.07
	Local (\$ millions)	0.04	0.05	0.05	0.05	0.05	0.05	0.05

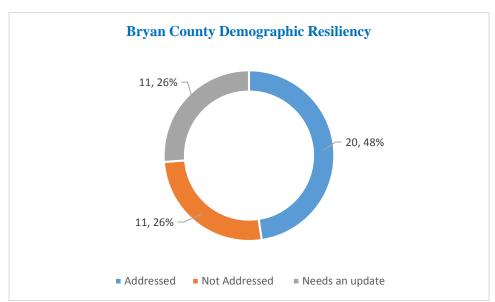
		2009	2010	2011	2012	2013	2014	2015
	Expenditures (\$ millions)	10.86	11.39	12.11	12.92	13.49	14.11	14.87
	Employment (number of jobs)	130	126	125	128	132	133	140
McIntosh	Payroll Income (\$ millions)	2.44	2.48	2.53	2.6	2.73	2.88	3.05
	Taxes							
	State (\$ millions)	0.42	0.42	0.43	0.45	0.48	0.50	0.58
	Local (\$ millions)	0.33	0.33	0.34	0.37	0.40	0.40	0.44

		2009	2010	2011	2012	2013	2014	2015
	Expenditures (\$ millions)	8.63	9.39	10.07	10.38	10.48	11.01	10.81
	Employment (number of jobs)	98	98	98	97	97	99	96
Screven	Payroll Income (\$ millions)	1.68	1.77	1.81	1.81	1.83	1.94	1.91
	Taxes							
	State (\$ millions)	0.32	0.34	0.35	0.35	0.36	0.38	0.43
	Local (\$ millions)	0.26	0.28	0.28	0.29	0.28	0.3	0.32

## 6.16 Appendix P Resilience Matrix Assessment per County

# Regional Summary Report Resilience Bryan County Summary

#### 1) Demographic Resilience



Note: The total number of issues identifies for demographic resilience are 42

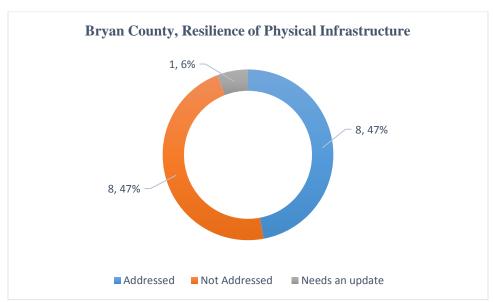
#### • Sections of planning document that needs an update are:

- a) Calculating the boundary of natural disasters
- b) Addressing different population types in the hazard management plan
- c) Considering critical populations (population above the age group of 65 years, and below 5 years of age), and population with chronic diseases.
- d) Considering special needs, and evacuation plans required for the critical population, population with chronic disease.
- e) Special evacuation plan for tourist (if that is one of the major economic source for the cities, and county)

#### • Missing sections of planning documents:

- a) Emergency medical center's locations for both general public, and critical population
- b) Animal rescue centers.
- c) Mapping the major concentration (hot-spot) of economic center
- d) Relocation plans for critical infrastructure in the natural hazard zone.
- e) Special arrangements like, early evacuation facility, food supply, medical care, etc. for critical section of population.
- f) Special insurance program for the critical section of population during the recovery process
- g) Special education and outreach program for the critical section of population.

## 2) Resilience of Physical Infrastructure:



Note: The total number of issues identifies for resiliency of physical infrastructure are 17

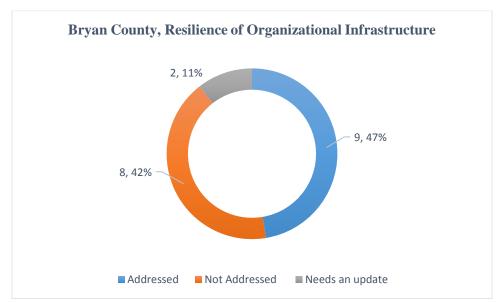
#### Sections of planning document that needs an update are:

a) Understand the type of impacts caused by different forms of (Solid, liquid, or gas) natural event.

#### Missing sections of planning documents:

- a) Validating the identified critical infrastructure identified for the city with the standard list of documents provided by Federal or national agencies.
- b) Calculating social, and economical impact of disturbance in functioning of few major infrastructure like, electricity, water, food supply, and road conditions.
- c) Map the identified critical infrastructure in hazard zone, to understand the potential damage.
- d) Evaluate the physical condition of critical infrastructure
- e) Relocation policy for critical infrastructures
- f) Programs for alternate way of communication during the recovery period
- g) Special health care facility for the population group associated with the critical infrastructure

### 3) Resilience of Organizational Infrastructure:



Note: The total number of issues identifies for resiliency of organizational infrastructure is 19

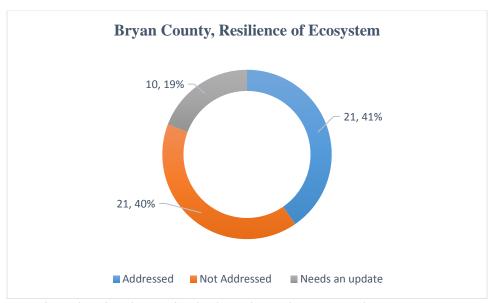
#### Sections of planning document that needs an update are:

- a) Policies for post-disaster child care facility
- b) Emergency communication facility at the time for disaster

## Missing sections of planning documents:

- a) Partnership with the response team to assist during the disaster
- b) Disaster management program
- c) Awareness, supply management, and public outreach programs
- d) Temporary shelter, and health care facility for the local population during the disaster
- e) Post-disaster cleanup program
- f) Post disaster recovery plan

## 4) Resiliency of Ecosystem:



Note: The total number of issues identifies for resiliency of ecosystem is 52.

#### Sections of planning document that needs an update are:

- a) Air quality index for the counties
- b) Data on energy, and oil consumption
- c) Urban growth rate of the cities/ county

## • Missing sections of planning documents:

- a) Description of existing land cover
- b) Ground water quality
- c) Total urban, and rural population
- d) Geomorphological study of the area
- e) Measuring the change in natural buffer
- f) Shore line protection policies (if valid)
- g) Consideration for green power/ clean power production, and usage
- h) Measuring the increase in heat island effect in the area

The final resilience score of the Bryan County (based on the available documents for review) is:

• Total number of issues: 130

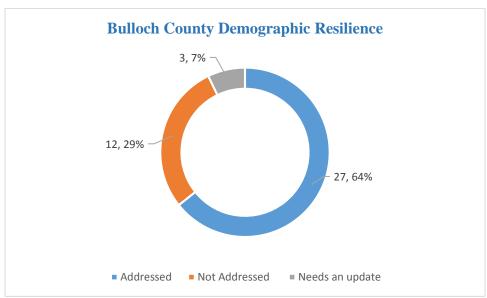
• Addressed: 58 (1 point each) = 58 points

• Needs update: 24 (0.5 points each) = 12 points

Resilience score of Bryan county, GA = 70 points

#### **Bulloch County Summary**

## 1) Demographic Resilience



Note: The total number of issues identifies for demographic resilience are 42

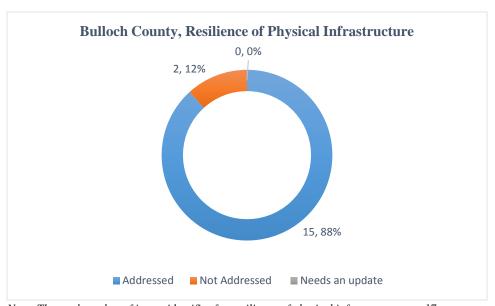
#### Sections of planning document that needs an update are:

- a) Location of county with respect to the proximity to natural disaster
- b) Types of natural event occurring in the study area
- c) Calculating the estimate loss by natural event by calculating the property value in the hazard zone
- d) Considering special needs, and evacuation plans required for the critical population, population with chronic disease.

- a) Calculating the boundary of natural disasters
- b) Percentage of city under the estimated boundary of natural event
- c) Percentage of population under the estimated hazard zone
- d) Percentage of critical group pf population (population above age group of 65 years, or below 5 years of age group, along with the people suffering from chronic disease) under natural hazard zone

- e) Special evacuation plan for tourist (if that is one of the major economic source for the cities, and county)
- f) Mapping the major concentration (hot-spot) of economic center
- g) Special arrangements like, early evacuation facility, food supply, medical care, etc. for critical section of population.
- h) Special insurance program for the critical section of population during the recovery process
- i) Special education and outreach program for the critical section of population

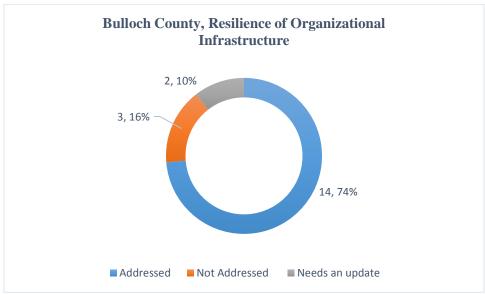
## 2) Resilience of Physical infrastructure:



Note: The total number of issues identifies for resiliency of physical infrastructure are 17

- a) Evaluate the physical condition of critical infrastructure
- b) Special health care facility for the population group associated with the critical infrastructure

## 3) Resilience of organizational infrastructure:



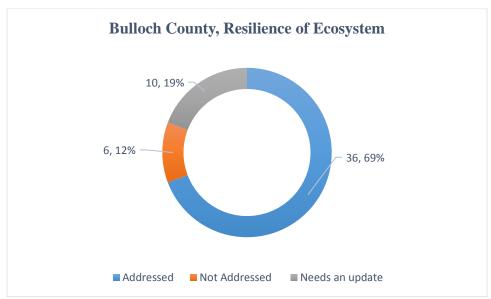
Note: The total number of issues identifies for resiliency of organizational infrastructure is 19

## • Sections of planning document that needs an update are:

- a) Disaster warning system
- b) Partnership with the response team to assist during the disaster

- a) Awareness, supply management, and public outreach programs
- b) Post disaster, child care facility
- c) Post-disaster cleanup program

## 4) Resiliency of ecosystem:



Note: The total number of issues identifies for resiliency of ecosystem is 52.

#### • Sections of planning document that needs an update are:

- a) Air quality index for the counties
- b) Data on energy, and oil consumption
- c) Ecosystem management program
- d) Consideration for green power/ clean power production, and usage

## • Missing sections of planning documents:

- a) Measuring the change in natural buffer
- b) Shore line protection policies (if valid)
- c) Measuring the increase in heat island effect in the area

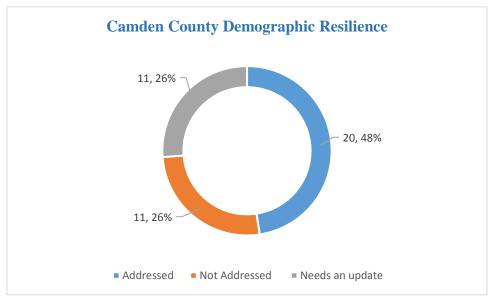
The final resilience score of the Bulloch County (based on the available documents for review) i:

- Total no of issues: 130
- Addressed: 92 (1 point each) = 92 points
- Needs and update: 15 (0.5 points each) = 7.5 points

Resilience score of Bulloch County, GA = 99.5 point

#### Camden County Summary Report

## 1) Demographic Resilience

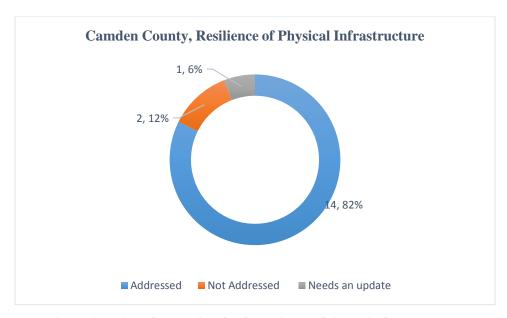


Note: The total number of issues identifies for demographic resilience are 42

- Sections of planning document that needs an update are:
  - a) Addressing different population types in the hazard management plan
  - b) Emergency medical center's locations for both general public, and critical population
  - c) Back-up plans for the emergency supply in the medical centers
  - d) Temporary shelter, and health care facility for the local population during the disaster
  - e) Calculating the estimate loss by natural event by calculating the property value in the hazard zone
  - f) Considering special needs, and evacuation plans required for the critical population group, and the vulnerable population like, population under poverty line

- a) Percentage of critical group pf population (population above age group of 65 years, or below 5 years of age group, along with the people suffering from chronic disease) under natural hazard zone
- b) Animal rescue centers
- c) Special evacuation plan for tourist (if that is one of the major economic source for the cities, and county)
- d) Mapping the major concentration (hot-spot) of economic center
- e) Special evacuation plan for tourist (if that is one of the major economic source for the cities, and county)
- f) Special insurance program for the critical section of population during the recovery process
- g) Special education and outreach program for the critical section of population

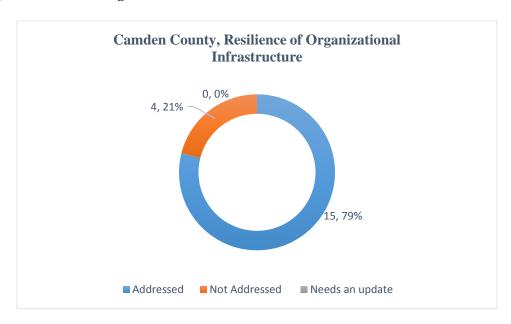
## 2) Resilience of Physical infrastructure:



Note: The total number of issues identifies for resiliency of physical infrastructure are 17

- Sections of planning document that needs an update are:
  - a) Relocation policy for critical infrastructures
- Missing sections of planning documents:
  - a) Map the identified critical infrastructure in hazard zone, to understand the potential damage.
  - b) Calculating social, and economical impact of disturbance in the identified critical infrastructure

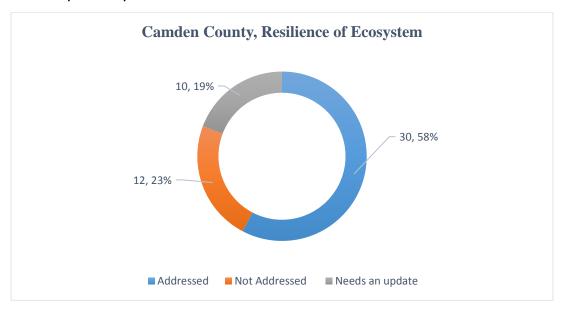
## 3) Resilience of Organizational Infrastructure:



Note: The total number of issues identifies for resiliency of organizational infrastructure is 19

- Missing sections of planning documents:
  - a) Disaster warning system
  - b) Post disaster, child care facility
  - c) Post-disaster cleanup program

### 4) Resiliency of ecosystem:



Note: The total number of issues identifies for resiliency of ecosystem is 52.

### Sections of planning document that needs an update are:

- a) Air quality index for the counties
- b) Data on energy, and oil consumption
- c) Percentage of urban and rural development

#### Missing sections of planning documents:

- a) Effects of change in landscape pattern on Agriculture production (if valid)
- b) Change in precipitation level
- c) Measuring the change in natural buffer
- d) Clean air and water act
- e) Shore line protection policies (if valid)
- f) Measuring the increase in heat island effect in the area

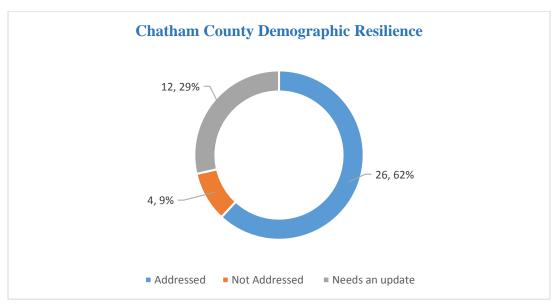
The final resilience score of Camden County (based on the available documents for review) is:

- Total number of issues: 130
- Addressed: 79 (1 point each) = 79 points
- Needs and update: 22 (0.5 points each) = 11 points

Resilience score of Camden County, GA = 90 points

#### **Chatham County Summary Report**

## 1) Demographic Resilience



Note: The total number of issues identifies for demographic resilience are 42

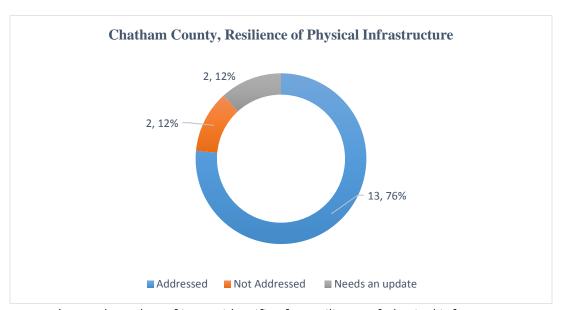
## • Sections of planning document that needs an update are:

- a) Critical facilities provided in hospitals for the case of emergency
- b) Back-up plans for the emergency supply in the medical centers
- c) Temporary shelter, and health care facility for the local population during the disaster
- d) Calculating the estimate loss by natural event by calculating the property value in the hazard zone
- e) Child care center
- f) Construction standards/codes
- g) Insurance policies for buildings under hazard zone
- h) Special evacuation plan for tourist (if that is one of the major economic source for the cities, and county)

#### Missing sections of planning documents:

- a) Special evacuation plan for tourist (if that is one of the major economic source for the cities, and county)
- b) Awareness and disaster relief programs
- c) Relocation plans for the critical infrastructure from the hazard zone

### 2) Resilience of Physical infrastructure:



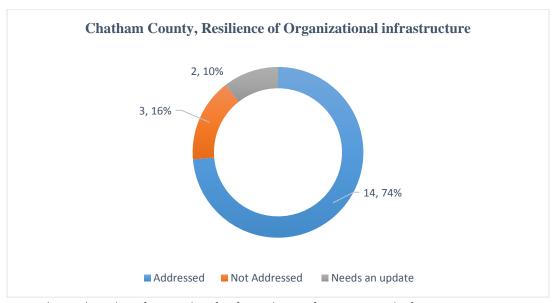
Note: The total number of issues identifies for resiliency of physical infrastructure are 17

#### • Sections of planning document that needs an update are:

- a) Evaluate the physical condition of critical infrastructure
- b) Funding, and policies for improving the condition of critical infrastructures

- a) Map the identified critical infrastructure in hazard zone, to understand the potential damage.
- b) Special health care facility for the population group associated with the critical infrastructure

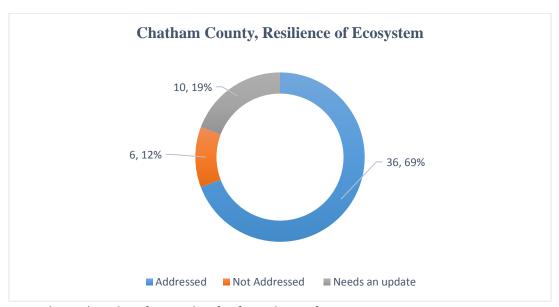
## 3) Resilience of Organizational Infrastructure:



Note: The total number of issues identifies for resiliency of organizational infrastructure is 19

- Sections of planning document that needs an update are:
  - a) Disaster warning system
  - b) Partnership with the response team to assist during the disaster
- Missing sections of planning documents:
  - c) Awareness program
  - d) Post disaster, child care facility
  - e) Post-disaster cleanup program

## 4) Resiliency of Ecosystem:



Note: The total number of issues identifies for resiliency of ecosystem is 52.

#### Sections of planning document that needs an update are:

- a) Air quality index for the counties
- b) Data on energy, and oil consumption

## • Missing sections of planning documents:

- a) Measuring the change in natural buffer
- b) Shore line protection policies (if valid)
- c) Measuring the increase in heat island effect in the area

Thus the final resilience score of Chatham County (based on the available documents for review) is:

Total no of issues: 130

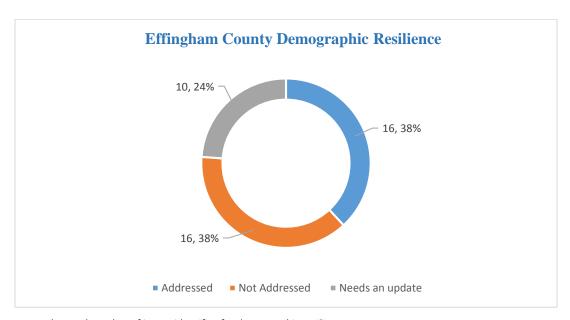
• Addressed: 89 (1 point each) = 89 points

• Needs and update: 28 (0.5 points each) = 14 points

Resilience score of Chatham County, GA = 103 points

### Effingham County Summary Report

## 1) Demographic Resilience



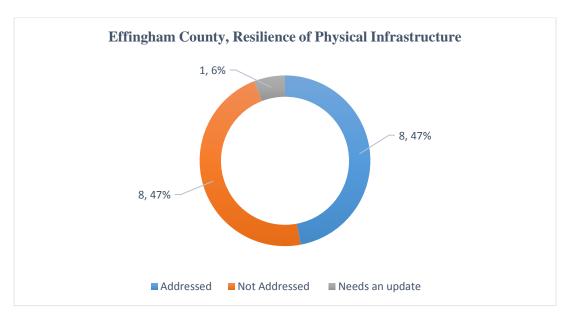
Note: The total number of issues identifies for demographic resilience are 42

### • Sections of planning document that needs an update are:

- a) Zone of impact of natural event
- b) Addressing different population types in the hazard management plan
- c) Critical facilities provided in hospitals for the case of emergency
- d) Considering critical populations (population above the age group of 65 years, and below 5 years of age), and population with chronic diseases.
- e) Understanding the census data of the city/ County
- f) Construction standards/codes
- g) Relocation plans for the critical infrastructure from the hazard zone
- h) Special evacuation plan for tourist (if that is one of the major economic source for the cities, and county)

- a) Emergency medical center's locations for both general public, and critical population
- b) Critical facilities provided in the medical center for emergency situations
- c) Back-up plans for the emergency supply in the medical centers
- d) Child care center
- e) Animal rescue center
- f) Special evacuation plan for tourist (if that is one of the major economic source for the cities, and county)
- g) Mapping the major concentration (hot-spot) of economic center
- h) Special arrangements like, early evacuation facility, food supply, medical care, etc. for critical section of population.
- Special insurance program for the critical section of population during the recovery process
- j) Special education and outreach program for the critical section of population.

## 2) Resilience of Physical infrastructure:



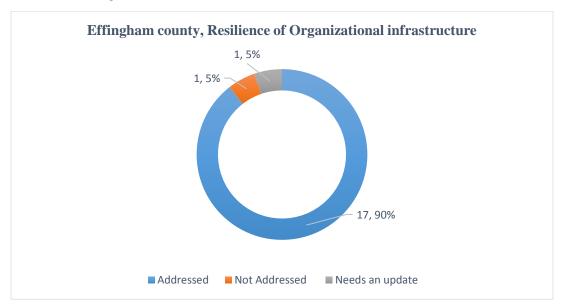
Note: The total number of issues identifies for resiliency of physical infrastructure are 17

#### Sections of planning document that needs an update are:

a) Calculating social, and economical impact of disturbance in functioning of few major infrastructure like, electricity, water, food supply, and road conditions.

- a) Validating the identified critical infrastructure identified for the city with the standard list of documents provided by Federal or national agencies
- b) Map the identified critical infrastructure in hazard zone, to understand the potential damage.
- c) Evaluate the physical condition of critical infrastructure
- d) Special insurance policies for the critical infrastructure under the Hazard zone
- e) Relocation policy for critical infrastructures
- f) Special health care facility for the population group associated with the critical infrastructure

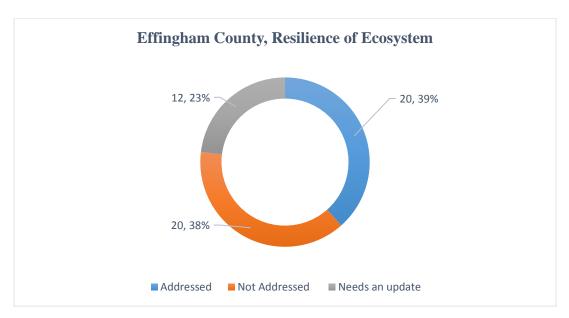
## 3) Resilience of organizational infrastructure:



Note: The total number of issues identifies for resiliency of organizational infrastructure is 19

- Sections of planning document that needs an update are:
  - a) Policies for defining critical infrastructure
- Missing sections of planning documents:
  - a) Post disaster, child care facility

## 4) Resiliency of ecosystem:



Note: The total number of issues identifies for resiliency of ecosystem is 52.

#### • Sections of planning document that needs an update are:

- a) Air quality index for the counties
- b) Data on energy, and oil consumption
- c) Water quality

- a) Existing land use pattern
- b) Change in land use pattern
- c) Urban and Rural areas
- d) Measuring the change in natural buffer
- e) Change in temperature and precipitation
- f) Change in ground water level and annual sea level rise
- g) Clean air act
- h) Shore line protection policies (if valid)
- i) Tools for producing green power for the city/county
- j) Measuring the increase in heat island effect in the area
- k) Coastal mapping

The final resilience score of Effingham County (based on the available documents for review) is:

• Total no of issues: 130

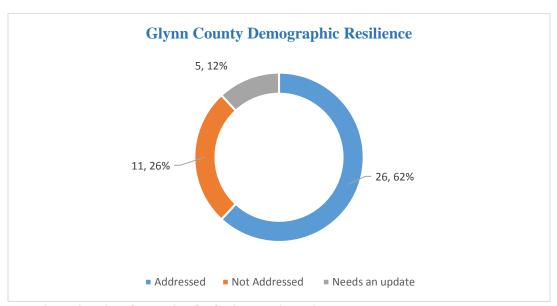
• Addressed: 61 (1 point each) = 61 points

• Needs and update: 24 (0.5 points each) = 12 points

#### Resilience score of Effingham county, GA = 73 points

## Glynn County Summary Report

#### 1) Demographic Resilience



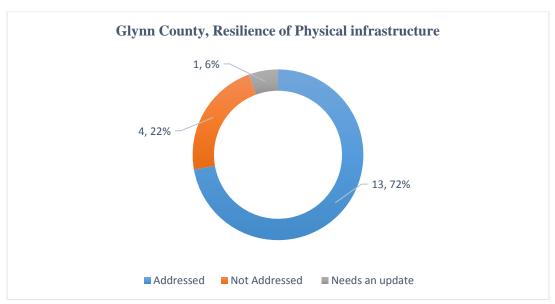
Note: The total number of issues identifies for demographic resilience are 42

## • Sections of planning document that needs an update are:

- a) Relocation plans for the critical infrastructure from the hazard zone
- b) Special evacuation plan for tourist (if that is one of the major economic source for the cities, and county)

- a) Mapping the major concentration (hot-spot) of economic center
- b) Emergency medical center's locations for both general public, and critical population
- c) Critical facilities provided in the medical center for emergency situations
- d) Back-up plans for the emergency supply in the medical centers
- e) Special evacuation plan for tourist (if that is one of the major economic source for the cities, and county)
- f) Special arrangements like, early evacuation facility, food supply, medical care, etc. for critical section of population.
- g) Special insurance program for the critical section of population during the recovery process

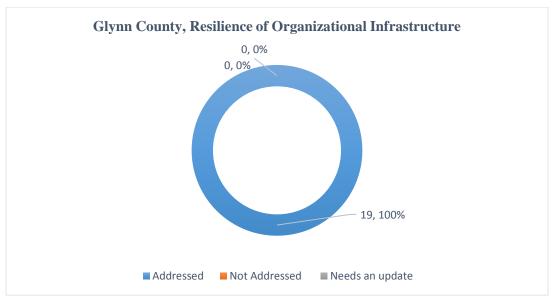
## 2) Resilience of Physical infrastructure:



Note: The total number of issues identifies for resiliency of physical infrastructure are 17

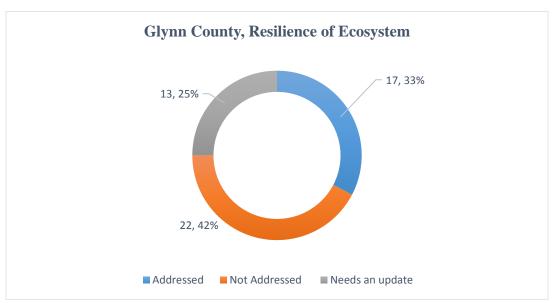
- a) Evaluate the physical condition of critical infrastructure
- b) Special insurance policies for the critical infrastructure under the Hazard zone
- c) Special health care facility for the population group associated with the critical infrastructure

## 3) Resilience of organizational infrastructure:



Note: The total number of issues identifies for resiliency of organizational infrastructure is 19

## 4) Resiliency of Ecosystem:



Note: The total number of issues identifies for resiliency of ecosystem is 52.

### • Sections of planning document that needs an update are:

- a) Air quality index for the counties
- b) Data on energy, and oil consumption
- c) Water quality
- d) Ecosystem management program

#### • Missing sections of planning documents:

- a) Existing land use pattern
- b) Change in land use pattern
- c) Urban and Rural areas
- d) Measuring the change in natural buffer
- e) Change in temperature and precipitation
- f) Clean air act
- g) Shore line protection policies (if valid)
- h) Tools for producing green power for the city/county
- i) Measuring the increase in heat island effect in the area

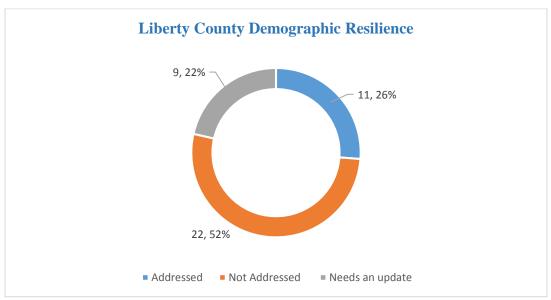
The final resilience score of the Glynn County (based on the available documents for review) is:

- Total no of issues: 130
- Addressed: 75 (1 point each) = 75 points
- Needs and update: 19 (0.5 points each) = 9.5 points

Resilience score of Glynn County, GA = 84.5 points

#### Liberty County Summary Report

#### 1) Demographic Resilience



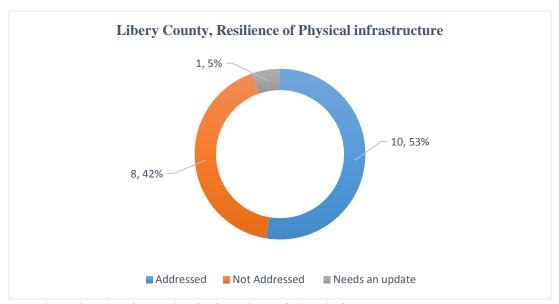
Note: The total no of issues identifies for demographic resilience are 42

#### • Sections of planning document that needs an update are:

- a) Understanding the population type
- b) Emergency medical center's locations for both general public, and critical population
- c) Construction codes
- d) Special insurance policy for the buildings in the estimated zone of natural event
- e) Calculating the estimate loss by natural event by calculating the property value in the hazard zone
- f) Special arrangements like, early evacuation facility, food supply, medical care, etc. for critical section of population

- a) Evaluation of percentage of critical population within the hazard zone
- b) Mapping the major concentration (hot-spot) of economic center
- c) Emergency medical center's locations for both general public, and critical population
- d) Back-up plans for the emergency supply in the medical centers
- e) Education and outreach program for both general public and critical population
- f) Location of evacuation shelters for the local population
- g) Child care facility
- h) Animal rescue center
- i) Special evacuation plan for tourist (if that is one of the major economic source for the cities, and county)
- j) Relocation plan for critical infrastructures
- k) Special arrangements like, early evacuation facility, food supply, medical care, etc. for critical section of population.
- Special insurance program for the critical section of population during the recovery process

#### 2) Resilience of Physical infrastructure:



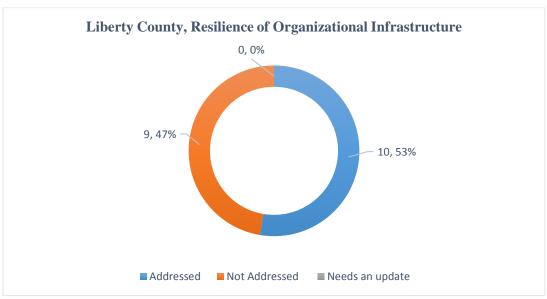
Note: The total number of issues identifies for resiliency of physical infrastructure are 17

#### • Sections of planning document that needs an update are:

a) Understanding the zone of impact of natural disaster

- a) Identification of frequently used infrastructure
- b) Validating the identified critical infrastructure identified for the city with the standard list of documents provided by Federal or national agencies
- c) Mapping the identified critical infrastructure in the hazard impact zone
- d) Evaluate the physical condition of critical infrastructure
- e) Special insurance policies for the critical infrastructure under the Hazard zone
- f) Identification of group of people associated with the critical infrastructure
- g) Special health care facility for the population group associated with the critical infrastructure

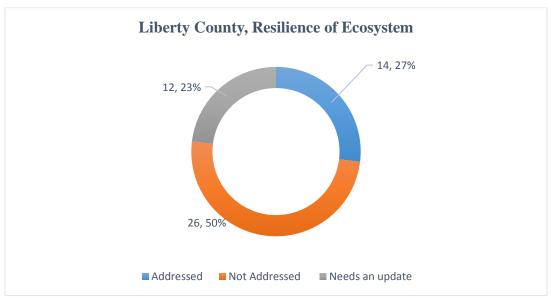
## 3) Resilience of organizational infrastructure:



Note: The total number of issues identifies for resiliency of organizational infrastructure is 19

- a) Social impact of the disaster event
- b) Identification of critical infrastructure
- c) Awareness, supply management, and public outreach programs
- d) Partnership with the response team to assist during the disaster
- e) Temporary shelter, and health care facility for the local population during the disaster
- f) Child care facility
- g) Post-disaster cleanup program
- h) Post-disaster recovery program

## 4) Resiliency of ecosystem:



Note: The total number of issues identifies for resiliency of ecosystem is 52.

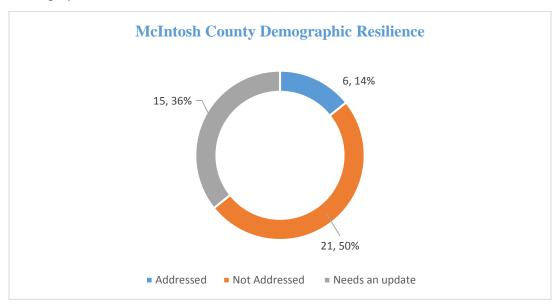
Thus the final resilience score of the Liberty County (based on the available documents for review) is:

- Total no of issues: 130
- Addressed: 45 (1 point each) = 45 points
- Needs and update: 22 (0.5 points each) = 11 points

Resilience score of Liberty County, GA = 56 points

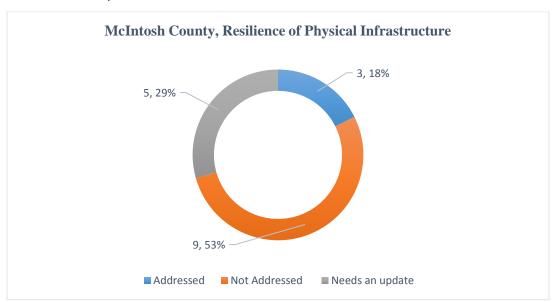
## McIntosh County Summary Report

## 1) Demographic Resilience



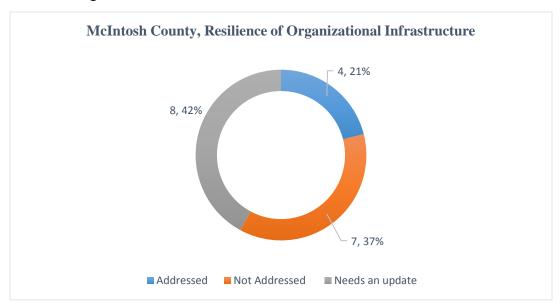
Note: The total number of issues identifies for demographic resilience are 42

## 2) Resilience of Physical infrastructure:



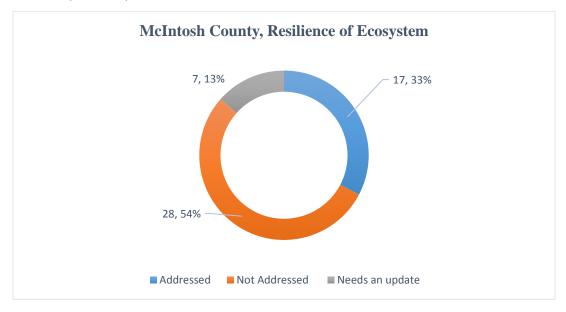
Note: The total number of issues identifies for resiliency of physical infrastructure are 17

### 3) Resilience of organizational infrastructure:



Note: The total number of issues identifies for resiliency of organizational infrastructure is 19

### 4) Resiliency of Ecosystem:



Note: The total number of issues identifies for resiliency of ecosystem is 52.

The final resilience score of the McIntosh County (based on the available documents for review) is: Total no of issues: 130

- Addressed: 30 (1 point each) = 45 points
- Needs and update: 35 (0.5 points each) = 17.5 points

Resilience score of McIntosh county, GA = 61.5 points



Glynn County
Tourism Resource Team Report
Georgia Department of Economic Development
November 2017



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## **Tourism Product Development Overview**



# Tourism as Economic Development



## Georgia

- Tourism is one of the world's largest industries and is essential to a community's economic vitality, sustainability, and profitability.
- In Georgia, tourism is one of the state's most important industries accounting for over \$61.1 billion in annual economic impact.
- Increasingly, tourism is often the preferred economic development strategy within a community, and it plays a significant role in most communities across the state. When included as a focus in a comprehensive economic development plan, tourism can play a major role in a local economy by infusing new money into the economy that generates jobs and spurs economic growth.
- Special interest tourism like nature based tourism and heritage tourism create opportunity for communities to identify, package and market their existing assets.
- Communities throughout the state have substantial assets that need to be identified and incorporated into their overall economic development efforts. Increased tourism product can translate into local job creation and additional revenue in the form of property tax, bed tax and sales tax. The state ultimately benefits as well from additional revenues.
- Limited resources means collaboration among various local groups and agencies is essential to enhancing and developing local tourism product. Additionally, when multiple state agencies work as Team Georgia collaboratively on tourism product development, Georgia wins and the visitor goes away with a unique experience.



# Appendix G -- Glynn County Tourism Resource Team Report | 2017 Tourism Product Development



### **Overview**

Which comes first: the place, the visitor or the experience?

In a marketing textbook you would start with the market you want to attract; then develop product and experiences and create the most effective communications to reach your target market. In reality, destinations already have product, experiences and existing visitors.

Tourism product development is a complex intertwined process that involves research, information, planning, training and implementation, bringing all of these together. The planning and organizing of tourism products involves:

- 1. Knowing what you have as a starting point and being able to identify what may be missing;
- 2. Securing community understanding and engagement to be inclusive in planning and impact;
- 3. Learning about tourist/visitor interests, behavior and needs to better serve and inform;
- 4. Developing a comprehensive approach to planning, developing, training and stewardship
- 5. to guiding development and maintenance;
- 6. Collaborating across multiple sites and communities for larger impact to build destination and to conduct joint marketing;
- 7. Identifying what success will look like and developing methods and measures to assess your success and continually improve visitors' tourism experience.

Products in tourism are the places and experiences that you identify, create, and market to visitors. Accompanying services and support systems are another element critical to implementing your vision and planning for attracting visitors. This includes product development, marketing, becoming a hospitable and welcoming community, and developing and sustaining the resources and capacities needed to keep your efforts going and successful.

Adapted from Michigan State University Museum's Product Development Guide

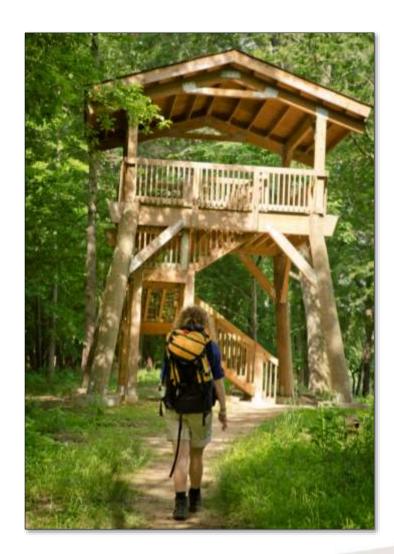
# Tourism Product Development



## **Visitor-minded planning**

- In tourism, failing to understand the consumer and see the destination from their perspective creates two major problems.
- The first problem is that many destinations don't see the unique tourism experience they have to offer. Many examples of this problem manifest themselves in heritage tourism. For instance, residents in some rural areas cannot see how special their destination is because it is so familiar. It is hard to look at what is around you as if you had never seen it before. Planning requires looking at the product through someone else's eyes!
- The flip side of the same coin and the second problem is when tourism managers are so focused on the product that they forget the consumer. This is common with folks associated with new facilities. They focus on every attribute of the building or operation and forget to consider what really creates value for the consumer.
- The challenge for the tourism product developer is to be completely aware of the many product options available within the destination area. With this knowledge, sites and experiences can be organized and presented to the visitor in a way that creates value for the consumer and maximizes benefits for the destination.

Adapted from Michigan State University Museum's Product Development Guide

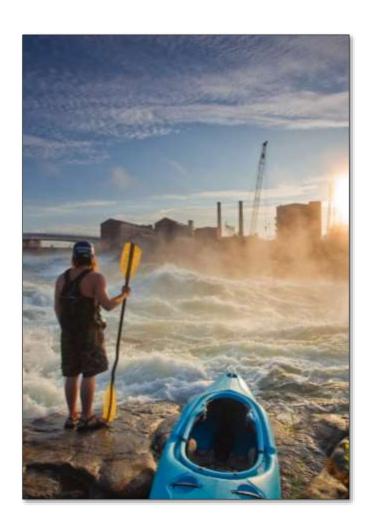


# Tourism Product Development

## **Types of Products**

- To understand the product options, it is worthwhile to consider the nature of tourism attractions and products. Attractions can take many forms. They can be a single product such as Disneyland or a series of products loosely "tied" together. For example, new trails, opening across your region, are great examples of products coming together to attract visitors. Attractions can be commercial or cultural or natural (or all three). They can be "hard", such as historic sites – or "soft", such as listening to a particular type of music or learning an almost forgotten craft. They can be deliberate -such as a purpose built monument-or incidental-the architecture of your downtown that brings back memories of a simpler time – or is built from area field stones -- and is still functional; these reflect the uniqueness of your area.
- Not all attractions are created equal. Attractions have different amounts of "pull." Some will attract people from across the state; others will attract people from across the world. And not every attraction has universal appeal. Knowing about and understanding who is attracted and why they are important will drive your marketing efforts. Your attraction may have special appeal to a certain audience that will travel across the world to see it and general appeal to everyday folks who may include it in their Sunday drive. As tourism planners, understanding the appeal or "pull" of any attraction will be extremely useful in developing marketing.

Adapted from Michigan State University Museum's Product Development Guide



# Tourism Product Development



## **Pointers**

- Focus on your strengths base your product on what natural and cultural resources you have that others don't have.
- Plan all stages of the project in detail before commencing, including marketing, product evaluation and redevelopment. Plan for and monitor budgets tightly.
- Be very clear about what you want to achieve profit, local employment, community pride and involvement, and conservation of the resource.
- Consult and involve the local community.
- Take the time to do the project well. Do not rush the stages of consultation and product development. Innovation does not happen overnight.
- Know your target audience. Plan and tailor the product from the consumer's needs and perspectives. Undertake market research.
- Interpretation should be fun, encourage involvement, stimulate the senses, and pose a challenge. Plan all activities to reflect a strong theme.
- Choose methods that involve and engage the senses. Face to face interpretation is the most effective.
- Be cautious with technology. Can you afford it and do you need it?
- Collaborate with experts. Expertise may be found within your local community.
- Train your team to ensure consistency of product and messages.



## **Resource Team Overview**



# Appendix G -- Glynn County Tourism Resource Team Report | 2017 Resource Team Strategy



## **Evaluation: June 2017 // Report: November 2017**

- The TPD Office assists counties, cities and individual tourism partners in giving new life to existing resources and in fostering new tourism products within communities. Communities receive technical assistance and financial resources in hopes of creating new opportunities / markets for Georgia tourism products through strategic partnerships, packaging and marketing.
- In October 2009, TPD created a new initiative to focus technical assistance in the form of a reconnaissance and strategy visit to any community interested in developing its tourism potential. These TPD Resource Teams work to evaluate a community's past, present and potential for tourism growth and development in the future through innovative, unique local experiences. Selected participants host a resource team of experts in tourism and community development for an in-depth analysis of the community resulting in a full report of recommendations for existing product enhancements and ideas for future product development.
- The TPD Resource Team program has resulted in millions of dollars of tourism development throughout Georgia. Completed projects recommended through the program have ranged from small business ideas to large infrastructure development.
- Support from the TPD Team does not end with the community presentation of recommendations. The team will continue to work with your community on product development projects and your Regional Tourism Project Manager will remain on the ground with you as a guide through the tourism development process.

## Appendix G -- Glynn County Tourism Resource Team Report | 2017 Resource Team



### **Members**

### **Georgia Department of Economic Development**

- Cindy Eidson, Director, Tourism Product Development
- Cheryl Hargrove, Tourism Project Manager The Coast
- Tracie Sanchez, Manager, Tourism Product Development
- Tina Lilly, Director, Georgia Council for the Arts **Grants Program**

### **Georgia Department of Natural Resources**

Melissa Jest, Coordinator, Historic Preservation Division – African American Programs

### **Private African American Heritage Consultant**

Jeanne Cyriague



# Resource Team Report | 2017 Resource Team Report | 2017



### What we saw...

### St. Simons Island

- Historical Harrington School
- Fort Frederica National Monument
- **Abbott Memorial Interpretation Obelisk**
- Robert S. Abbott w/News Boys Choir Bust
- **Ebo Landing**
- Hazel's Café
- Golden Isles Welcome Center
- Tabby Slave Cabins (Cassina Garden Club)
- **Gould Cemetery**
- **Union Memorial Cemetery**
- First African of St. Simons Island
- **Emmanuel Baptist Church**
- Gasgione Park
- Jim Brown's Homestead

### Brunswick

- First African Church
- St. Athanasius Church
- The Farmer & The Larder
- Hofwyll-Broadfield Plantation Historic Site

- **Quonset Hut Building**
- **Proposed Arts District**
- **Roxy Theater**
- Risley High School
- Selden Park/Normal School/Head Masters House
- Historic Greenwood Cemetery
- Black Wall Street—Gloucester Street
- Needwood Church and School
- U.S. Hwy 17 (Old Dixie Highway; proposed Georgia Grown Trail)

### Jekyll Island

- Wanderer & Memorial Trail
- 4-H Education Center/Historic St. Andrews Beach
- South Beach Drive
- Jekyll Island Museum
- Red Row Development

## **Current State of Tourism**



# 2016 Tourism Economic Impact



## **Glynn County**



\$422.16 million in direct tourism expenditures



\$20.24 million in State Tax



\$11.77 million in Local Tax



4,020 jobs



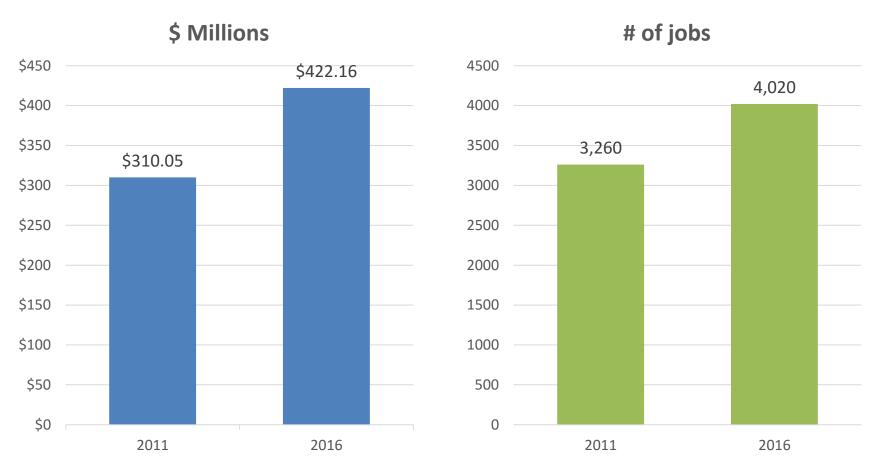
\$107.52 million in payroll

Source: U.S. Travel Association: 2016 Travel Economic Impact on Georgia State, Counties and Regions

# 5-Year Trend — Tourism in Glynn County Tourism Resource Team Report | 2017 Tourism in Glynn County



## 36.16% increase (inflation adjusted)

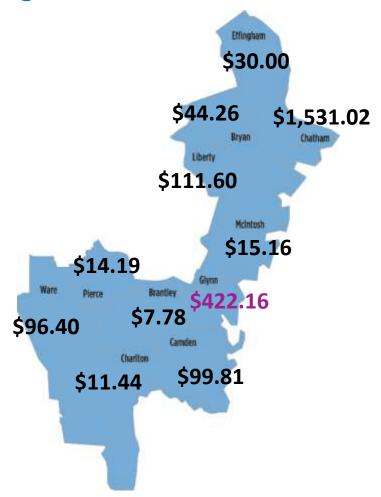


Source: U.S. Travel Association: 2016 Travel Economic Impact on Georgia State, Counties and Regions; Travel Industry Association of America Economic Impact of Travel on Georgia

# Regional Tourism Resource Team Report L 2017 Regional Tourism Economic Impact



Georgia's Coast Region, Year 2016, \$ Millions

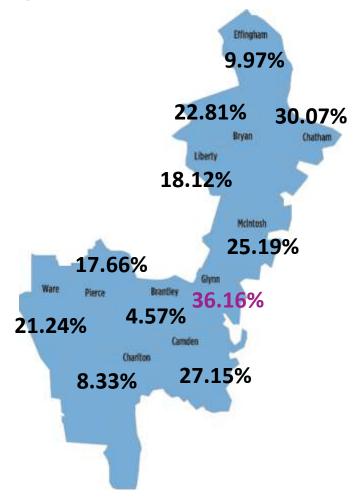


Source: U.S. Travel Association: 2016 Travel Economic Impact on Georgia State, Counties and Regions

# Regional 5-Year Tourism Progression



Georgia's Coast Region, Year 2011-2016, Percent



Source: U.S. Travel Association: 2016 Travel Economic Impact on Georgia State, Counties and Regions

# African American Heritage experiences – ST. SIMONS ISLAND



## Robert S. Abbott Memorial/ Fort Frederica National Monument



## Expand signage, booklets, and interpretation

The Abbott Monument at Fort Frederica National Monument (a unit of the National Park Service) was commissioned by Chicago Defender founder Robert Abbott and installed in 1929. The granite obelisk at the entrance to Fort Frederica honors Abbott's father Thomas, his aunt Celia, and those Gullah ancestors who toiled and died here on the Stevens-Taylor plantation and other plantations that functioned at Fort Frederica historic site from the late 1700s to early 1900s.

- Develop educational signage near the memorial so visitors learn about the next phase of Fort/Island development powered by the Africans brought to Georgia by 1750.
- Add information on the significance of the Abbott memorial to Fort Frederica and the Golden Isles CVB visitors brochures and to the Historic Golden Isles passport self guided tour booklet (a proposed project).
- Advocate for addition of GPR to NPS's current studies plans at Fort Frederica to help expand the interpretation to include Native and African Americans.





## **Anchor of the St. Simons Island African American Tour**

- The Harrington School is the historic schoolhouse for African Americans that was preserved by the St. Simons African American Heritage Coalition (SSAAHC) and their nonprofit partner, Friends of the Harrington School.
- The school is located in the Harrington community and guided bus tours are offered to groups on Tuesday thru Saturday from 10 a.m. – 2 p.m.
- The tour begins with the history of this school, how it was preserved, and its significance to African American life on St. Simons Island.



# Georgia® On My Mind

## **Restoration**





## **Developing Partnerships**

The Harrington School was preserved through land donation from a community leader and dedicated fundraising from the St. Simons African American Heritage Coalition and Friends of Harrington School.





### Anchor of the St. Simons Island African American Tour

The Harrington School's significance to African American education is now visitor ready with a restored building. While visiting the schoolhouse, visitors can view exhibits and learn about the St. Simons African American Heritage Coalition and their journey to restore the school.

- Develop a brochure that visually describes the sites along the tour with maps.
- Distribute the brochure at the Golden Isles Welcome Center.
- Train additional tour docents to offer the tour more frequently.
- Continue special events at the school like oral history programs involving school alumni.
- Offer school tours after the annual meeting.
- Purchase a new van for tours.





## **Install interpretive signs**

- The school should devise panels which could be used to offer interpretation on the school for tourists, but then removed for special events.
- Another idea that has been discussed locally is to print the interpretive information on window shades, which is also an idea worth pursuing.











### **Preservation Recommendations**

The restored Harrington School is one of 15 identified one-room schoolhouses in Georgia. The rehabilitated structure requires ongoing maintenance and planning for its continued use as an iconic St. Simons Island's African American resource.

- Develop a cyclical maintenance plan, outdoor bathrooms, storage and direct fundraising strategies with the Friends of Harrington School.
- Develop a disaster preparedness plan in anticipation of hurricanes and severe storms that frequently impact coastal areas.
- Submit nomination research and documentation to the Historic Preservation Division who can assess its eligibility for listing in the National Register of Historic Places.



# Ibo's Landing (Igbo or Ebo's Landing)



## **Develop tour content, signage and narrative**

The history of Ibo's Landing is one of defiance to being enslaved. In 1803, a group of 75 Africans from Igboland (or present day Republic of Nigeria) were captured and brought to Georgia. Upon landing on St. Simon's Island, the Igbo walked in unison into Dunbar Creek, choosing death over enslavement. Street access to this site is limited.

### Recommendations:

- Develop tour content for water recreation tour providers like Southeast Adventure. Outfitters to encourage inclusion on tours of Dunbar Creek.
- Install unobtrusive sign or marker in public right-of-way.
- Add brief narrative of Ibo's Landing on St. Simons African American Heritage Coalition's tour webpage to entice visitors and increase tour



attendance. <a href="http://www.ssiheritagecoalition.org/gullah-geechee-historic-tours.html">http://www.ssiheritagecoalition.org/gullah-geechee-historic-tours.html</a>

## Golden Isles Welcome Center



## Add interpretation and artist info

The Welcome Center on St. Simons Island has done a wonderful job of incorporating local art into the Center.

### **Recommendations:**

- Add information identifying the artist for each piece, possibly telling a little about that person, and a method for getting in touch with that artist, such as a website or the location of a gallery that sells that artist's work.
- Continue to present work by local artists in the gift shop.
- Add additional interpretation for the statue of Neptune Small that provides more details about the story through a larger, more prominent sign. The signage should also include information on the artist.

Neptune Small Kevin Pullen



# Legacy of Neptune Small



## Improve heritage site signage and memorabilia

The heroic acts of Neptune Small begin with his service to Henry Lord Page King in four documented battles, and includes his choice to return to the battlefield in 1862 (after the issuing of the Emancipation Proclamation) to serve R. Cuyler "Tip" King until 1865, and culminates with him donating his waterfront homestead for public use, so others could enjoy the natural beauty of St. Simons sound.

- Install visible, upright interpretative signage at the site of the Neptune Small story for visitors to the current park site. The present ground marker serves more as a trip hazard rather than a fitting monument to such a great man.
- Treat the Neptune Small statue as a heritage resource and discontinue the practice of rubbing the statue to protect the art work. Instead, offer visitors other cultural items for purchase that reflect Small and his people—the Gullah of St. Simons Island.



# Hamilton Tabby Slave Cabins



## Enhance interpretative signage and oral tour props

- The Tabby Slave Cabins, owned and managed by the Cassina Garden Club, are the surviving examples of housing built for and by the enslaved Africans held at Hamilton Plantation of Scotsman James Hamilton.
- By 1830, there were 386 enslaved African laborers at Hamilton Plantation. The plantation stood near a busy, deep water landing and wharf for ships importing and exporting raw materials on the island. Enslaved Africans would have labored at this wharf as well.
- The garden club has received Georgia Heritage grants to support the repair and maintenance of the tabby structures.

- Add interpretative reader rails at the entrance or near the existing state marker to inform walk-up/drive-by visitors to the reality of life for the enslaved and prevent assumption that the current planted grounds represent what these African ancestors would have experienced.
- Supplement oral tour with hand held visuals such as enlarged historical photographs and renderings, and documents on how the enslaved used shells to make tabby.



## Cemeteries of StroSimons Island

# Georgia®

## Research cemetery interpretation and care

- Glynn County offers municipal, roadside and private cemeteries available through local tours. The maintenance and interpretation of the historic cemeteries/burial grounds will vary for each of these Coastal heritage sites. The Georgia DNR publication, Grave Intentions: A Comprehensive Guide to Preserving Historic Cemeteries in Georgia, published in 2003, provides basic guidance on the treatment and protection of cemeteries.
- Also, the National Center for Preservation Technology and Training (NCPTT) provides articles and video-lectures on conservation techniques and preservation planning recommendations for historic cemeteries.
   https://www.ncptt.nps.gov/blog/down-to-earth-conservation-decision-making-for-historic-cemeteries/
- There also are public and nonprofit cemetery associations that can provide further technical assistance to owners and stewards of these sacred grounds:
  - The Chicora Foundation (S.C.) is a nonprofit heritage org with a focus on volunteer education. http://www.chicora.org/cemetery-preservation.html
  - The Cemetery Preservation Alliance is a volunteer information network for cemetery advocates <a href="http://www.savinggraves.net/">http://www.savinggraves.net/</a>. The Glynn County volunteer coordinator is Amy Hendrick, <a href="mailto:amylyn@GlynnGen.com">amylyn@GlynnGen.com</a>
  - The Georgia Municipal Cemetery Association is a nonprofit organization aimed at improving municipal cemetery management and providing workshops for professional and volunteer cemetery workers http://www.gmcaweb.org/Meetings James Flower can be reached at jflowers02@savannahga.gov and it the regional director for GMCA Coastal/Region 6

### **Recommendation:**

 Engage Glynn County and local law enforcement in ongoing discussion on use/enforcement of Georgia Cemetery codes (OCGA 36-72-1) in the protection of cemeteries in their jurisdiction.



# Appendix G -- Glynn County Tourism Resource Team Report | 2017 Union/Strangers Cemetery



## Pursue National Register listing, maintenance plan, signage

- Union Cemetery, also known as Strangers Cemetery, began as a burial ground for non-native blacks of St. Simons Island. It presents as a rural family cemetery laid in a traditional grid with grave stones and ledgers. The cemetery is said to contain more than 100 known graves and about 151 unmarked graves dating 1876 to 1903.
- Union is also the final resting place for renowned Gospel/Folk singer Bessie Jones of the Georgia Sea Island Singers, a music ensemble that performed Gullah musical traditions and stories locally and nationally.

- Encourage the owner, Union Cemetery Corporation, to investigate National Register listing in order to qualify for heritage grants from HPD and/or private grants.
- Create/Implement an updated maintenance plan to establish ongoing recruitment/training for site clean-ups, post-storm cleanup procedures.
- Secure the site and post clear, legible signage notifying the public of history, emergency contact, and referring visitors to SSIAAHC for tour access.



# Appendix G -- Glynn County Tourism Resource Team Report | 2017 Could Cemetery



## Add interpretive signage and visitor protocol

- Gould Cemetery is associated with First African Baptist Church and lies on the east side of Frederica Road, the main thoroughfare on St. Simons Island. A road side sign declares the cemetery established in the 1800's and a property of First African Baptist Church.
- The cemetery sits between a retail store and a golf putting green (part of the Sea Palm course). Nearly 100 graves rest unmarked at Gould with others believed to lay beneath the building and parking lot next door.

- Post clear, legible signage directing visitors on proper treatment of this roadside cemetery. Glynn County's sign guidelines /ordinances will apply here; please check with local permitting offices before installation.
- Add an interpretative reader rail designed to sit along the existing sidewalk to tell the story of this African American burial ground and its connection with nearby First African Baptist Church which was founded in 1859.
- Check with local permitting offices during design and before installation, since Glynn County's sign guidelines /ordinances may apply on Frederica Road.

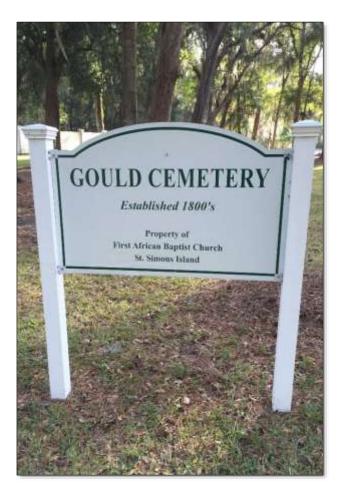


Photo Credit: Billiongraves.com

## Historic Black Churches of St. Simons



### **Overview**

Gullah-Geechee culture is steeped in the spiritual and religious traditions credited with bringing its people through a harrowing and violent start to their new lives here on the Georgia coast. The African American Churches of St. Simons Island (SSI) include:

- First African Baptist Church of SSI, founded 1859, served the enslaved Africans and later freedpeople from Cannons Point plantation and other plantations on the island.
- Emmanuel Baptist Church is a daughter church of First African Baptist Church, founded 1890 to serve the freed people and their descendants who settled on the island's South End.
- St. Ignatius Episcopal Church is a daughter church of Christ Church Frederica of St. Simons founded to serve the freedman and women there in 1886.
   Deaconness Anna Ellison Butler Alexander, served this congregation. Her parents were enslaved by Pierce Butler on Hampton Plantation.



Emanuel Baptist Church, St. Simons Island

## Historic Black Churches of St. Simons



## First African Baptist of St. Simons

St. Simons' churches: First African Baptist of St. Simons, and St. Ignatius Episcopal Church seem to retain their architectural integrity which is a key criteria for eligibility and for listing.

- Pursue National Register designation for several of these church properties. Three of the churches seem to retain their architectural integrity which is a key criteria for eligibility and for listing.
- A preliminary assessment for eligibility is the first step in this process. Staff at the National Register program of Georgia HPD would assist any applicant with criteria and deadlines. http://georgiashpo.org/nominationprocess.
- Continue to implement a cyclical maintenance plan and a sustainable repair schedule to protect their historic edifice and to prepare for increased use as they consider additional heritage and social programming (such as wedding rental etc.).
- Local historic preservation organizations and area professionals can also offer information on proper care of historic properties.



## Legacy of Jim Brown, NFL Hall of Famer



#### Rehabilitate structure to serve community in the future

Celebrated athlete Jim Brown is a native of St. Simons. Island. According to family history, Brown is descendent from Thomas Floyd, a survivor of the Wanderer slave ship brought to Jekyll Island in 1859. Today, the family homestead sits on the Brown family property off Demere Road, next to Demere Park. Proximity to a park is fitting for the homestead of one of America's accomplished and beloved athletes in the history of National Football League (NFL).



- Remove all invasive vegetation, stop further water intrusion, and mothball the house for later rehabilitation. The National Park Service provides technical guidance in its bulletin, Mothballing Historic Buildings. <a href="https://www.nps.gov/tps/how-to-">www.nps.gov/tps/how-to-</a> preserve/briefs/31-mothballing.htm.
- Identify sustainable use for the Brown family homestead such as an income-producing rental property or a community service use that supports local residents and preserves the residential character of the neighborhood.



### The Eders of Str. Simons Island



### Facilitate, promote and expand Oral Histories

St. Simons' Elder Mr. Buchanan, is reported to be100 years old. He and other elders like Viola Abbott are important resources whose memories must be preserved. The "Telling Our Stories" oral history project by Mercer University is one such current effort. These recordings are stored at the Coastal Georgia Historical Society.

- Facilitate public access to oral histories via Glynn County library system to preserve the contributions and presence of Gullah-Geechee in Coastal Georgia history.
- Promote access to current oral histories to local colleges/universities for research. The Georgia Virtual History Project by the UGA History Department should be enlisted to collect and store this important oral histories.
- Expand oral history collection to include elders in other historic black communities of Glynn County including Arco, Brookman, Fancy Bluff, and Pennick communities and those within the city of Brunswick. The necessary training and contractual agreements can be obtained from current projects as well as the Oral History Association, Atlanta chapter.



# African American Heritage experiences – BRUNSWICK



### The Roxy Toris Recurrence 1 2017



### **Enhance tour content, fundraise for preservation**

The Roxy Theater sits in the Brunswick Old Town Historic District at the corner of Albany and F Streets. The theater was built c.1940-49 and is among those older and historic African American theaters inventories in the Georgia Historic Theatres Project.

- Document its architectural and social history for use in tour content and/or for any other designations or award applications.
- Share information on building date, historical event/performances, etc. with local tour companies as part of requests to be added to existing tours in this portion of the Brunswick Old Town Historic District.
- Develop a partnership with a nonprofit entity with the capacity to plan, manage and raise funds for the preservation of the Roxy. Commissioner Vincent Williams supported a recent CrowdFunder campaign for the theater.



### Ristey High/Colored Memorial School

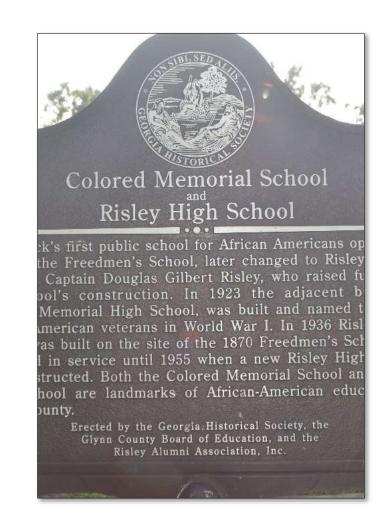


#### **Overview**

The Colored Memorial School/ Risley High school was established in 1869 by Captain Douglas Gilbert Risley, the district commander in the Freedmen's Bureau office in Brunswick. Risley served as a Union soldier during the Civil War.

The campus fronts Albany Street, between H and I street with Martin Luther King Jr. Boulevard at the rear boundary. Three extant buildings comprise the historic Colored Memorial School/ Risley campus listed on the National Register (September 2002):

- The Colored Memorial school, built in 1923.
- Risley High School, now marked as Risley Elementary School, built in 1936.
- The I Street Elementary School (now known as the Jackson Building) added in 1944. The National Register nomination form includes basic floorplans of all three of these properties. The campus is located north of the Brunswick Old Town Historic District.



## Risley High/Colored Memorial School



- Glynn County school system should assess current conditions of all the historic buildings as well as the media center/library Colored Memorial building to address immediate water intrusion and deterioration
- Prevent the further decay and "demolition by neglect" by securing all buildings on the Risley campus from water, vermin and vandals. The National Park Service provides technical guidance in its bulletin, Mothballing Historic Buildings.
- Conduct a feasibility/market study to identify compatible re-uses for the three NR properties, and use this study to attract a for-profit partner, experienced in historic rehab and that can utilize the historic tax incentives. As a CLG, The City of Brunswick is eligible for Historic Preservation Fund grants for preservation planning and repairs for Risley.
- Assess and repair the roof of the one-story annex that serves as the Risley High School Alumni Association archives as water leaks and moisture threaten the artifacts currently displayed and stored in this building.



# Risley School

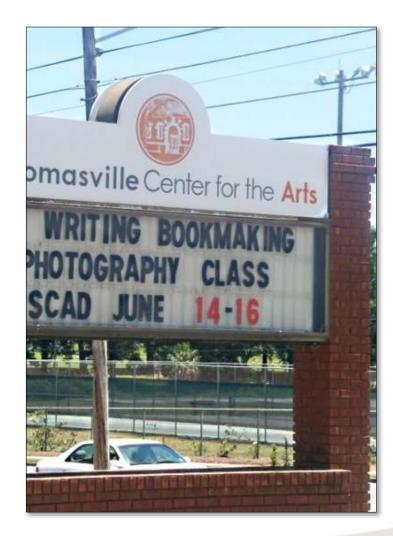


#### Research how other communities have used historic schools

The local community can talk with communities that have successfully transformed school buildings into arts centers. These organizations will be able to share how they originally raised the money to transform the building, how they use the building and how they support current activities.

Examples of historic schools now used as art centers:

- Thomasville Center for the Arts in Thomasville
- Madison-Morgan Cultural Center in Madison
- Plaza Arts Center in Eatonton
- Oconee Cultural Arts Foundation (OCAF) in Watkinsville
- Colquitt County Arts Center in Moultrie
- Sautee Nacoochee Community Center in Sautee Nacoochee



# Risley School

# On My Mind

#### **Aritfacts and auditoriums**

#### **Recommendations:**

#### **Protect fragile artifacts**

There are some remarkable artifacts from Risley School, but the room where they are kept does not have steady climate control, which could eventually harm some of the paper or fabric items. The team advises the trustees of these items to remove artifacts from the room where they are currently and move them to an environment with consistent temperature controls. This will help to ensure that theses items are preserved for future generations. The links below offer advice on the best way to care for delicate and fragile objects:

- http://www.nps.gov/museum/publications/MHI/mushb kl.html
- http://www.connectingtocollections.org/resources

#### Contact the Fox Theatre Institute for assistance with the school's auditorium

FTI is run by the Fox Theatre in Atlanta. They have several types of grants available to historic theatres. They can also help advise you on how to address challenges in the theatre while preserving the historic space. They will want to see a plan for how the community plans to use the building as well as a fundraising plan.

http://foxtheatre.org/the-fox-theatre-institute/





# Risley School



#### **Moving forward**

- Protect the building by putting a tarp over the roof. Step 1:
- Step 2: Plan community input sessions on a plan for the use of the building.
- Step 3: Draft a plan for use of the building along with an outline of how to pay for the estimated
  - first stage of repairs.
- Request permission to move forward with the plan. Step 4:

#### Oral history

Because of the significance that Risley School played in the history of the local community, it is important to document those stories through an oral history project. The resources below can help with setting up this type of project. Ideally, professionals would be hired to do this work, but that is not always possible, so it is better to go ahead and record these stories.

#### **Potential Partners**

- Local schools and colleges
- How To for Oral History Projects
- https://folklife.si.edu/the-smithsonian-folklife-and-oral-history-interviewing-guide/smithsonian
- Oral History Association- <a href="http://www.oralhistory.org/">http://www.oralhistory.org/</a>

#### **Potential Funders**

- Georgia Humanities
- National Endowment for the Humanities

### Selden Park/Normal School Headmasters House



#### **Overview**

- This 35-acre public park was the site of The Selden Normal and Industrial Institute, considered one of the finest black educational facilities during the early 20th century.
- The school is named for Dr. Charles Selden, a missionary and philanthropist. Selden Institute opened in 1903, in cooperation with the Presbyterian Church, and provided intermediate education of black residents throughout the coastal area. The school closed its doors in 1933 when it merged with the Gillespie Normal School located in Cordele, GA.
- The headmaster's house is the last remaining evidence of the institute. This one-story wood frame bungalow has Craftsman style features, popular in Georgia between 1900 & 1930. It was rehabilitated in 2009 by the Glynn County Recreation department, and served as meeting space for the Coastal African American Historic Preservation Commission (CAAHPC).
- The house is currently vacant but houses historical artifacts relating to the school and the park.



### Selden Park/Normal School Headmasters House



### Designate as historic landmark, MOU with Glynn County Parks & Rec

- Designate the Headmaster's house as a local historic landmark through the Brunswick Historic Review board. Such a designation also provides guidance on sensitive treatment to protect historic integrity of the house and its features.
- Continue to implement a cyclical maintenance plan and a sustainable repair schedule to protect the last structure of Selden Institute.
- Promote as rentals for small events/meetings on the County's government's Calendar page to support the maintenance of the Headmaster's house. The Genoa Martin Friends of Selden Park and other small local and/or nonprofit organizations that do not have permanent office locations are a prime market.
- Facilitate MOU between Glynn County Recreation & Parks Department and CAAHPC that outlines responsibilities of each party in the upkeep, security and use of the Headmaster's house as well as future plans to interpret the historic property to the public.



### Brunswick's Historic Districts and Communities



### **Dixville Historic District pursue grants/exemptions**

- Of the ten National Register listed historic resources significant to African American history in Glynn County,
   Dixville is the only historic district whose significance hinges on its ethnic heritage.
- Dixville historic district is a good example of a planned residential community for Brunswick's working-class, African American population, consisting of a variety of early house types typical for Georgia. Contributing properties in Dixville include Glynn Ice Company ruins, First Friendship Baptist Church, and Dixville Park renamed Inez Williams Park in 2004.
  - Brunswick Historic Preservation Commission and the city's planning and zoning division should develop design and rehabilitation guidelines for Dixville low-income property owners, landlord and prospective investors to project neighborhood character. Such a project is eligible for a Historic Preservation Fund grant.
  - In partnership with the CCAAHPC, actively promote Georgia homestead exemption and Homestead Valuation Freeze Exemption to working-class owner-occupants to help combat the displacement since Dixville's historic significance is attached to it being an African American community.



### Appendix G -- Glynn County Tourism Resource Team Report | 2017 Brunswick's Historic Districts and Communities



#### ARCO, Brookman, Pennick overview

The founding of the ARCO, Brookman, and Pennick communities span from Emancipation to the pre-Depression era. Local residents and elected officials identify these three black communities near Brunswick as worthy of preservation and heritage promotion.

- **ARCO** subdivision of working class cottages and bungalows developed in the 1930s and 1940s east of Newcastle street, opposite the nearby Atlantic Refining Company Plant for which it is named. According to the Glynn 2009 historic survey, the ARCO subdivision/neighborhood is largely intact and appears eligible as a historic district.
- **Brookman** was settled during the late 19th century by the emancipated African slaves of area plantations. The Wright house and family cemetery c.1900 is one of the historic resources here.
- **Pennick** Community, also founded by freedmen from area plantations such as Elizafield Plantation, was one of the most prosperous of the rich Altamaha River plantations of the early 19th century.



Lula and Arthur Wright House, c. 1900 Brookman community of Glynn County



Springhill Baptist Church, c. 1927 Brookman community of Glynn County

### Appendix G -- Glynn County Tourism Resource Team Report | 2017 Brunswick's Historic Districts and Communities



#### ARCO, Brookman, Pennick Recommendations:

- Assess the current conditions of significant historic resources in the ARCO, Brookman and Pennick communities using previous Glynn County historic resource surveys to identify those properties for possible National Register nomination. This assessment can also help plan next steps to engage property owners in stabilizing, repairing and preserving these African American historic resources.
- Enlist the CAAHPC in partnership with the Black Historic Preservation Foundation to sponsor the National Register nomination of the Good Shepherd Episcopal Church (c1928) and Good Shepherd Parochial School (c1910) in the Pennick Community.



Good Shepherd Episcopal Church and Parochial School, Pennick community of Glynn County

### Historic Black Churches of Brunswick



#### **Overview**

Several African American Churches of Brunswick contribute to the Brunswick Old Town National Register district:

- First African Baptist of Brunswick was founded in 1863 by worshipers who were meeting in a grove off Lee Street, between Gloucester and F streets. The congregation built its church at 1416 Amherst Street in 1869. Its daughter church St. Paul Baptist stands at 1929 Albany Street.
- St. Athanasius Episcopal Church grew out of a mission started in 1885. By 1890, St. Athanasius was a self-sustaining parish led by Rev. J.J. Perry.
- St. Paul African Methodist Episcopal (AME) Church, c.1922 Gothic Revival edifice, stands at 1520 Wolfe Street in the Old Town District.
- St. Paul Baptist Church, the daughter church of First African Baptist of Brunswick, sits only 3 blocks outside the district's northern boundary also in a Gothic Revival edifice at 1929 Albany Street.



Stained glass window, St. Athanasius Episcopal Church, Brunswick

### Historic Black Churches of Brunswick



#### **Recommendations:**

As contributing properties within a National Register District, First African Baptist of Brunswick and St. Athanasius Episcopal are on the register. The next step is to retain their architectural integrity through proper/sensitive maintenance and repair.

Create/implement a cyclical maintenance plan and establish a sustainable repair schedule to protect their historic edifice and to prepare for increased use as they consider additional heritage and social programming (such as wedding rental etc.) Local and state historic preservation organization such as Historic Brunswick Foundation offer information on proper care of historic properties.

For St. Paul Baptist Church, the daughter church of First African Baptist of Brunswick:

- Investigate eligibility for National Register nomination. Seek support from Frist African Baptist Church given their connected histories.
- Seek designation for several of these church properties. Three of the churches seem to retain their architectural integrity which is a key criteria for eligibility and for listing. A preliminary assessment for eligibility is the first step in this process. Staff at the National Register program of Georgia HPD would assist any applicant with criteria and deadlines. http://georgiashpo.org/nominationprocess

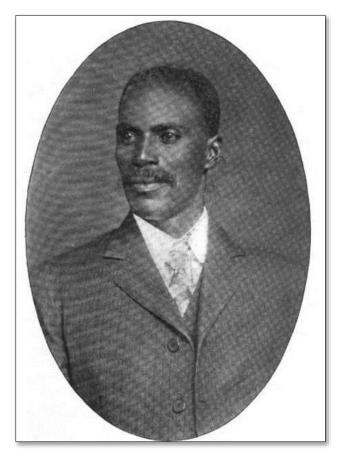
### Cemeteries of Brunswick

# Georgia®

#### **Overview**

**Greenwood Cemetery** and **Oak Grove Cemetery** are two of three municipal cemeteries in Brunswick. Both Greenwood and Oak Grove are easily accessible off major city streets.

- Greenwood Cemetery is described as the historic African
   American cemetery in Brunswick. The City's Cemetery
   Division does not publish the acreage or founding date for
   Greenwood. The Coastal Georgia Geneaology and History
   website (GlynnGen.com) posts the first burial date as 1924.
   Among the notables here are Rev. G.M. Spratling who led
   Brunswick's black Baptist community in the late 19th century.
- Oak Grove Cemetery rests at the northeast corner of the Dixville historic district, off Martin Luther King Jr. Blvd. Oak Grove Cemetery was established in 1838 and the cemetery is the oldest existing public cemetery in Glynn County, holding more than 1200 graves. Some prominent figures in African American history are buried here such as Jackson K. Sheffield\* who made his fortune as a sawmill owner and property owner, and Captain Douglas Risley who established Risley Colored Memorial school is also buried at Oak Grove. He served in the Union army during the Civil War. (\* Sheffield's achievements are included in History of the American Negro & His Institutions (Georgia Edition; AB Caldwell 1917, pp 61-64).



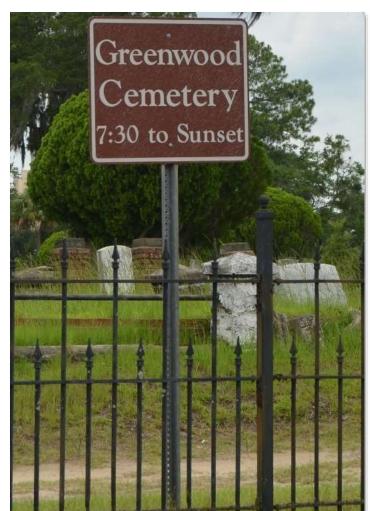
Jackson K. Sheffield

### Appendix G -- Glynn County Tourism Resource Team Report | 2017 Cemeteries of Brunswick



### **Develop interpretive narrative, form partnerships**

- Implement active interpretation of Greenwood Cemetery using other historic cemeteries as a model such as Oakland Cemetery, Atlanta's municipal cemetery which provides a cellphone tour of its African American section and offers thematic programming throughout the year.
- Document and draft a more complete historical narrative on Greenwood cemetery for heritage tourgivers to encourage inclusion on their tour routes, and for visitors interested in historic cemeteries, African American history, etc.
- Partner with the Downtown Development Authority and/or the local CVB to promote Greenwood Cemetery as a visitable heritage site. Greenwood offers a small parking lot as well as system of drivable road within the sites.
- Facilitate a partnership with the Oak Grove Cemetery Society to compose a historical narrative of the interred there who contributed to local/state/national African American history such as Jackson Sheffield, and Captain Risley. This information could be added to existing tours given by Oak Grove Society and be distributed to other local tour providers.

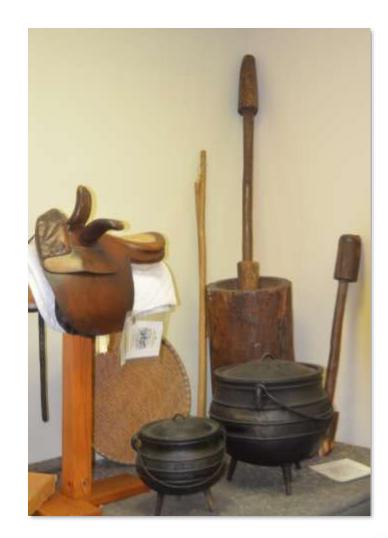


# Hofwyl-Broadfield Plantation Historic Site



#### **Overview**

- Hofwyl-Broadfield Plantation, a 19th century rice plantation, is described as having been "a center for the cultivation of rice in the coastal Georgia rice society of the late eighteenth and nineteenth centuries." The Brailsford-Troup-Dent family enslaved more than 350 Africans to produce their rice.
- Today, Hofwyl-Broadfield Plantation is one of 63 public historic sites under the Georgia state parks and historic sites division. Bill Giles is the current site manager at H-BP State Historic site.
- The African American heritage resources at the Hofwyl-Broadfield sites are the antebellum 2-story central-hall home built by enslaved labor, slave cabins and outbuildings used and occupied by enslaved Africans and later by freedmen laborers, and former rice fields cultivated by Africans. Other related resources are:
  - Petersville Road Cemetery (sometimes called Broadfield Cemetery), the resting place for Africans enslaved on the Broadfield plantation and their descendants.
  - Needwood Baptist Church and School organized in 1866 on Hofwyl-Broadfield Plantation, and later moved to its current site on US Highway 17.



# Hofwyl-Broadfield Plantation Historic Site



- Actively promote the **Black Seed/White Rice** permanent exhibit to visitors through more signage and direct recommendation by the Visitor center staff and house tour guides. This exhibit offer strong, rarely told documentation on the harsh conditions endured by the enslaved Africans who cultivated the fields at Hofwyl-Broadfield Plantation
- Update or supplement educational signage with narrative or visual information about more than 350 Africans enslaved on the plantation from its establishment in mid-1800 up to 1913. Those grounds would have been dotted with cabins and related structures used by the labor- a much different visual than the three small structures left today.
- Expand the outside interpretation to include the rice fields and irrigation system still visible. H-BP Site manager Bill Giles and his team could engage DNR partners such as Friends of Georgia State Parks or The Georgia Natural Resources Foundation, a 501 C 3 charitable organization to support such interpretation.
- As a long range goal, facilitate discussions with H-BP site manager Bill Giles and local farmers/restaurant owners Matthew Raiford and Jovan Sage about a collaboration focused on locally grown/sources food. Giles mentioned past attempts to grow rice on the H-BP Historic site but found the need for more hands, more support.

# Hofwyl-Broadfield Plantation Historic Site



### **Broadfield or Petersville Road Cemetery recommendations:**

According to Grave Matters: Historic Cemeteries of Glynn, the burials at Petersville Road Cemetery demonstrate "the traditions inherited from their ancestors and their respective continents."

- Host a preliminary meeting with H-BP site manager Bill Giles and descendants including William Green and Deloris Polite to discuss current conditions and current needs for Petersville Road cemetery, and to garner commitments from management and descendants to support a cemetery plan and/or related fundraising efforts.
- Plan and implement a Cemetery Care plan for Petersville Road/Broadfield cemetery and the artifacts that still remain on the site. Mortuary Archaeologist Hugh Matternas, who has survey historic resources on/near US Hwy 17, could be enlisted for such a planning effort. Georgia Economic Development's TPD Resource Grant fund as well as HPD's Georgia Heritage Fund could support such a plan.
- Due to the sensitive nature of the site and its artifacts. ample and detailed training of cemetery volunteers is a must. Cemetery experts with the City of Brunswick, City of Savannah, and Chicora Foundation can lead such trainings.



### Needwood Church and School



#### **Recommendations:**

Needwood Baptist Church is representative of religious development in the context of 18th and 19th century plantation rice culture. The one-story wooden church was built in the 1870s, then redesigned in 1885 when moved to its current location. The one-room schoolhouse operated from 1907 until 1960s desegregation. Both are examples of early African-American vernacular architecture.

- Host a Day of Service project this January with the congregation and/or a local friends group to secure and cleanup the sites. This event can also be the kickoff to ongoing/regular site monitoring at the Needwood Church and School site. The Pilot Club of Brunswick supported both the 1998 National Register nomination and the 2015 GHS marker application, and should be encouraged to continue their preservation support of this site.
- Investigate a partnership structure that will allow the church/school to be open for interpretation and paid visitation. Revenue generated by tours and virtual tours will support the maintenance and security of these precious resources. Through a nonprofit partnership, support could be raised for repairs/rehabilitation without the limitations imposed on religious congregations that own historic properties.



# African American Heritage experiences – JEKYLL ISLAND



### Wanderer Memorial Trail

# Georgia®

### St. Andrews Sound, Jekyll Island

- In 1858, The Wanderer, a schooner that was converted to carry human cargo, arrived on St. Andrews Sound with 400 African captives. It was the last slave ship to arrive in Georgia, and 90 captives did not survive the Middle Passage.
- The Jekyll Island Authority is developing an outdoor interpretive exhibit, A Memory Trail, to replace the existing monument and interpretive panels in St. Andrews Park on the southwest shore of Jekyll Island. This \$80,000 project is intended to interpret the story of this horrific event through a Family Learning Experience.



### Appendix G.-- Glynn County Tourism Resource Team Report | 2017 Wanderer Exhibit



### **Jekyll Island Museum**

The Jekyll Island Museum is currently constructing a new facility that will create a Jekyll Island Experience by linking all of the island resources into a Mosaic. Among the museum's artifacts is the only surviving relic from The Wanderer, a mess kettle that was used to feed the captive Africans.

- Expand the current exhibit to include additional research on Wanderer survivors
- Develop lectures and programs involving local residents.
- Design signage that links the *Mosaic* experience to The Wanderer Memorial Trail and the 4H Club outdoor experience that documents African American life during segregation.
- Tell the story of Red Row workers who provided labor and services to many island resources that are part of the Mosaic.



## Jekyli Island Club and Red Row



#### **Overview**

The opening paragraph of the Jekyll Island Club Historic District: 100 years booklet states: "the Island has been occupied at various times by Indian tribes, Spanish missionaries, English soldier, French settlers and finally by the nation's elite, the wealthy Americans who shaped the country in which we live today."

- Absent here are the hundreds of enslaved Africans that labored on the duBignon cotton plantation here, and the freedmen, women and children that worked at the Jekyll Club as groundskeepers, caretakers, laundresses, chauffeurs, caddies, maids, valets, cooks, and servers of those elite.
- According to the 2017 "Jekyll's Hidden Past: Exploring Red Row, Jekyll Island GA", African American workers came from the surrounding Gullah-Geechee communities to work at the Jekyll Island Club. They were allowed to live on the island, some with their families in the segregated black housing areas – one such being Red Row.
- The ten houses with bright red roofs, known as Red Row, were built in 1916 for African American workers and their families. Their compound included a store, a schoolhouse, and a small church. In 1930, one of the houses was converted into a dance hall known as the Piccolo House.



### Jekyll Island Ctub and Red Row



#### Recommendations

Red Row and many other black housing areas were demolished and few records or maps exist showing these areas according to Bruce Piatek, Director of Historic Preservation for Jekyll Island Authority.

- Install educational signage at the confirmed sites of the segregated black housing areas: the Quarters, the Black Annex, Red Row, the Caddy House, and the Camp (group housing for men whose families lived on the mainland) as well as the individual houses for black employees such as the Dairy Man, and the Gamekeepers on the island. Such interpretative signs do exist marking homes of the white staff and managers.
- Encourage the Jekyll Island Authority to expedite its archaeological research to locate the Red Row compound. This effort began in early 1990 but has yielded very few results. HPD and the state Archaeology office could be engaged to assist and/or to secure needed manpower to hasten the effort.
- Promote the presence and contribution of Gullah people to Jekyll Island Club, which does sit within the Gullah-Geechee Cultural Heritage Corridor.



Red Row of Jekyll Island Club

# Jekyll Island Civil Rights sites



#### **Overview**

- Dolphin Motor Hotel and Pavilion -- In 1956,
   African American investors formed the St. Andrews
   Beach Corporation to develop a hotel and club
   after learning of inadequate facilities for blacks on the island.
- By 1959 the Dolphin Motor Hotel was open to visitors. The hotel offered 58 rooms for \$8.50 a night. The resort offered their guests a club and restaurant that consisted of two private dining areas, a kitchen, dining room, and a night club.
- The Dolphin Club and Motor Hotel lost guests due to integration and closed in 1966. The location of the Dolphin Club and Motor Hotel is now used as an extension site of the University of Georgia, and as Camp Jekyll for the 4-H Club--<a href="http://www.jekyll4h.org/">http://www.jekyll4h.org/</a> The Dolphin Pavilion is still standing.





### Jekyll Island Civil Rights sites

# Georgia®

#### **Overview**

- St. Andrews Auditorium/ Dr. James Clinton Wilkes -Brunswick dentist Dr. J. Clinton Wilkes invited the Black
  Dental Association of Georgia to meet on Jekyll in 1960. Prior
  to this planned conference, the island did not have a meeting
  space designated for African Americans. In about one month,
  the Jekyll Island Authority built a one-room tin structure called
  the St. Andrews Auditorium. Development of the Dolphin
  resort and the St. Andrews Auditorium spurred residential
  integration as middle-class African Americans sought homes
  on St. Andrews Sound/Beach. Dr. Wilkes built a home on
  South Beachview Drive in 1964; his home still stands.
- Segregation of Maurice Ruddick, "the Singing Miner" of Nova Scotia -- In 1958, 74 miners were killed, and dozens were trapped in a mine collapse in Springhill, Nova Scotia; among them was Maurice Ruddick, a 46-year-old African Canadian. His fellow miners report that Ruddick helped keep their spirits up by singing and leading them in song and prayer during the 9-day rescue. Georgia governor Marvin Griffin invited these miners to vacation at the Jekyll Island Club. However, Ruddick, being the only Black in the group, and his family was segregated to a trailer on St. Andrews Sound.



Dr. Wilkes home - Jekyll Island

## Jekyll Island Civil Rights sites

- Enhance existing interpretive signs with audio boxes. The content could include excerpts from oral history interviews of Jim Bacote of Geechee Kunda heritage site who came to St. Andrews Beach as a youth.
- Mark the visit and segregation of Nova Scotia miner
   Maurice Ruddick at the public entrance to St. Andrews
   Beach to ensure higher visibility.
- Install a commemorative marker at/near the home of Dr.
   James Clinton Wilkes who led efforts to integrate Jekyll
   Island. Given Dr. Wilkes' contribution to civil rights
   movement in Coastal Georgia, this site may qualify as part
   of the Georgia Historical Society Georgia Civil Rights Trail
   (CRT) program launched in 2015.
   www.georgiahistory.com
- Erect wayfinding signage on these African American sites at entrance to Jekyll Island and at Riverview Drive and South Beachview Drive as they intersect with Jekyll Causeway (Georgia Highway 520). Additional pointers can be added to current signage at Jekyll Island Club, and to signs that point to Summer Waves water park, Jekyll Soccer Complex, and the Tidewater Nature Center.



Beach ramp to St. Andrews Beach



### **Arts & Tourism**



# Appendix G -- Glynn County Tourism Resource Team Report | 2017



### Why are the arts important to tourism?

- Art can be a problem solver
- Art can bring people in a community together
- Art attracts cultural heritage tourists, who spend more money that other tourists
- Art can help interpret local stories and history through painting, murals, theatre, music, storytelling, etc.
- Art can help brand your town with a look, a logo, a sound, an image that is unique
- Art can help make a community vibrant and alive, a place where people want to live and visit

#### Local vs. Nonlocal Arts Audience Spending

Local Audience Spending // \$23.44

Nonlocal Audience Spending // \$47.57



### Logos

### Georgia® On My Mind

### Develop a logo for historical sites

- The coastal communities should work together to develop a logo which would identify significant African American historical sites. This logo would make it easy for visitors to spot these sites, even if they do not have a map. It would also serve to inform visitors that a trail exists even if they happen upon a site without stopping by the visitors center. Each site that includes the logo should offer a way for visitors to access a map of the trail, such as through a website listing or app download.
- The logo could be a single image, or it could be a series which ties together, thus allowing each county, city or community to highlight their unique identify.

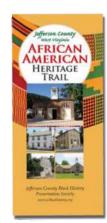


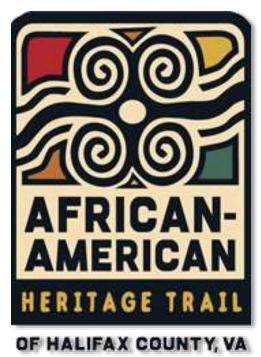
















# Appendix G.—Glynn County Tourism Resource Team Report | 2017

#### **Create exterior interpretation**

- Not all sites that are historically significant are able to be open to the public 40 hours per week, while others have no remaining historic structures at all. These sites should consider adding outside signage/interpretation. This way, visitors can still learn about the site even when it is closed or if there is nothing there to see or experience. Because some individual sites may not be able to afford their own signage, it should be a community project to erect signs at all notable sites. The signage should be of uniform design and prominently carry the trail logo.
- When designing the signs, think about ways to make them unique to draw the attention of tourists. Also, include information on each sign letting people know how to access a map to all of the other sites. Local artists can help design signs that reflect the culture of the local community while also being unique and attention-getting.









### Appendix G -- Glynn County Tourism Resource Team Report | 2017



#### Consider artistic means to convey local history

- Interpreting local history through public art rather than informational signs. Sculpture, murals, and performance can bring dimension to historical events that might be lost through words alone. If historical events are complex, if an important site is inaccessible, or if no artifacts or buildings remain related to an important story, consider an artistic method for telling the tale.
- Information on how to carry out public art projects may be found at: Americans for the Arts, <a href="https://www.americansforthearts.org/by-topic/public-art">https://www.americansforthearts.org/by-topic/public-art</a>.



The Negro in California History-Settlement and Development, Hale Woodruff

### **Gateway and Wayfinding**



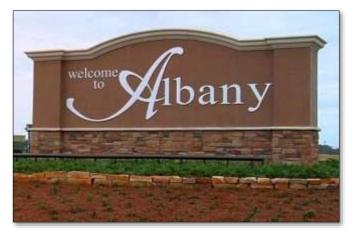
## Appendix G -- Glynn County Tourism Resource Team Report | 2017 Gateway signage

### Implement along major entrances to the county

- Several studies have been developed and visual charrettes prepared on gateway signage options.
- The recent "Historic Brunswick" gateway sign is a good start, although additional signage – both directional and informative – needs to be erected at strategic county gateways, most importantly at Exits 38,36, and 29 on I-95.
- A comprehensive wayfinding system should be adopted and implemented to ensure visitors can move around the county easily and efficiently.
- As part of the wayfinding system, African American sites can be recognized – especially in tandem with the Gullah Geechee Cultural Heritage Corridor.



Dahlonega entrance signage



Albany entrance signage

## Wayfinding signage Appendix G -- Glynn County Tourism Resource Team Report | 2017

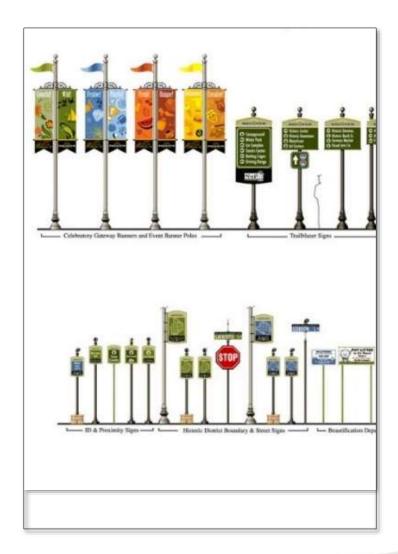
### Include in your master plan

After your community identifies the need to improve signage to improve tourism and recreation opportunities, work with area planning agencies including the Regional Commission to create a new master plan for future signage.

The following outline is a guide of a wayfinding study and master plan:

- Inventory of existing signage
- Traffic count report and analysis
- Proposal of new signage
- Design guidelines for signage
- Report condition of existing signage
- Prioritization of existing and future signage





## Wayfinding signage Appendix G -- Glynn County Tourism Resource Team Report | 2017



### **Establish a unified system**

- Wayfinding via directional signage can enhance destination visits. In areas that gain a significant amount of revenue from out-of-town visitors, implementing creative signage is a good way to ensure tourists can find the attractions they're looking for.
- Many travelers don't research the geography/layout of a place before they take a trip. They
  rely instead on apps and their sense of direction (aided by landscape cues and signage
  when present). And many don't explore the surrounding area until they've found their target
  destination (to ensure they have the time to wander) although they may make note of what
  they pass in case they have time to go back.
- At times a destination is not part of a wayfinding system, because it can reliably be found near other familiar and signed destinations, e.g., most people will first assume that government offices are downtown unless otherwise notified. If indeed they are located where people expect to find them, then those offices only need to appear on wayfinding signs within downtown (saving space on perimeter signs for other destinations).
- Once visitors rely on wayfinding, they expect the signage to take them all the way to or past that attraction. Without instructions to turn, people will assume they should continue straight. They will be frustrated if that guess was wrong.
- Return trips can be even more challenging from a wayfinding perspective, so help visitors
  find their way home too. Sometimes the return route requires travelers to use different roads.
  As much as we may not want them to leave, getting lost on the way home will leave visitors
  with a negative last impression.

## Wayfinding signage

### Use series of signage but don't clutter location

- Map and identify public attractions: Each major decision point needs a sign, and each sign should provide a directional arrow toward the attractions reached from that location (up to a maximum of five).
- Propose locations: Gateways, vehicular decision points, and pedestrian decision points all require different styles of signs. A rule of thumb is to locate wayfinding signs at least at every major intersection, and at any other major decision point throughout the downtown and community. Each sign should also incorporate a logo consistent with all other downtown or community branding.
- Propose design improvements to enhance wayfinding: Collective sign clutter lessens the effectiveness of each sign. You can improve your signage system by maintaining those signs that are necessary and removing unnecessary.



### Warkability Resource Team Report | 2017



### Assess sidewalks within downtown cores

Sidewalks separated from the roadway are the preferred accommodation for pedestrians, especially visitors who prefer to walk from destination to destination and truly experience a city. Sidewalks provide many benefits including safety, mobility, and healthier communities. According to the Federal Highway Administration, providing walkways for pedestrians dramatically increases how well visitors perceive their needs are being met within a community.

- Within the core downtown districts, encourage city leaders to walk from City Hall to different areas of the city to personally evaluate the pedestrian system currently in place. Often, residents and leaders of a community do not ever see their own pedestrian system because we rely on auto transportation the majority of time within our own community.
- Trail networks need to connect to the on-street infrastructure as well or else they end up being trails to nowhere or trails that people have to drive to and park to use. Sidewalks are the perfect and literal segue-way to connect a trail system to surface streets and businesses so as to navigate from the front door of your lodging to a trail excursion.
- Working with the Regional Commission, develop a master plan for sidewalk development and management in the community.



### **Historic Preservation**



## Why is Historic Preservation Important?



### **Overview**

- Heritage tourism helps make historic preservation economically viable by using historic structures and landscapes to attract and serve travelers. Heritage tourism can be an attractive economic revitalization strategy, especially as studies have consistently shown that heritage travelers stay longer and spend more money than other kinds of travelers. As an added bonus, a good heritage tourism program improves the quality of life for residents as well as serving visitors.
- By promoting a healthy environment of historic preservation in your community, historic properties can find new life in this millennium that allows visitors to continue to connect with their significant past. Historic downtown buildings can become unique lodging for visitors, old farm buildings transformed into boutique art shops, and former cotton warehouses into breweries or meeting space.
- By saving a historic structure and creating a new use for it, local communities benefit by reviving a dead structure on their tax rolls and spurring new development in blighted areas. Many state and federal programs also exist to make projects in historically significant structures more feasible and financially beneficial to investors.



Historic Photo of Downtown Brunswick, Ga 1892 Photo credit: Railga.com



Recent Photo in Downtown Brunswick, Ga Photo credit: HodnettCooper.com

## National Register of Historic Places: Glynn County Tourism Resource Team Report | 2017 toric Places: Glynn County



### Recognize significant historic resources

The National Register of Historic Places (NRHP) is the Federal governments official list of districts, sites, buildings, and structures deemed worthy of preservation. The properties and properties within districts listed on the NRHP may qualify for tax incentives for preserving the property. Glynn County contributes 19 resource listings to the National Register, including two residential historic districts—Brunswick Old Town Historic District and Windsor Park Historic District in the city of Brunswick.

### This coastal county also has the following African American historic resources listed in the National Register of Historic Places:

- Colored Memorial School/Risley High school Brunswick
- Dixville Historic District (pending) Brunswick
- First African Baptist Church contributing property, Brunswick Old Town Historic District
- o Fort Frederica (site of Abbott Memorial) St Simons Island
- Hamilton Plantation Cabins (Cassina Garden Club) St. Simons Island
- Hofwyl-Broadfield Plantation Brunswick
- Horton-duBignon House, Brewery Ruin and Cemetery Jekyll Island
- Jekyll Island Club Jekyll Island
- Needwood Baptist Church and School Brunswick
- St. Anthanasius Episcopal Church contributing property, Brunswick Old Town Historic District

### **Recommendations:**

Local governments continue regular surveys of NRHP historic districts and individual listings and direct its planning departments to use historic survey information to inform programs that support rehabilitation and that prevent losses to demolition/demolition by neglect.

### National Register of Historic Places: Glynn County



### **Encourage new properties and district listings**

Glynn County and City of Brunswick government conducted historic resource surveys in 2004 and 2009 which have identify multiple historic properties and districts that are potentially eligible for nomination to the National Register of Historic Places.

Several of these resources identified for potential listing are significant to African American heritage in Glynn county:

- ARCO is a working class neighborhood of small cottages and bungalows that developed during the 1930s and 1940s on the east side of US Hwy 341 (now Newcastle street) opposite the nearby Atlantic Refining Company Plant from which this community gets its name. According to the 2009 Glynn County Historic Resource Survey, the ARCO Subdivision/neighborhood is largely intact and appears eligible as a historic district.
- Brookman, settled in the late 19th century by the emancipated African slaves of area plantations, holds many historic landmarks such as the Springhill Baptist Church, the Union School, and several cemeteries such as Wright House and Family Cemetery.
- The Good Shepherd Episcopal Church (c1928) and Good Shepherd Parochial School (c1910) in Pennick community is an intact early 20th century rural school/church complex is associated with Deaconess Anna E.B. Alexander (1865-1947), the first African American Episcopal deaconess ordained in America.

- Support the Brunswick Historic Review commission and the Coastal African American Historic Preservation Commission in nominating these identified resources to National Register.
- Encourage residents and owners of identified resources to work with Georgia HPD to learn of preservation techniques and incentives to assist them in saving/rehabilitating their historic properties.

## Appendix G -- Glynn County Tourism Resource Team Report | 2017 Preservation Tax Incentives

### Georgia On My Mind

### Federal and State Rehabilitation Tax Credit Projects

State and federal government tax incentives are available for owners of a historic property who carry out a substantial rehabilitation. All properties must be listed in, or eligible for, the National/Georgia Register of Historic Places, either individually or as part of a National /Georgia Register Historic District. Project work must meet the Secretary of the Interior's/Department of Natural Resources Standards for Rehabilitation.

### Federal Rehabilitation Investment Tax Credit (RITC)

A federal income tax credit equal to 20% of rehabilitation expenses. Available ONLY for income-producing properties. The application is first reviewed by the Historic Preservation Division (HPD), then forwarded to the National Park Service for final decision.

### State Preferential Property Tax Assessment for Rehabilitated **Historic Property**

Freezes the county property tax assessment for over 8 years. Available for personal residences as well as incomeproducing properties and the owner must increase the fair market value of the building by 50 and 100%, depending on its new use.

### State Income Tax Credit for Rehabilitated Historic Property

A state income tax credit of 25% of rehabilitation expenses. The credit is capped at \$100,000 for personal residences and \$300,000 for income-producing properties.



# African American Heritage experiences (short-term to develop)



## Annual African American Heritage Tour



### Plan an annual enhanced tour

- Plan an annual enhanced tour of the significant African American sites in Glynn County.
- During this tour, all sites would be open and docents would be available to provide information to visitors
- The tour could be self-guided, or shuttles could be provided that go from place to place and set up similar to a local tour of homes.
- Special features could include ticketed events at some of the locations such as lectures, demonstrations, performances, etc.
- Any money raised for the event could go towards outside interpretive signage for the sites or for restoration.



## Georgia Sea Islands Festival



Gullah Geechee Cultural Heritage Corridor

### St. Simons African American Heritage Coalition

- Add the St. Simons African American Tour as an additional visitor experience during the festival.
- Offer a county-wide tour as an option for visitors.
- Continue using the event to publicize events at the Historical Harrington School.
- Recruit additional food vendors and engage local artists.
- Partner with local businesses to promote restaurants and shops.





### New WWII Homefront Museum



### Opportunity to showcase local African American contributions

- The new WWII Homefront Museum provides a unique opportunity to identify and incorporate stories of African American contributions to World War II. Scheduled to open in October 2018, the new museum will focus on the community story and impacts before, during and after the war.
- The Coastal Georgia Historical Society is leading the development of this museum, and staff are currently soliciting stories and artifacts related to the homefront theme.

- African American leaders must encourage sharing of stories and artifacts so the Historical Society can fully interpret the contributions of the community at large.
- The Historical Society staff and museum designers must ensure that local African American contributions are included and represented.



## Georgia Grown Trail: Highway U.S. 17



### Designation is opportunity to showcase local roots

 Representative Jeff Jones is planning to introduce legislation in the 2018 General Session for official designation of U.S. Highway 17 as a Georgia Grown trail. This recognition will allow qualifying businesses and attractions to participate in unique signage and marketing programs.

- Inventory African American businesses and community leaders to identify potential participants that meet GG criteria.
- Share GG criteria to potential participants to facilitate future partners.
- Incentivize African American businesses (pay for membership, signs, etc.) to ensure their participation and recognition in this regional program.



# African American Heritage experiences (long-term to develop)



## Sculpture Trail to Tell Glynn County History



### Interpretive artwork linked together shares story visually

- As seen in the powerful work of local artist and teacher Kevin Pullen, sculpture can present and interpret important themes, profile significant people in history, and provide a journey of learning for residents and visitors.
- Glynn County has numerous stories to tell, and public art can be a viable avenue for sharing these visually. Iconic pieces become permanent symbols and ultimately attractions to interpret the Golden Isles.
- **Examples** 
  - Ludington, Michigan Sculpture Trail 25 thematic bronzes placed around the county to interpret significant periods and people in history.
  - Asheville, North Carolina Sculpture Trail iconic art located around downtown to encourage walking around.

- Organize local committee to identify significant themes and process for development, implementation, oversight and management.
- Create funding system for one sculpture every year for 10 years.



## Golden Isles Heritage Passport



### Local cross-marketing promotion to foster multi-site visitation

- During the Resource Team Visit, Fort Frederica National Monument leadership shared a prototype for a county-wide heritage passport. Using the National Park Service passport as a model, this booklet encourages multi-site visitation and crossmarketing among partner attractions.
- Several national, state and local attractions and organizations can join together to create the Golden Isles Heritage Passport. Whether created as a printed booklet or on-line app, the passport needs to collectively coordinate production, implementation and end-user incentives. This passport could certainly focus on or include African American heritage sites and activities open to the public.
- Examples
  - Charleston (South Carolina) Heritage Passport created by the CVB.
  - San Juan Islands (Washington) Project History app PPP with incentives at local businesses, with content created by a group of local students.

### **Recommendations:**

Convene meeting of heritage managers and leaders to discuss Passport components, options, funding, development, marketing, delivery and usage tracking.

## Golden Isles African American Group Tour Itinerary



### **County-wide Guided Tour for Student, Adult Groups**

Several tour companies in the Golden Isles – trolley companies, tour guides/ receptive operators, non-profit organizations – share the history of the county to visitors. However, now is the opportunity to expand the narrative – to include, integrate or focus more information on African American history and culture – for a more inclusive and rich learning experience.

- Work with local African American leaders to create talking points and tour notes for local guides.
- Offer forum for current tour operators and guides to learn more about local African American history and culture.
- Create an African American group tour itinerary that Golden Isles CVB can promote at trade shows and with tour operators.

## Appendix G -- Glynn County Tourism Resource Team Report | 2017 Tou



### **Focusing on African American Heritage**

Several trolley tours tell the history of St. Simons Island yet few include stops at African American sites or go off island.

- A dedicated African American heritage tour that spans key attractions around the county could be a welcome educational component for group tours.
- Trolley tours focusing on African
   American heritage are also a unique add-on activity to offer at cultural events.

Preparing historical notes and providing guide training is required for this activity.

Advance reservations are also recommended.



## Risley School

### **Arts District**

A plan has been discussed locally to turn the Risley School area into an arts district, which is a viable idea. Elements of an arts district could include elements such as:

- Studio space for artists
- Gallery and retail space for locally made products
- Classroom space for local schools/colleges
- A maker space <a href="https://spaces.makerspace.com/">https://spaces.makerspace.com/</a>
- Space for art classes for the general public
- A performance space
- Artist residencies
- Public and community art

### Examples:

### **Theater Gates**

- https://www.ted.com/talks/theaster gates how to revive a neighborhood with imagination beauty and art
- https://www.smithsonianmag.com/innovation/theastergates-ingenuity-awards-chicago-180957203/

### **Project Row Houses**

- https://projectrowhouses.org/
- http://creativetimereports.org/2013/10/07/rick-lowe-projectrow-houses/



# African American Heritage Leadership & Organizational Capacity



## Historic Preservation Commission (HPC)



### **Coastal African American Historic Preservation Commission**

- The Coastal African American Historic Preservation Commission was established on October 3, 2013 by a joint resolution of the City of Brunswick and the Glynn County Board of Commissioners. The resolution and bylaws stated the purpose of the commission is to "benefit and enrich the citizens and visitors of the City of Brunswick and Glynn County by raising awareness and promoting African American historical significance in the City and County."
- The 7-member commission consists of 4 members appointed by the Glynn County Board of Commission, 2 members appointed by the City of Brunswick, and 1 member who is recommended by the Glynn County Board of Education to the Glynn County Board of Commission.



### Coastal African American HPC

### **Headmaster's Cottage at Selden Park**

- By April 2014, the members were appointed with staggered, 4-year terms. Officers consist of a Chairperson, Vice Chairperson and Secretary. Commission meetings are held monthly.
- To prepare the commission for their responsibilities, funds were allocated to hire a consultant to provide board training. An outcome of this meeting was the need for a strategic planning process.
- Once the commission was in place, \$15,000 was provided to rehabilitate the Headmaster's Cottage at Selden Park, which provided meeting space for the organization. Monthly meetings began in January 2015.



### Coastal African American HPC



### Strategic Plan 2015

- In September 2015, the consultant facilitated a strategic planning process for the Black Historic Preservation Foundation and the commission. The product of this meeting was the commission's Strategic Plan 2016-2018.
- The Strategic Plan includes a vision statement, 3 mission statements from 2013-2015, and a strategic focus statement. The plan identified 17 goals and 20 objectives.
- The Strategic Plan also identified 11 programs and 14 projects with 29 action items.
- Since the commission is almost in the last year of the proposed Strategic Plan, it is an ideal time to review accomplishments thru 2017, revising goals and objectives that are achievable in 2018.



### Coastal African American HPC



### **Strategic Plan Recommendations:**

Convene a strategic planning session for the commission that utilizes the **S.M.A.R.T.** goals criteria: **Specific, Measurable, Attainable, Realistic, Time-Based** 

- Revisit the vision statement.
- Examine the 3 mission statements and reduce them to 1 mission that is related to the vision.
- Focus on not more than 5 goals.
- Identify objectives for each goal that are clearly measurable.
- Develop action items that are attainable by the end of the current plan, 2018.
- Include the Black Historic Preservation Foundation in the strategic planning session to ensure that both organizations have input in the revised plan.
- Present the revised Strategic Plan to the City of Brunswick and the Glynn County Board of Commission for approval.

# St. Simons African American Heritage Coalition



### Georgia Sea Islands Festival

Each year, the St. Simons African American Heritage Coalition (SSAAHC) hosts the Georgia Sea Islands Festival, an event first organized by Frankie Quimby in the 1980s. The coalition recruits musicians and performers who provide the entertainment for this community event. Performances included the ring shout, as well as gospel and youth groups. Additionally, vendors and food unique to Gullah Geechee culture are available for purchase.







### Ristey High Alumni Association

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### Collect oral histories, preserve historic home

- The Risley High Alumni Association is an active private group which meets in the former school media room and library that was built in the 1980's and served the school until 1999.
- Here, the alumni association stores and displays donated collectibles such as school year books, photographs, athletic trophies and fabric letterman's sweaters/jackets.
   Also on display was an original letter dated 1870 and signed by Capt. Risley, the school's namesake.
- Members of the alumni association host regular reunions and fundraising events. This association is a resource itself.
  - Plan and implement an oral history collection initiative to run concurrently with their regular Alumni reunion program. By pairing it with their reunions, the association can utilize its existing capacity to achieve this very important aspect of historic/heritage preservation.
  - Identify historic resources associated with Risley such as the Teachers Row on/near Wolfe and I Streets.
     The Home of Risley's shop teacher (right) is intact but needs to be mothballed for future rehab/reuse.





## Coastal Georgia Historical Society



### Serving as a local curator for all county history

Despite its location on St. Simons Island, The Coastal Georgia Historical Society serves as the county's repository for historically significant artifacts and information. The membership based organization currently operates the St. Simons Lighthouse and Museum, and is in development of the WWII Museum at the Old Coast Guard Station. However, its programs are available for all residents and can foster greater connectivity between the mainland and islands.

- Consider focusing an annual Chautauqua program on African American heritage.
- Educate local African American organizations on curatorial standards and care for artifacts.
- Offer guidance and serve as expert on heritage development projects to ensure historic integrity and authenticity are maintained.
- Foster greater membership in the organization from the African American community.
- Partner with the St. Simons African American Heritage Coalition and the Gullah Geechee Cultural Heritage Corridor to identify ways to expand and offer visitor experiences on a more consistent basis.

## Appendix G -- Glynn County Tourism Resource Team Report | 2017 Glynn Visual Arts



### **Representing and Promoting Glynn County Artists**

- This membership organization currently has changing exhibit and worker space, as well as a gift shop on St. Simons Island. The focus is on the visual arts – painting, textiles, pottery, glass, jewelry – providing local residents and visitors access to classes and workshops, special exhibitions and events including two annual art shows.
- There is interest in helping grow an art or cultural district in Brunswick as a vehicle for growing the creative economy in Glynn County.

- Assist in the identification and development of an arts and cultural district in Brunswick.
- Offer more opportunities for visual art classes and workshops on the mainland.
- Provide leadership and support for development of a sculpture trail.
- Collaborate with local African American artists to identify venues and forums for promoting (and selling) their work.

## Appendix G -- Glynn County Tourism Resource Team Report | 2017

### **Involve local artists**

- Invite local artists and arts organizations to the table when discussing community and economic development.
- Artists are people accustomed to thinking outside of the box and coming up with creative solutions.
- They will be invaluable in finding ways to tell your local stories.





Neptune Small - Kevin Pullen



African American Family - Gene Threats

## Golden Isles Convention & Visitors Bureau



### **Promoting African American Heritage in marketing**

- The Golden Isles CVB has included information on local African American heritage on its website, in its annual visitors guide, and consumer/travel trade promotions. However, certain opportunities exist for more targeted promotion about and to the African American market. As the marketing organization for the county, the Golden Isles CVB can be instructive on what the African American market seeks in experiences (to aid in product development) and also help current attractions and activities understand how to be "visitor ready."
- Attractions and events that are visitor ready can be promoted through current advertising, special tour itineraries, brochures and familiarization tours (for media and travel trade.)

- Hold a forum for local African American businesses and organizations to educate participants on what visitors expect/need in experiences (the responsibility of hosting visitors, and delivering the brand promise)
- Identify specific ways African American businesses and organizations can participate in current CVB marketing activities
- Be more inclusive and diverse in advertising, to attract African American travelers from feeder markets, group tours, family reunions, etc.

## Golden Isles Visitor Information Center



### **Opportunity to Promote African American Heritage**

- Georgia has 12 official state visitor information centers, who provide a warm welcome to more than 12 million guests each year. Visitors pick up travel brochures, obtain travel tips and find friendly trip-planning assistance when they stop in.
- The area of the Golden Isles is flanked by 2 top-tier state operated centers, located north and south on Georgia's borders with South Carolina and Florida. In addition to the state visitor information centers, a regional visitor information center is located on I-95 South at mile marker 42 and is co-operated by the Golden Isles Convention & Visitors Bureau.
- Even in an age where information is available in seconds electronically, the paper brochure or tour map is still in demand. The market reached through information centers are in transit, with time and money to spend, and an interest in what is available. This is the opportunity to reach a potential visitor who has the goal to learn, have an authentic experience, and create a memory.
  - The Golden Isles CVB produced an **African American Heritage Walking Tour** that was well received and extremely popular. The pamphlet was two sided, multi fold with a map and sequenced points of interest on the mainland and islands. The Tourism Product Development Grant could be utilized to update and reproduce this guide. Once developed, it could also be a tool to create more interest and focus on the sites that should be included that are not presently restored or are being considered for future restoration projects.
- Eventually, to accommodate the visitor that cannot make the tour during operating hours, an app may be developed to incorporate the charm of Amy and the information into an On the Go format. A minimal charge could benefit the Coalition and go to the restoration and continuance of the telling of the story.

### State of Georgia Visitor Information Centers



### **Brochure Distribution Policy**

The 12 Georgia Visitor Information Centers function as an extension of the warmth and hospitality of Georgians to visitors by providing them with information and services designed to promote travel spending in our State. Because the centers play such a prominent role in providing travelers with an impression of Georgia, all printed promotional brochures scheduled for display and distribution must be approved before they are placed in the centers.

The following criteria shall apply in the selection of publications to be distributed:

- Information must promote Georgia tourism and furnish pertinent information to visitors about Georgia points of interest.
- Format: Size of brochure should measure from 7 to 10 inches in height and 3.5 and 4.5 inches in width, vertical format, with the main message and/or name on the top of the brochure. The paper should be of a sufficient weight that will stand in the rack without bending multiple page brochures should be at least 80 lb. text weight.
- Brochures should be professionally typeset, error free and should contain proper grammar.
- Brochures will be free of specific pricing that would give them an unfair advantage over competition in their city or region.

Those desiring to have a travel-related publication distributed in the Georgia Visitor Information Centers should make a written request to **Connor Hooper**, **c/o Georgia Visitor Information Center**, **Post Office Box 595**, **Tallapoosa**, **Georgia 30176**. One copy of the publication must be sent in with the request. A blue line copy from the printer will also be accepted for approval process. Your name, address, email address, telephone number and fax number is required. A fax or e-mail copy will be accepted for approval process. (Fax 770-574-2478; email: <a href="mailto:chooper@georgia.org">Chooper@georgia.org</a>).

Upon approval for placement in the centers, a list of the Georgia Visitor Information Centers will be returned within 2 weeks along with a recommended quantity for each center. The brochures should be sent directly to each center according to these quantity recommendations.

### Resources



### Resources



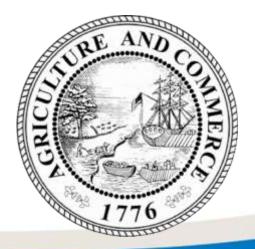
### **Agritourism**

The following resources offer support, funding and programing support for both public and private development in the agritourism market:

- Georgia Agritourism Association: <a href="http://georgia-agritourism.org/">http://georgia-agritourism.org/</a> provides advocacy, education and support to agritourism operations.
- Georgia Department of Agriculture: <a href="http://agr.georgia.gov/agri-tourism\_in\_georgia.aspx">http://agr.georgia.gov/agri-tourism\_in\_georgia.aspx</a>
   Provides development support for new agriculture and tourism businesses. Manages the Georgia Agritourism Signage program.
- Georgia Grown: <a href="https://www.georgiagrown.com/">https://www.georgiagrown.com/</a>
   Marketing program for producers, retailers and marketers of Georgia grown and created products.







# Georgia®

### **Arts**

Check with these potential funders for funds for arts projects:

- Georgia Council for the Arts- <u>www.gaarts.org</u> State arts council that provides multiple grant programs for arts projects.
- South Arts- <u>www.southarts.org</u> Regional arts organization that provides grants to present theatre, music, dance or guest writers.
- Georgia Humanities- <u>www.georgiahumanities.org</u> State humanities council that provides grants for humanities-based cultural and education programs such as history exhibits, lectures, walking tours, oral history projects, etc.
- Fox Theatre Institute- <a href="http://foxtheatre.org/the-fox-theatre-institute/">http://foxtheatre.org/the-fox-theatre-institute/</a> FTI provides grants for the restoration of historic theatres.
- ArtPlace- <u>www.artplaceamerica.org</u> National funder awarding large grants in creative placemaking projects where the arts play a central role in a community's planning and development strategies.
- National Endowment for the Arts- <a href="www.nea.gov">www.nea.gov</a> National funder with multiple grant programs for arts projects. Rural communities should note two programs: Challenge America (\$10,000 to reach underserved audiences) and Our Town (up to \$200,000 for creative placemaking projects that are partnerships between arts organizations and local government).
- National Endowment for the Humanities- <a href="www.neh.gov">www.neh.gov</a> National funder with multiple grant programs for humanities projects.
- Citizen's Institute on Rural Design- <a href="http://rural-design.org/">http://rural-design.org/</a> An annual competitive opportunity to host an intensive, two-and-a-half day community workshop for rural communities with design challenges.
- USDA- <u>www.usda.gov</u> USDA Rural Development forges partnerships with rural communities, funding projects that bring housing, community facilities, business guarantees, utilities and other services to rural America.



# **Downtown Development**

For more information relating to financial incentives for downtown businesses, review the Economic Development Finance Program Packet at: http://www.dca.ga.gov/economic/TaxCredits/programs/downloads/EDFD.pdf

- Downtown Development Revolving Loan Fund (DDRLF)
- Georgia Cities Foundation Revolving Loan Fund Program
- Façade Rehabilitation Funds
- Opportunity Zones
- Transportation Enhancement Act Funds (TEA)
- Business Improvement District (BID) (O.C.G.A. 36-43-1 et seq)
- Low Interest Loan Pool
- Community Improvement District (CID) (Georgia Constitution Article IX, Section 7)
- Tax Allocations Districts / Urban Redevelopment Powers Act (O.C.G.A. 36-44-1 et seq)
- Bond Allocation Program
- Employment Incentive Program (E.I.P.)
- OneGeorgia Edge Fund Program
- OneGeorgia Equity Fund Program
- Tourism Product Development Grant
- Tourism Development Act Sales Tax Incentive

Both National Register listing and Certified Local Government (CLG) designation can open the door for many preservation tools such as grants and preservation tax incentives administered through the Historic Preservation Division (HPD) of the Georgia Department of Natural Resources (DNR). Eligible properties have to be 50 years or older to qualify.

- State Historic Preservation Tax Incentive (<a href="http://georgiashpo.org/incentives/grants">http://georgiashpo.org/incentives/grants</a>)
- Historic Preservation Federal Investment Tax Credit (<a href="http://georgiashpo.org/incentives/grants">http://georgiashpo.org/incentives/grants</a>)



# **Historic Preservation- State and Regional Services**

#### State and Federal Preservation Resources

• The Historic Preservation Division (HPD) is Georgia's state historic preservation office, or SHPO. Every state has a SHPO, established by the National Historic Preservation Act of 1966, as amended, often referred to simply as the NHPA. The Historic Preservation Division's mission is to promote the preservation and use of historic places for a better Georgia.

#### **Programs and Services**

- Environmental Review & Preservation Planning
- National Register of Historic Places
- State Historic Resources Survey
- Local, State & Federal Historic Rehabilitation Tax Incentives
- Outreach Programs, Grants and African American Programs
- Office of the State Archaeologist and State Archaeology Program

# GEORGIA DEPARTMENT OF NATURAL RESOURCES HISTORIC PRESERVATION DIVISION

#### **Regional Preservation Planning**

Georgia has 12 Regional Commissions (RCs) that provide comprehensive assistance to local governments, individuals, and organizations and 11 RCs employ historic preservation planning services.

- Coastal Georgia Regional Commission
- Lupita McClenning
- <u>Imcclenning@crc.ga.gov</u>
- 912-437-0870



#### **Certified Local Governments**

#### **Historic Preservation Commissions & Certified Local Government Program (CLG)**

Any city, town, or county that has enacted a historic preservation ordinance, enforces that
ordinance through a local preservation commission, and has met requirements outlined in the
procedures for Georgia's Certified Local Government Program is eligible to become a CLG.

#### Benefits:

- Eligibility for federal Historic Preservation Fund (HPF) grants
- Improved communication and coordination among local, state, and federal preservation activities
- Receive direct response from CLG Program Coordinator for local preservation planning needs
- Technical assistance, training and education opportunities
- Opportunity to review local nominations for the National Register of
  Historic Places prior to consideration by the Georgia National Register Review Board
- Additional Program Information: <a href="http://www.georgiashpo.org/community/clg">http://www.georgiashpo.org/community/clg</a>

# Recommendation: Continue the CLG program in Brunswick and encourage community participation.

- The City government and Brunswick Historical Commission can utilize its the Coastal African American Historic Preservation Commission (CAAHPC) to identify African American heritage projects for future HPF grant proposals.
- The City Planning and Zoning can engage the CAAHPC as outreach partner for public meetings for residents on revitalization of Dixville Historic District.
- The Brunswick Historical Commission continues to hold community property owners to standards set forth by the commission to encourage rehabilitation and prevent demolition by neglect of contributing resources.



#### **Historic Preservation Fund Grants**

- The Historic Preservation Fund (HPF) Grant program is appropriated annually from Congress through the National Park Service to the states. HPD reserves 10% of each appropriation for grants to Certified Local Governments (CLGs). These 60/40 matching grants enable cities, towns and rural areas to undertake projects that aid in the preservation of historic properties.
- Eligible projects include surveys, National Register nominations, design guidelines, brochures, website development, heritage education materials, and workshops/ conferences, etc.
- Eligible predevelopment projects include historic structure reports, preservation plans, or architectural drawings and specifications.
- Resource: <a href="https://www.nps.gov/clg/">https://www.nps.gov/clg/</a>





#### **Historic Preservation Tax Credits**

#### Federal and State Rehabilitation Tax Credit Projects

 State and federal government tax incentives are available for owners of a historic property who carry out a substantial rehabilitation. All properties must be listed in, or eligible for, the National/Georgia Register of Historic Places, either individually or as part of a National /Georgia Register Historic District. Project work must meet the Secretary of the Interior's/Department of Natural Resources Standards for Rehabilitation.

#### Federal Rehabilitation Investment Tax Credit (RITC)

 A federal income tax credit equal to 20% of rehabilitation expenses. Available ONLY for income-producing properties. The application is first reviewed by the Historic Preservation Division (HPD), then forwarded to the National Park Service for final decision.

# State Preferential Property Tax Assessment for Rehabilitated Historic Property

 Freezes the county property tax assessment for 8 years. Available for personal residences as well as income-producing properties.
 The owner must increase the fair market value of the building by 50 to 100%, depending on its new use.

#### State Income Tax Credit for Rehabilitated Historic Property

 A state income tax credit of 25% of rehabilitation expenses. The credit is capped at \$100,000 for personal residences and \$300,000 for income-producing properties.





## **Lodging funding options:**

- Federal Rehabilitation Investment Tax Credit: <a href="http://georgiashpo.org/incentives/tax">http://georgiashpo.org/incentives/tax</a>
- State Preferential Property Tax Assessment for Rehabilitated Historic Properties: http://georgiashpo.org/incentives/tax
- State Income Tax Credit for Rehabilitated Historic Property: <a href="http://georgiashpo.org/incentives/tax">http://georgiashpo.org/incentives/tax</a>
- Department of Community Affairs' Downtown Development Revolving Loan Program: <a href="http://www.dca.state.ga.us/economic/financing/programs/ddrlf.asp">http://www.dca.state.ga.us/economic/financing/programs/ddrlf.asp</a>
- GA Cities Foundation Downtown Development Revolving Loan Program: <a href="http://www.georgiacitiesfoundation.org/LoanFund.aspx">http://www.georgiacitiesfoundation.org/LoanFund.aspx</a>
- Complete financial incentives packet for businesses in Georgia: <a href="http://www.dca.ga.gov/economic/TaxCredits/programs/downloads/EDFD.pdf">http://www.dca.ga.gov/economic/TaxCredits/programs/downloads/EDFD.pdf</a>
- Tourism Product Development Resource Team Community Funding Request: <a href="http://www.marketgeorgia.org/article/new-for-2016-tourism-product-development-resource-team-community-funding">http://www.marketgeorgia.org/article/new-for-2016-tourism-product-development-resource-team-community-funding</a>



# Lodging

Georgia Hotel Lodging Association (GHLA) is the state's non-partisan trade association representing the lodging industry. Originally founded in 1907, its mission is to promote, protect and educate the lodging industry around the state and to ensure positive business growth for its members.

The Georgia Hotel & Lodging Association is the voice of the lodging industry in Georgia. GHLA is the official state affiliate of the American Hotel & Lodging Association. Its membership includes the Atlanta Hotel Council, Buckhead Hotel Council, Perimeter Hotel Council, among others.

#### **GHLA Member Benefits Include:**

- Government & Legislative Representation
- Training & Education Resources
- Communication on the Latest Industry Trends
- Newsletter and Bulletins
- Partner Discount Programs
- Membership Meetings & Annual Convention
- National Affiliation with AHLA

For more information: <a href="http://www.ghla.net/">http://www.ghla.net/</a>







## **Trail Development**

- CDC-NPS Report: Improving Public Health through Public Parks and Trails: 8 common measures. <a href="http://go.nps.gov/improving\_public\_health">http://go.nps.gov/improving\_public\_health</a>
- Kaizen Collaborative Greta DeMayo
- PATH Foundation Ed McBrayer and Pete Pelligrini
- Nature Bridges Aaron Steele and Brian Green
- Georgia River Network Gwyneth Moody
- Regional Commission Planner has region-wide water trail maps, bike tour maps etc.
- Rails to Trails Conservancy Kelly Pack or Jim Brown in Development
- Trail Town Program Amy Camp; <a href="https://www.trailtowns.org/">https://www.trailtowns.org/</a>



# Georgia Department of Economic Development Office of Tourism Product Development

Cindy Eidson, Director ceidson@Georgia.org | 404.962.4844

**Cheryl Hargrove**, Tourism Product Manager chargrove@Georgia.org | 912.638.6078

www.Georgia.org | www.MarketGeorgia.org | www.ExploreGeorgia.org



# CITY OF BRUNSWICK TAX ALLOCATION DISTRICT #1: HISTORIC CORE REDEVELOPMENT PLAN



October 6, 2017

**Prepared for:** 

City of Brunswick, Georgia

Prepared by:



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#### 1. TAD # 1: Historic Core Redevelopment Plan Summary

This section presents an executive summary of the key elements of the redevelopment plan for the City of Brunswick Tax Allocation District #1: Historic District.

The City of Brunswick presents this plan outlining the rationale, boundaries, fiscal data and potential projects that could result from the formation of the City of Brunswick Tax Allocation District #1: Historic Core. This Redevelopment Plan was prepared in conformance with the provisions of Georgia's Redevelopment Powers Law (O.C.G.A. Title 36 Chapter 44) that governs the creation and operation of tax allocation districts (TADs) in the state.

#### 1.1. The Opportunity

The opportunity for the City of Brunswick is to leverage private reinvestment through targeted public improvements that will:

- 1. Implement the vision set forth in the 2007-2027 Glynn County Joint Comprehensive Plan, adopted by the City of Brunswick in October 2008.
- 2. Help to re-activate the City's historic downtown core, its unique waterfront, and the Gloucester, Norwich and Highway 17 corridors.
- 3. By stimulating investment in the TAD area, offset the decline in property values in the city. Since the Great Recession in 2009, property values in the City of Brunswick have declined by 24%.

#### 1.2. Overview and Geographic Boundary

The proposed City of Brunswick Tax Allocation District #1 includes the properties within the boundaries shown on the following map. The TAD area consists of 687 parcels totaling 481 acres. The proposed TAD area contains properties in the Downtown Historic Core, along the city's waterfront, along the Gloucester Street Corridor, and the Highway 17 corridor running northward from the Downtown area, including the intersection with Torras Causeway northward to the city boundary. The 2016 taxable value of property in the TAD is \$28.8 million, which represents 8.95% of the city's property tax digest of \$321,612,543 million—which is under the 10% limit on the amount of a city's tax digest that can be included in its TAD districts collectively.

#### **City of Brunswick Proposed TAD #1 Summary**

Brunswick TAD #1 - Proposed TAD Summary	
Parcels	687
Acreage	481
2016 Taxable Value	\$ 28,798,842
2016 Brunswick Tax Digest	\$ 321,612,543
TAD as % of Brunswick Taxable Digest	8.95%
2016 Glynn County Tax Digest	\$ 4,336,227,431
TAD as % of Glynn Taxable Digest	0.66%
2016 Glynn Schools Tax Digest	\$ 4,171,747,696
TAD as % of Glynn Schools Taxable Digest	0.69%

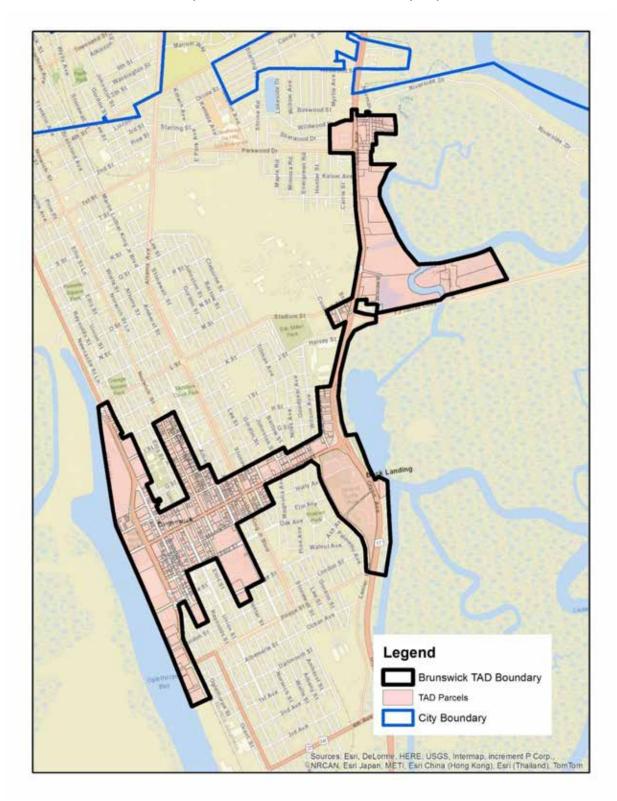
Source: BAG, Glynn County GIS, Georgia Department of Revenue

Appraised Value is a parcel's fair market value (includes tax exempt property).

Assessed Value is 40% of the appraised value, taxable value is the appraised value of all non-tax-exempt properties.

The TAD is comprised of properties within the Downtown Historic Core and the surrounding area with redevelopment/infill potential that are along the commercial corridors coming into Downtown and which the city believes have the potential for future redevelopment. All of the designated TAD parcels are contiguous or connected by a public right-of-way into the TAD #1 area. Tax parcel identification numbers for properties included within TAD #1 are listed in Appendix B.

#### City of Brunswick TAD #1 District Boundary Map



#### 1.3. Why City of Brunswick TAD #1 Qualifies as a TAD

The City of Brunswick has the authority to exercise all redevelopment and other powers authorized or granted municipalities pursuant to the Redevelopment Powers Law (Chapter 44 of Title 36 of the O.C.G.A.), as approved by referendum on November 3, 2015.

Specifically, the City of Brunswick TAD #1 redevelopment area complies with the O.C.G.A. definition as a distressed area due to four factors:

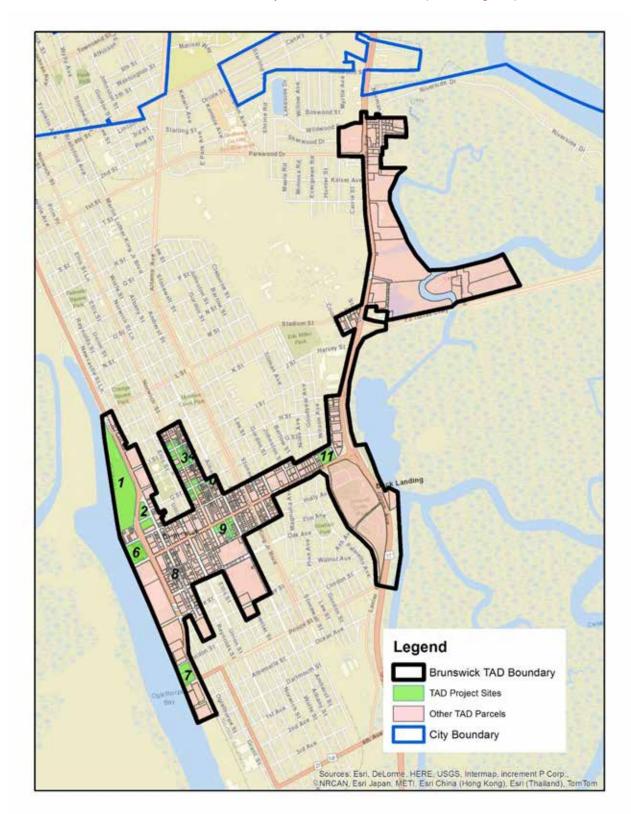
- 1. The presence of high incidents of crime
- 2. The presence of pervasive poverty
- 3. High unemployment
- 4. The presence of vacant and deteriorated structures
- 5. The presence of a high number of older structures with low values

These factors are consistent with the requirements for definition of a redevelopment area in Section A, Chapter 44 of Title 36 of the O.C.G.A. as will be discussed in greater detail in later sections of this redevelopment plan.

#### 1.4. The Redevelopment Plan

This Redevelopment Plan envisions nine potential catalyst redevelopment projects within the TAD area that reflect community objectives identified in the City of Brunswick portion of the 2007-2027 Glynn County Joint Comprehensive Plan. These potential redevelopment projects illustrate the scope of feasible redevelopment in the TAD area.

Based on the development of these hypothetical projects, It is estimated that there is the potential for \$168 million of new market value to be created in the TAD at build-out, based on information on comparable developments in the area and consultant prepared estimates. Should all of this new development occur, it will lead to an estimated \$63.4 million increase in taxable value in TAD #1. This would represent a 20% growth in City's overall Tax Digest. This incremental increase in TAD #1 taxable value would have the potential to support up to \$16.6 million in net TAD bond proceeds to support new development.



TAD #1: Potential Redevelopment Locations in TAD #1 (shown in green)

#### **Potential Brunswick TAD Redevelopment Projects and Potential Values**

Catalyst Project Site	Confere	Hotel nce Center Newcastle	2: Marina Mixed-Use	w	London St. /aterfront esidential	4: Glouce & Mac Resider	on	: Norwich Mixed-Use	: Norwich Infill esidential	7: Glouce Mixed L		8: Newcastl Hotel		9: Mary Ross Park Condo Conversion	Tota	ı
Existing Property Values																
Parcels		2	1		3		1	18	17		13		1	1		57.0
Acres of New Development		3.0	14.0		3.2		2.4	2.5	1.6		3.4	(	0.3	4.6		34.9
Exstiing Market Value	\$	234,300	\$ 3,709,300	\$	1,742,600	\$ 17	9,400	\$ 1,324,300	\$ 966,700	\$ 913	3,300	\$ 40,9	00 9	\$ 1,396,100	\$	10,506,900
Assessed Value	\$	93,720	\$ 1,483,720	\$	697,040	\$ 7	L,760	\$ 529,720	\$ 386,680	\$ 365	5,320	\$ 16,3	60 9	\$ 558,440	\$	4,202,760
Tax Value	\$	42,040	\$ 1,483,720	\$	697,040	\$	-	\$ 453,560	\$ 386,680	\$ 113	3,640	\$ 16,3	60 9	\$ 558,440	\$	3,751,480
New Predevelopment Project Values																
New Residential Development																
Townhomes		-	34		-		19	-	-		-	-		-		53
Single-Family Homes		-	-		-		-	-	20		-	-		-		20
MultiFamily Rental Units		-	-		-		-	-	-		54	-		-		54
Condo Units		-	293		112		-	-	-		-	-		20		425
Senior Housing Units		-	-		-		-	45	-		-	-		-		45
Total Housing units		-	327		112		19	-	20		54	-		20		597
New Commercial Development																
Retail SF		5,000	16,754		-		-	2,980	-	8	3,079	5,0	00	-		37,812
Convention SF		10,000	-		-		-	-	-		-	-		-		10,000
Hotel Rooms		120	-		-		-	-	-		-		80	-		200
TAD Increment																
Total Market Value of New Development	\$ 1	7,625,000	\$ 91,935,849	\$ 2	25,148,345	\$ 4,677	268	\$ 4,394,792	\$ 2,600,000	\$ 5,857	437	\$ 10,625,00	00 :	\$ 5,500,000	\$	168,363,691
Total Assessed Value (40%)	\$	7,050,000	\$ 36,707,325	\$	10,059,338	\$ 1,83	L,930	\$ 1,757,917	\$ 1,000,000		2,975				\$	67,199,484
Total Taxable Value	\$	7,050,000	\$ 36,707,325	\$	10,059,338	\$ 1,83	L,930	\$ 1,757,917	\$ 1,000,000	\$ 2,342	2,975	\$ 4,250,0	00	\$ 2,200,000	\$	67,199,484
Less Existing Taxable Value	\$	(42,040)	\$ (1,483,720)	\$	(697,040)	\$		\$ (453,560)	\$ (386,680)	\$ (113	3,640)	\$ (16,3	60) \$	\$ (558,440)	\$	(3,751,480)
Net Increase in Taxable Value (Increment)	\$	7,007,960	\$ 35,223,605	\$	9,362,298	\$ 1,831	930	\$ 1,304,357	\$ 613,320	\$ 2,229	335	\$ 4,233,64	10	\$ 1,641,560	\$	63,448,004

#### 1.5. Proposed Public Investments

The City is seeking to create TAD#1 to help fund the infrastructure, public improvements, and eligible redevelopment costs necessary to attract high-quality redevelopment in the historic core consistent with the shared community vision for this area of the City while expanding the City's tax base and growing its economy.

The potential of TAD #1 to fund public improvements, infrastructure and redevelopment costs is currently estimated at \$16.6 million, which the City intends to fund through the tax allocation district for qualified projects. The initial funding priorities of the City of Brunswick for use of potential TAD funds is summarized in the chart below. (These expenditures are for illustrative purposes to reflect current City priorities but will be subject to change based on the City's review of actual projects which request TAD funding in the future.)

Potential Allocation of TAD Funds by Brunswick TAD #1 to Support Projects

Potential Use of TAD Funds by Brunswick TAD #1: Historic District		
	TAD #1 Share	Allocation
Transportation and mobility enhancements	10%	\$ 1,660,000
Site-specific development activities	30%	\$ 4,980,000
Infrastructure improvements	10%	\$ 1,660,000
Public space, landscaping, lighting, and other improvements	20%	\$ 3,320,000
Other redevelopment initiatives	30%	\$ 4,980,000
Total	100%	\$ 16,600,000

Categories and cost allocations are estimates for potential projects as of 2017 and are subject to revision as the Redevelopment Plan is implemented. As priorities are identified or addressed, specific project amounts, allocations and priorities are subject to change.

#### 1.6. Brunswick TAD Benefits

TAD#1 gives the City of Brunswick the ability to leverage substantial levels of new private investment in the City. Using TAD financing to fund construction of infrastructure, public improvements and qualified redevelopment costs will enable the City to leverage approximately \$17 million in TAD funding to attract \$168 million in private investment, a leverage ratio of nearly \$9.12 in private dollars invested for every \$1 of TAD investment by the City.

The creation of the City of Brunswick TAD #1, could increase the City's overall taxable value from \$312 million to \$375 million an increase in the Digest of over 20.5%. This would result in approximately \$63 million in new taxable valuation that would support TAD funding for up to \$17 million in needed infrastructure, public improvements and redevelopment support om TAD #1.

**Summary of Brunswick TAD #1: Brunswick Historic Core Benefits** 

Brunswick TAD #1 - Summary of TAD Benefits	
Market value of new private investment	\$ 168,363,691
Taxable incremental value at full build out	\$ 63,448,004
Potential project funding that would be supported by TAD	\$ 16,600,000

The benefits of the TAD to the City of Brunswick will include:

- A substantial increase in the City's Tax Digest, likely beyond the level that would have occurred
  without the TAD. The increase is estimated to be \$63 million in new incremental assessed
  property value at buildout, a substantial increase over the base assessed value of the property
  within the TAD currently \$28.8 million.
- The TAD will support the redevelopment of the Downtown Historic Core and will create a more livable and attractive environment for residents, visitors and businesses in the City.
- Additional commercial and industrial development both in the core of Downtown and along key commercial corridors, like Gloucester and Norwich Streets and Highway 17, will further diversify the City's tax base. Vacant properties and underutilized land will be put back into productive use that will help to employ local residents and attract new visitors.
- The TAD will leverage substantial private investment. Using TAD financing to fund construction of
  infrastructure will enable the City to attract over \$168 million in private investment from an
  investment of \$17 million in TAD funds, a leverage ratio of nearly \$9.12 in private dollars invested
  for every \$1 of TAD investment.
- Development will create substantial growth in property and sales tax revenues for the City, County and School District. Once all TAD obligations of the district are retired, the City will receive the full property tax increment from the new development created. The City, County and School District will begin receiving the benefit of increased sales tax revenues as soon as development occurs and attracts additional demand to the area.
- The creation of this new economic activity in the Historic District should stimulate the "halo effect" noted in many other communities where new investment in the TAD attracts additional development to adjacent areas around the TAD.

#### 1.7. Brunswick TAD Liability

Tax allocation bonds or loans that may be authorized by the City of Brunswick would be secured by the property tax increment revenue generated from within TAD #1. Such revenue bonds or loans would not constitute a general obligation of the City and would not involve a pledge of the full faith and credit of the City of Brunswick.

#### **City of Brunswick Tax Allocation District #1:**

#### **Brunswick Historic Core**

#### 2. Introduction

The City of Brunswick presents this plan outlining the rationale, boundaries, fiscal data and potential projects that could result from the formation of the City of Brunswick Tax Allocation District #1: Brunswick Historic Core.

The City of Brunswick has the authority to exercise all redevelopment and other powers authorized or granted municipalities pursuant to the Redevelopment Powers Law (Chapter 44 of Title 36 of the O.C.G.A.), as approved by Brunswick voters on November 3, 2015.

Brunswick will have the opportunity to leverage private reinvestment through targeted public improvements, enhanced infrastructure and critical investments in redevelopment that will help implement the vision set forth in the 2008 City of Brunswick Community Agenda, part of the City of Brunswick 2030 Vision presented in the City's 2008 Comprehensive Plan.

According to the Community Agenda:

The City of Brunswick will grow into its future like a glorious Live Oak, with strong roots, quality communities, economic growth and revitalized image. [...] And the City ... will present a revitalized and rehabilitated image by showcasing its natural and historic beauty and by redeveloping its underutilized areas in a manner in keeping with its traditional, human-scaled development pattern. Polluted, contaminated, and dilapidated areas will be vigorously rehabilitated and made available for reuse.

The city of Brunswick also prepared a fourth amendment of the City of Brunswick Urban redevelopment Plan in 2016, addressing many of the areas and redevelopment sites identified in this TAD plan. Among the identified goals and objectives of that plan were:

- Use appropriate tools to buy and assemble property for revitalization and resale
- Encourage private enterprise/public-private partnerships to redevelop neglected areas of the community
- Use tax exempt bonds, secured by loans or grants, for redevelopment purposes
- Guide City investments in infrastructure to support redevelopment
- To utilize the development of public facilities within the Urban Redevelopment Area as catalyst for the creation of new desired private development, consistent with this plan

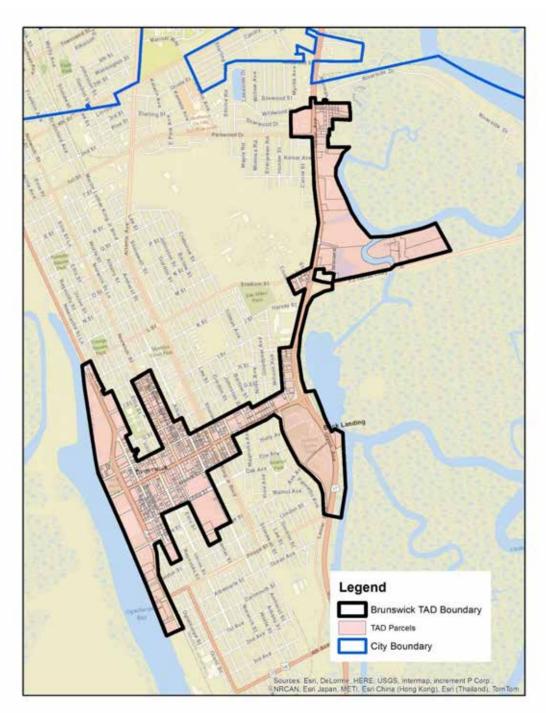
The City of Brunswick Tax Allocation District #1: Brunswick Historic Core will create an essential tool for the City to reach its development goals. Specifically, the TAD will help to spur investment in the historic core district with enhancements to further economic development and sustainable growth. Specifically, the TAD will help to re-activate the historic core of Downtown, the Norwich corridor and Highway 17

corridor. By stimulating investment in the TAD area, offset declining and stagnating property values, fill empty storefronts and increase economic activity in the City for the benefit of all its citizens.

#### 2.1. Geographic Boundaries

This plan calls for the creation of the City of Brunswick Tax Allocation District #1: Brunswick Historic Core, whose redevelopment area includes the parcels outlined and shaded in the boundary shown on the map below. Tax parcel identification numbers for properties included within the TAD are listed in Appendix B.

City of Brunswick TAD Boundary Map



#### 2.2. Benefits to Brunswick Residents

The benefits to Brunswick residents from future projects in the TAD district include the following:

- A revitalized commercial core to stabilize and expand economic activity the historic downtown.
- Improvements to key public infrastructure enhancing the city's quality of life.
- An expanded job base in the commercial and hospitality sectors.
- Increased personal incomes and new local businesses which will generate expanded economic activity
- New private investment potentially valued at over \$168 million creating new employment options, a
  revitalized historic commercial center, and reuse of many acres of underutilized waterfront and
  commercial land in the heart of the City.
- Substantial new annual tax revenues from property taxes, sales taxes and business licenses.
- Overall commercial growth and increased infrastructure utilization within Brunswick.

#### 2.3. Tax Allocation Districts Overview

Tax allocation districts (TADs) are Georgia's version of tax increment financing. Tax increment financing is a redevelopment funding mechanism that reinvests the future taxes from real estate development back into a project and surrounding infrastructure as an incentive to attract new private investment into an area, that "but for" the incentive would not have occurred. As described by the Council of Development Finance Agencies. (www.cdfa.net), tax increment financing was created and first used in California in 1952. Hundreds of TIF districts have helped spur urban redevelopment in cities across the country. Today, 49 states and the District of Columbia use some form of tax increment financing.

In 1985, the Georgia General Assembly authorized formation of Georgia's form of tax increment financing called Tax Allocation Districts (TAD) through the creation of the Redevelopment Powers Act. The purpose of a Georgia tax allocation district is consistent with tax increment financing in other states. It uses the increased property taxes generated by new development in a designated redevelopment area to finance costs related to the development such as public infrastructure, land acquisition, relocation, demolition, utilities, debt service and planning costs.

Other costs funded by TAD might include:

- Sewer expansion and repair
- Storm drainage
- Street construction & expansion
- Environmental clean-up
- Park improvements
- Streetscape improvements

- Bridge construction and repair
- Curb and sidewalk work
- Grading and earthwork/site preparation
- Traffic control/access enhancements
- Multi-use paths/bike trails
- Public parking/parking decks

Cities and counties throughout Georgia have created TADs to stimulate major new construction and renovation or rehabilitation in underdeveloped or blighted areas. For example, ten TADs have been created in Atlanta, six in Columbus, and additional TADs have been created in Marietta, Smyrna, Acworth, Woodstock, Holly Springs, East Point, Clayton County and DeKalb County. Over 70 Georgia cities and counties either have approved the use of redevelopment powers in their communities.

A TAD offers local governments the opportunity to promote redevelopment projects in areas that otherwise are not attracting investment. The creation of the City of Brunswick TAD #1 will enhance the private development community's interest in investing in major redevelopment projects in the City of Brunswick.

A TAD will bring the City of Brunswick and Glynn County additional economic advantages as well. Other Georgia tax allocation districts, such as Atlantic Station in Midtown Atlanta and Camp Creek Marketplace in East Point, have demonstrated the benefits of TAD, including:

- A stronger economic base Private development that would not have occurred without the TAD designation can be attracted by this incentive.
- The "halo effect" Several Georgia TADs have generated significant new investment in areas surrounding the TAD as well as within the tax allocation districts, further expanding the positive economic impact.
- **No impact on current tax revenues** Redevelopment is effectively promoted without tapping into existing general governmental revenues or levying special assessments on property owners.
- **Expanded local tax base** By stimulating economic activity TAD's expand the local tax digest, and can generate additional retail sales, and as a result, increased SPLOST and ESPLOST revenues.
- It is self-financing TADs are self-financing, since they are funded by the increased tax revenues from new development within the district.
- **High leverage** Typically TAD funds can represent between 5-15% of project costs, leveraging 7 to 20 times their value in private investment.

In summary, the creation of a tax allocation district supports the infrastructure necessary to make an underutilized area attractive to private development, at no additional cost to the taxpayer. It does not create a tax increase for the community, nor does it reduce current tax revenues the community currently receives from the district.

The creation of the City of Brunswick Tax Allocation District #1 is designed to provide the financial incentive to support the creation of the vision set forth in the Joint Comprehensive Plan. As such, it is a highly appropriate and consistent use of this financing technique as authorized in Georgia's Redevelopment Powers Law.

#### 3. Proposal

Through the creation of the City of Brunswick TAD #1: Brunswick Historic Core, the City is positioning the area for new opportunities for reinvestment and revitalization through the implementation of the vision for the community set forth in the Joint Comprehensive Plan.

#### 3.1. Grounds for Exercise of Redevelopment Powers

Tax Allocation Districts (TADs) are authorized in Georgia under the Redevelopment Powers Law, O.C.G.A. Title 36, Chapter 44. In 2009, the Redevelopment Powers Law was amended with the following definition of a "redevelopment area":

'Redevelopment area' means an urbanized area as determined by current data from the US Bureau of the Census or an area presently served by sewer that qualifies as a 'blighted or distressed area, a 'deteriorating area,' or an 'area with inadequate infrastructure' as follows:

# (A) A 'blighted or distressed area' is an area that is experiencing one of more conditions of blight as evidenced by:

- (i) The presence of structures, buildings, or improvements that by reason of dilapidation; deterioration; age; obsolescence; inadequate provision for ventilation, light, air, sanitation, or open space; overcrowding; conditions which endanger life or property by fire or other causes; or any combination of such factors, are conducive to ill health, transmission of disease, infant mortality, high unemployment, juvenile delinquency, or crime and are detrimental to the public health, safety, morals, or welfare;
- (ii) The presence of a predominant number of substandard, vacant, deteriorated, or deteriorating structures, the predominance of a defective or inadequate street layout, or transportation facilities; or faulty lot layout in relation to size, accessibility, or usefulness;
- (iii) Evidence of pervasive poverty, defined as being greater than 10 percent of the population in the area as determined by current data from the U.S. Bureau of the Census, and an unemployment rate that is 10 percent higher than the state average;
- (iv) Adverse effects of airport or transportation related noise or environmental contamination or degradation or other adverse environmental factors that the political subdivision has determined to be impairing the redevelopment of the area; or
- (v) The existence of conditions through any combination of the foregoing that substantially impair the sound growth of the community and retard the provision of housing accommodations or employment opportunities;

# (B) A 'deteriorating area' is an area that is experiencing physical or economic decline or stagnation as evidenced by two or more of the following:

- (i) The presence of a substantial number of structures or buildings that are 40 years old or older and have no historic significance;
- (ii) High commercial or residential vacancies compared to the political subdivision as a whole;
- (iii) The predominance of structures or buildings of relatively low value compared to the value of structures or buildings in the surrounding vicinity or significantly slower growth in the property tax digest than is occurring in the political subdivision as a whole;
- (iv) Declining or stagnant rents or sales prices compared to the political subdivision as a whole;
- (v) In areas where housing exists at present or is determined by the political subdivision to be appropriate after redevelopment, there exists a shortage of safe, decent housing that is not substandard and that is affordable for persons of low and moderate income;
- (vi) Deteriorating or inadequate utility, transportation, or transit infrastructure; and

#### (C) An 'area with inadequate infrastructure' means an area characterized by:

- (i) Deteriorating or inadequate parking, roadways, bridges, pedestrian access, or public transportation or transit facilities incapable of handling the volume of traffic into or through the area, either at present or following redevelopment; or
- (ii) Deteriorating or inadequate utility infrastructure either at present or following redevelopment.

#### 3.2. Why the City of Brunswick TAD #1 Qualifies as a Redevelopment Area

The City of Brunswick has the authority to exercise all redevelopment and other powers authorized or granted municipalities pursuant to the Redevelopment Powers Law (Chapter 44 of Title 36 of the O.C.G.A.), as approved by Brunswick voters by referendum on November 3, 2015.

Specifically, the City of Brunswick TAD #1 redevelopment area complies with the O.C.G.A. definition for a redevelopment area Section 36-44-3 7-A as a "blighted or distressed area" due to the evidence of pervasive poverty, chronic decline in property values, and environmental contamination and degradation, consistent with Chapter 44 of Title 36 Section 7-A of the O.C.G.A.

#### (A) (1) Presence of High Crime

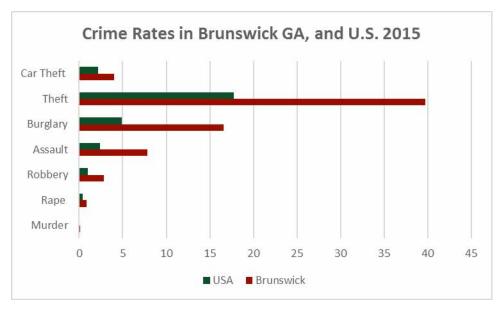
As shown on the following table, the City of Brunswick suffers from a high level of both violent and property crime. The exhibit below shows the incidents of reported crimes in seven categories as tracked by Neighborhood Scout using data from the FBI Uniform Crime Reports.

	Crime Rates in Brunswick Versus National Average by Type 2015														
	Murder	Rape	Robbery	Assault	Burglary	Theft	Car Theft								
Brunswick	0.12	0.87	2.85	7.8	16.59	39.74	4.02								
USA	0.05	0.39	1.02	2.38	4.91	17.75	2.2								

<sup>\*</sup> Crime rates per 1,000 residents

Source: NeighborhoodScout/FBI Uniform Crime Reports, 2016

Residents of Brunswick are two or more times more likely to experience each of the seven types of violent or property crime based on 2015 statistics. These high rates of crime are consistent across all seven of the crime types reported. The high rates of various crimes on Brunswick is shown graphically below.



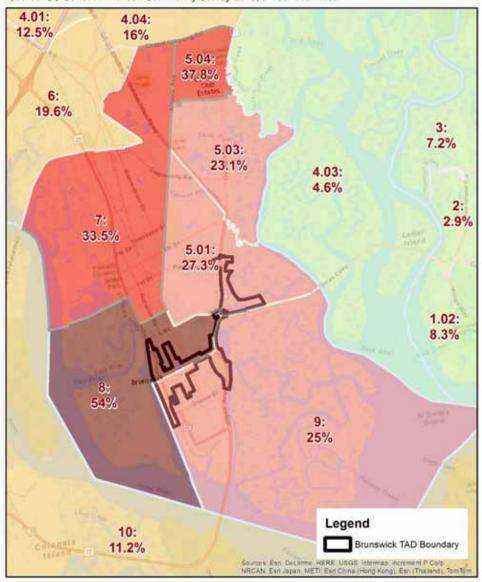
#### (A) (iii) Presence of Pervasive Poverty

The City of Brunswick TAD #1 redevelopment area exhibits evidence of pervasive poverty.

Shown on the map below is the percentage of the population whose income is below the poverty level by census tract for the City of Brunswick. The proposed boundary of TAD #1 is superimposed on the maps for reference. As shown, a substantial portion of TAD #1 is in Tract 8 where 54% of residents have incomes below the poverty level. Census tracts 5.01 and 9 also exhibit high levels of poverty among its residents at 27.3% and 25% respectively. Thus, TAD #1 significantly exceeds the threshold level of pervasive poverty of 10% of all residents established in the Redevelopment Powers Law.

#### Brunswick TAD #1: Households below Poverty, 2015



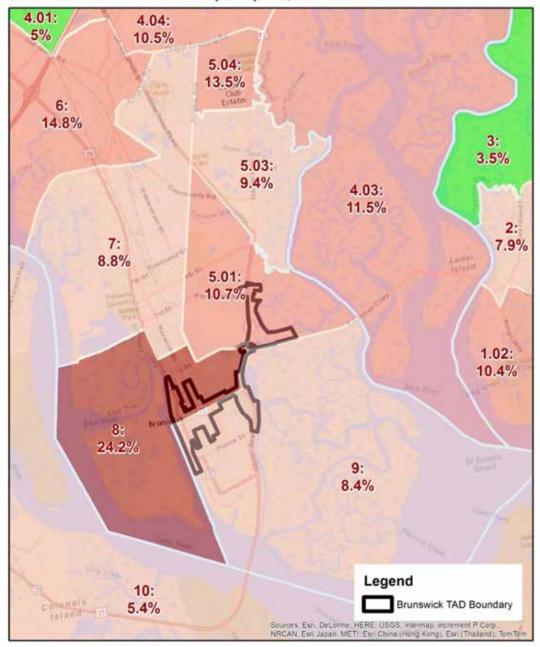


**Unemployment** --In terms of unemployment, the proposed TAD #1 is experiencing a high unemployment rate relative to statewide averages. In 2015 the state's unemployment rate was 5.6%. As shown on the follow map, the unemployment rate Brunswick ranged from a low of 8.4% to a high of 24.2% in census

tract 8, significantly more than 10% higher than the statewide rate of 5.6% which is the legislative standard for determining high unemployment.

### Brunswick TAD #1: Unemployment by Census Tract, 2015

Source: US Census American Community Survey 2015, 5-Year estimates



#### (A) (ii) Presence of Vacant, Deteriorating Structures

#### (B) (i) (ii) Presence of High Number of Older Structures, with Low Values

As shown in the table below, the City of Brunswick has an older housing stock which contains a significant number of vacant structures and the owner-occupied units have a low median value.

City of Brunswick Housing Characteristics 2015														
							Brunswick							
	Br	unswick	GI	ynn County	(	Georgia	As % of GA							
Total Housing Units		7,226		41,471	4	4,133,065								
% Renter Occupied Units		61.8%		39.0%		36.7%	168%							
Vacant Housing Units %		15.3%		22.1		13.5%	113%							
% of Units Built Prior to 1960		41.9%		16.5%		13.6%	308%							
Median Home Values	\$	91,800	\$	159,200	\$	148,100	62%							
Median Rent	\$	708	\$	826	\$	879	81%							
% of HH's Spending 35+% on Housing	5	45.7%		41.9%		43.3%	106%							

Source: 2015 American Community Survey

The City's housing stock is predominantly renter occupied at 61.8% which is significantly more renter oriented than in Glynn County or the State of Georgia. Vacant units account for 15.3% of the inventory, even after a long-standing City program to remove long term vacant units from the inventory. The housing is old, with 41.9% of the inventory built before 1960 verses 13.6% statewide. Home values are very low at \$91,800 which is only 62% of the statewide average of \$148,100. Median rents are also low at \$708 per month, only 81% of the statewide average. A high percentage of Brunswick households, 45.7% are spending more than 35% of their incomes on housing. These are considered housing cost burdened households since the national norm is to spend 30% or less on housing costs.

According to Brunswick city officials, since 2009 the City has had a long-standing program to demolish dilapidated structures in the city. Through early 2016 a total of 200 properties have been demolished and 144 of the properties are still vacant lots. The City estimates there are another 140 dilapidated properties which will require demolition in the future.

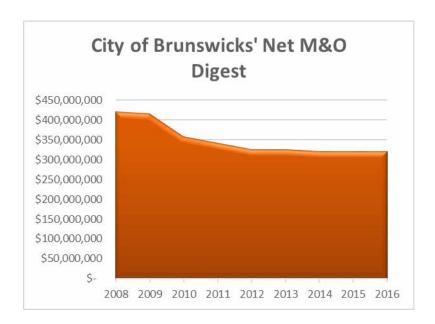
Thus, Brunswick meets the requirements for TAD eligibility due to these challenging housing condition measures in the city.

#### (A) (v) Conditions that Impair the Sound Growth of the Community

The City of Brunswick was hit very hard by the Great Recession in 2009 and its economy and tax base have not yet recovered from its after-effects. As shown below, the City's tax digest has declined by 24% over the past decade, from a high of \$512 million in 2008 just as the Great Recession was starting, it dropped to \$325 million by 2012 and has been essentially flat since that time. Property taxes needed to support city functions have also dropped substantially. Today, total City property taxes are down 17% from their peak in 2008. The City is seeking to benefit from use of a TAD to stimulate new investment in the City and as a result recapture some of the decline in its Tax Digest.

	City of Brunswick's Change in Tax Digest 2008-2016														
	2008	2009	2010	2011	2012	2013	2014	2015	2016	Change					
Net M&O Digest	\$ 420,583,188	\$ 415,723,223	\$357,846,537	\$341,891,420	\$ 325,448,766	\$ 325,786,801	\$320,666,072	\$ 321,528,566	\$ 321,612,543	\$ (742,195,731)					
% Change		-19	-14%	-4%	-5%	0%	-2%	0%	0%	-24%					
Taxes Levied	\$ 5,152,144	\$ 5,092,609	\$ 4,383,620	\$ 4,348,516	\$ 4,139,382	\$ 4,143,682	\$ 4,238,884	\$ 4,250,286	\$ 4,251,396	-17%					

Source: Georgia Department of Revenue



#### 4. Plan Vision and Goal

The goal of the City of Brunswick Tax Allocation District #1: Brunswick Historic Core is to encourage the private redevelopment and reinvestment through targeted public improvements, improved infrastructure and strategic investment in redevelopment initiatives that will help implement the future development and economic vision of the City of Brunswick, Georgia.

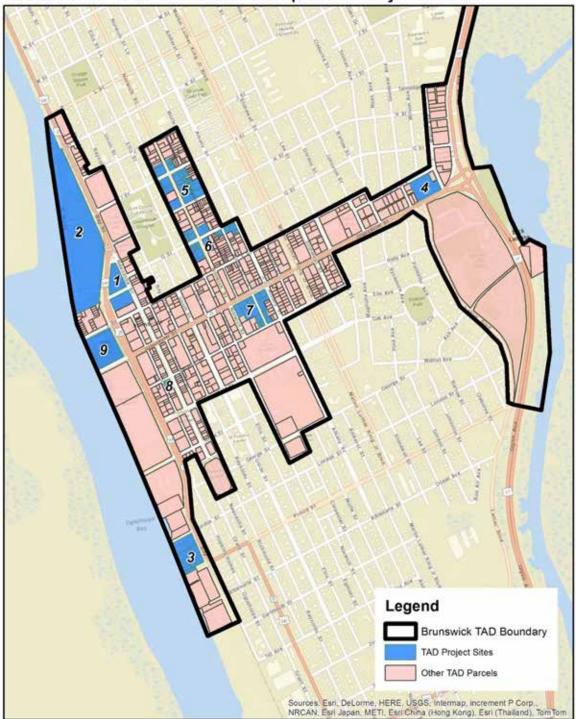
#### 4.1. Proposed Land Uses after Redevelopment

This Redevelopment Plan envisions nine potential catalyst redevelopment projects within the TAD area that reflect community objectives identified in the 2007-2027 Glynn County Joint Comprehensive Plan. The redevelopment projects illustrate the scope of feasible potential redevelopment in the TAD area. These projects should be seen as illustrative for the purposes of modeling feasible redevelopment potential within the TAD boundaries. These plans do not reflect an endorsement or recommendation of any specific redevelopment project, site, or concept. These projects could be developed over the next 5 to 15 years.

These potential development programs are based on discussions of land use and density with City staff, maximum zoning allowances, and the available acreages of the redevelopment parcels and other typical developments in the greater Brunswick/coastal Georgia areas.

TAD #1: Potential / Planned Redevelopment Locations (shown in blue)





**Map3: Potential Redevelopment Projects** 

As shown on the accompanying map, nine hypothetical redevelopment projects that could occur on parcels within the TAD District boundary were identified. Estimates of the type and scope of development that could occur in each of these parcels, as well as the estimated total value of those redevelopment projects were derived. The nine hypothetical

redevelopment projects are:

 Hotel and Conference Center (Bay & Newcastle): A 120-room hotel with conference space and limited ground floor retail.

- **2.** Marina Residential Mixed-Use: 327 units of condos and townhomes on 14 acres adjacent to the Marina.
- **3.** London St. Waterfront Residential: 112 condominium units on this key riverfront site.
- Gloucester & Macon Townhomes: 19 townhomes on a vacant auto-sales lot.
- Norwich Mixed-Use: Neighborhood infill redevelopment with 45 senior-housing units and ground floor retail.
- Norwich Infill Residential: Neighborhood infill redevelopment of 20 small-lot single-family homes.
- **7. Gloucester Mixed Use:** Neighborhood infill redevelopment with 54 multifamily rental units and ground-floor retail.
- **8. Newcastle Hotel**: An 80-room hotel with ground floor retail.
- **9. Mary Ross Park Residential Conversion**: Conversion of an existing office space into 20 waterfront condominium units.

The hypothetical development projects details and valuation estimates are shown on the next page. These projects serve as the basis for evaluating the financing of potential of redevelopment projects within the TAD district. We estimated total market value of each project based on reasonable density estimates and unit values derived from similar, recently-built developments in and around Brunswick.

The nine potential redevelopment projects would have a dramatic impact on the historic core of Brunswick, from major investments along the city's historic waterfront, creation of new hotel and conference space, expanded residential inventory for current and future residents and additional retail offerings for residents and visitors the City to enjoy and patronize. Combined, the nine potential developments would add--

- 597 new housing units including single family, townhomes and stacked flat condominiums and rental apartments, along with senior housing
- 200 new hotel rooms and 10,000 SF of convention/conference meeting space
- 38,000 SF of additional retail and restaurant space

If all nine potential redevelopment projects were implemented, they would have a current total market value of \$168 million, with a taxable value of \$67.2 million. This would increase the taxable value of the Historic Core TAD district from \$27.1 million to \$90.5 million in taxable value or \$63.4 million in net new taxable value--a 234% increase in today's value of the district.

#### **Potential Brunswick TAD Redevelopment Projects and Potential Values**

Catalyst Project Site	Confere	Hotel ence Center Newcastle	2: Marina Mixed-Use	Wat	ondon St. terfront idential	4: Glouceste & Macon Residential	!	5: Norwich Mixed-Use	6: Nor Infi Reside	1	7: Gloucester Mixed Use	8: Newcas Hotel	tle	9: Mary Ross Park Condo Conversion	Tota	al
Existing Property Values																
Parcels		2	1		3		1	18		17	13		1	1		57.0
Acres of New Development		3.0	14.0		3.2	2.	4	2.5		1.6	3.4		0.3	4.6		34.9
Exstiing Market Value	\$	234,300	\$ 3,709,300	\$	1,742,600	\$ 179,40	0 \$	1,324,300	\$ 9	66,700	\$ 913,300	\$ 40	,900	\$ 1,396,100	\$	10,506,900
Assessed Value	\$	93,720	\$ 1,483,720	\$	697,040	\$ 71,76	0 \$	529,720	\$ 3	86,680	\$ 365,320	\$ 16	,360	\$ 558,440	\$	4,202,760
Tax Value	\$	42,040	\$ 1,483,720	\$	697,040	\$ -	\$	453,560	\$ 3	86,680	\$ 113,640	\$ 16	,360	\$ 558,440	\$	3,751,480
New Predevelopment Project Values																
New Residential Development																
Townhomes		-	34		-	1	9	-		-	-		-	=		53
Single-Family Homes		-	-		-	-		-		20	-		-	-		20
MultiFamily Rental Units		-	-		-	-		-		-	54		-	-		54
Condo Units		-	293		112	-		-		-	-		-	20		425
Senior Housing Units		-	-		-	-		45		-	-		-	-		45
Total Housing units		-	327		112	19	•	-		20	54		-	20		597
New Commercial Development																
Retail SF		5,000	16,754		-	-		2,980		-	8,079	5.	,000	-		37,812
Convention SF		10,000	-		-	-		-		-	-		-	-		10,000
Hotel Rooms		120	-		-	-		-		-	-		80	-		200
TAD Increment																
Total Market Value of New Development	\$ 1	L7,625,000	\$ 91,935,849	\$ 25,	,148,345	\$ 4,677,268	3 \$	4,394,792	\$ 2,60	0,000	\$ 5,857,437	\$ 10,625,0	000	\$ 5,500,000	\$	168,363,691
Total Assessed Value (40%)	\$		\$ 36,707,325		10,059,338		0 \$	1,757,917		00,000					\$	67,199,484
Total Taxable Value	\$	7,050,000	\$ 36,707,325	\$ 1	10,059,338	\$ 1,831,93	0 \$	1,757,917	\$ 1,0	00,000	\$ 2,342,975	\$ 4,250	,000	\$ 2,200,000	\$	67,199,484
Less Existing Taxable Value	\$	(42,040)			(697,040)	\$ -	\$	(453,560)		86,680)		\$ (16	,360)	\$ (558,440)	\$	(3,751,480)
Net Increase in Taxable Value (Increment)	\$	7,007,960	\$ 35,223,605	\$ 9,	,362,298	\$ 1,831,930	\$	1,304,357	\$ 61	3,320	\$ 2,229,335	\$ 4,233,0	640	\$ 1,641,560	\$	63,448,004

Source: BAG

#### 5. Contractual Relationships

Pursuant to O.C.G.A. §36-44-3(a), the Brunswick City Council will act as the redevelopment agent and will exercise redevelopment powers as needed to implement this plan. In doing so, the Council, either directly or through its designee, may conduct the following activities and enter into the following contracts:

- Coordinate implementation activities with other major participants in the redevelopment plan and their respective development and planning entities involved in implementing this redevelopment plan.
- 2. Enter into development agreements with private developers to construct infrastructure and vertical developments to implement the redevelopment plan.
- 3. Negotiate and enter into commercial financing agreements and intergovernmental agreements as needed.
- 4. Coordinate public improvement planning, design and construction among City, County and State agencies and departments.
- 5. Prepare (either directly or through subcontract to other appropriate entities) economic and financial analyses, project specific feasibility studies and assessments of tax base increments in support of the issuance of tax allocation bonds or other forms of financing by the City.
- 6. The City will enter into contractual relationships with qualified vendors for the provision of professional and other services required in qualifying and issuing the bonds or other forms of financing including but not limited to, legal, underwriting, financial analysis and other related services.
- 7. The City will perform other duties as necessary to implement the redevelopment plan.

#### 6. Relocation Plans

As is currently foreseen, no relocation of tenants, or residents from private homes, is anticipated within the proposed City of Brunswick TAD #1. In the future, should the relocation of existing homes or businesses be required, such relocation expenses may be provided for under all applicable federal, state and local guidelines if public funds are used for property acquisition. If such funding sources require relocation, benefits would be offered to tenants and users for relocation.

#### 7. Zoning & Land Use Compatibility

The land parcels within the TAD area have a mix of land use designations. Of the 687 parcels within the TAD boundary, 272 parcels, representing 43 acres or 12% of the TAD area's land area, are designated as residential. A total of 400 parcels, representing 304 acres or 63% of the land area, are zoned for commercial use. Two parcels, representing 98 acres or 20% of the land area are zoned for industrial use, however the bulk of this land is currently used as park space.

Land Use Category	Parcels	%	Acres	%
Residential (SF)	270	39%	43.2	9%
Residential (MF)	2	0%	13.9	3%
Commercial	400	58%	304.2	63%
Industrial	2	0.3%	98.5	20%
Other	13	2%	21.1	4%
	687	100%	481	100%

As part of the 2008 Comprehensive Plan, the City of Brunswick adopted a Future Development Narrative outlining and defining with the City's stated vision for the future.

The following future development narratives define a vision and preferred development patterns for each character area in the city. The future development narratives are both the basis for land use regulation and for implementation projects that address the specific needs of each area of the community.

Most of the parcels proposed TAD area are classified in the future development plan as one of four character areas:

- **US 17 Commercial Corridor:** The US Highway 17 Corridor should be a true gateway to the City of Brunswick and the Golden Isles region. [...] Development on the corridor should be multi-story, street-oriented, and predominantly mixed-use, with parking and service areas to the rear so that the architecture, the median landscaping, and the marsh form the dominant features of the corridor. Redevelopment along the northern portion of the corridor can help to reshape US 17 from a regional throughway into a new center of activity for the community.
- **Urbana/Mayhew** Neighborhood scale commercial, institutional, and mixed-use development along Gloucester, developed in a "Main Street" fashion with the building fronting the streetscape and parking to the rear [...]Multifamily redevelopment in existing areas of multifamily development, of compatible scale to the single-family areas surrounding and in traditional regional architectural styles
- Windsor Park Appropriate Land Uses: Single-family residential development. Neighborhood scale commercial, institutional, and mixed-use development along Gloucester, developed in a "Main Street" fashion with the building fronting the streetscape and parking to the rear. Community facilities such as parks, museums, and libraries, built to a neighborhood scale.
- Old Town Neighborhoods in Old Town need to see continued renovation of homes and infill on vacant lots. Glynn Academy needs to be made more pedestrian-friendly, with sidewalk improvements connecting the school with surrounding neighborhoods. Downtown should see a continued revitalization and a wider variety of activities and entertainment for all ages, but particularly for young adults and community youth. Appropriate Land Uses. Single-family residential development. Multifamily development in existing locations of multifamily. Community-scale commercial, institutional, and mixed-use development along Gloucester and Newcastle downtown. Multi-story, mixed-use or condominium development along the Newcastle and Bay Street corridors and in the waterfront area with publicly accessible boardwalks along the waterfront

The model redevelopment projects presented in this TAD Redevelopment Plan are all compatible with these future land use character areas, and any development proposals arising in this area will be subject to all applicable local zoning and land use regulations and design guidelines.

# 8. Method of Financing / Proposed Public Investments

# 8.1. City of Brunswick Tax Allocation District TAD Potential

The following estimates of the bond revenues from the nine potential redevelopment projects in the City of Brunswick TAD #1: Brunswick Historic Core assume that both Glynn County and the Glynn County School Board pledge their M&O millage to the TAD redevelopment effort.

It is estimated that as a result of \$168 million of new investment, and the City were to issue bonds based on the projected increment, the incremental taxable value of \$63.4 million could support total potential TAD bond proceeds of up to \$16.6 million. Details of these forecasts are shown in the table below.

#### **Brunswick TAD Bonding Potential Forecast**

Brunswick TAD #1 - Estimate of TAD Increment	
Total Market Value of New Development	\$ 168,363,691
Taxable Value of New Development	\$ 67,199,484
Less Existing Taxable Value of TAD	-\$3,751,480
Net Increase in Taxable Value (Increment)	\$ 63,448,004
Brunswick TAD #1 - Potential TAD Bond Proceeds	
2016 Taxable Value of TAD Area	\$ 28,798,842
Total TAD Taxable Value after Build-out	\$ 92,246,846
Net New Taxable Value (Increment)	\$ 63,448,004
2016 Millage Rates	
City of Brunswick M& O Millage	13.219
Glynn County M&O Millage	5.673
Glynn Schools M&O Millage	16.157
Total Millage Rate	35.049
New Property Taxes*	\$ 2,223,789
TAD Bond Incremental Amount Estimate	
Property Taxes for Debt Service (95%)	\$ 2,112,600
Debt Coverage Ratio	125%
Bondable Property Tax	\$ 1,690,080
Interest Rate	6.0%
Bond Term (years)	25
Estimated Bond Amount	\$ 21,742,676
Issuance Costs (3%)	-\$ 652,280
Capitalized Interest (24 months)	-\$ 2,609,121
Debt Reserve (10%)	-\$ 1,859,088
Net Bond Proceeds	\$ 16,622,187

#### 8.2. Proposed Public Investments

City of Brunswick intends to use TAD#1 as a key incentive to attract new development and investment into the Historic Core. While the specific uses of the TAD will be determined at the time individual projects are submitted for approval and funding, the city has established a set of initial funding criteria for the use of the TAD to guide future deliberations. Having a TAD in place will help fund a range of public investments which are all designed to achieve the future vision for the Historic Core of the City.

The purposes for future funding by the TAD would be:

- Transportation and Mobility Enhancements--To make transportation and mobility improvements to support future investment such as entrance and egress improvements, signalization enhancements, deceleration lanes, etc.
- **Site Specific Development Activities**—these will be case specific request for assistance in future redevelopment which could include parking decks, parking enhancements, etc.
- Infrastructure Improvements—this could be sewer and water related, detention facilities, underground utilities, etc.
- Public Space Improvements-- such as streetscapes, curb and sidewalk improvements, parks and pocket parks and other public spaces to improve the experience of shoppers, residents and visitors in the historic core.
- Other Redevelopment Initiatives--To provide funds to support site-specific development activities, including site preparation, demolition and clearance, utility improvements and environmental remediation, etc.

Shown below, for illustrative purposes, is an initial allocation of how potential funding from TAD#1 could be used for these various TAD-eligible activities.

Potential Allocation of TAD Funds by Brunswick TAD #1 to Support Projects

Potential Use of TAD Funds by Brunswick TAD #1: Historic District							
	TAD #1 Share	Allocation					
Transportation and mobility enhancements	10%	\$ 1,660,000					
Site-specific development activities	30%	\$ 4,980,000					
Infrastructure improvements	10%	\$ 1,660,000					
Public space, landscaping, lighting, and other improvements	20%	\$ 3,320,000					
Other redevelopment initiatives	30%	\$ 4,980,000					
Total	100%	\$ 16,600,000					

Categories and cost allocations are estimates for potential projects as of 2017 and are subject to revision as the Redevelopment Plan is implemented. As priorities are identified or addressed, specific project amounts, allocations and priorities are subject to change

## 8.3. The Benefits of the Brunswick TAD #1 to the City

The benefits of the TAD to the City of Brunswick will include:

A substantial increase in the City's Tax Digest that would not have occurred without the TAD. The
increase is estimated to be \$63.4 million in new incremental taxable property value at build-out,

would be a 220% increase over the base taxable value of the property within the TAD – currently \$28.8 million.

- The TAD will expand the City's redevelopment of the Downtown Historic District, along the Norwich and Highway 17 commercial corridors and will create a better environment for residents and visitors, including a potential for growth in the local tourism industry.
- Additional residential and commercial development will further diversify the tax base. Vacant
  properties will be replaced with new infill projects that will help to employ local residents and attract
  new visitors.
- The TAD will leverage substantial new private investment. Using TAD financing to fund construction of infrastructure will enable the City to attract over \$168 million in private investment for its investment of \$16.6 million in infrastructure, a leverage ratio of nearly \$9.12 private dollars invested for every \$1 of TAD investment.
- The development with TAD#1 should create substantial growth in property and sales tax revenues. Once all TAD obligations of the district are retired, the City, Glynn County and Glynn County School District will receive the full property tax increment from the new development created and throughout the period, the proposed redevelopment will generate additional retail sales with the result of increasing SPLOST and ESPLOST revenues to all three entities.

#### 9. Assessed Valuation for TAD

The redevelopment area for the City of Brunswick Tax Allocation District #1: Brunswick Historic Core as defined in this Redevelopment Plan has a current fair market value of \$118,986,307 and an assessed value of \$28,798,842.

Pursuant to the Redevelopment Powers Law, upon adoption of the Redevelopment Plan and the creation of the tax allocation district, the City will request that the Commissioner of Revenue of the State of Georgia certify the tax base for 2017, the base year for the proposed tax allocation district.

The tax base will increase in the future through the private investment stimulated by the implementation of the redevelopment plan and the issuance of tax allocation bonds or loans or using a Pay-As-You-Go approach. In addition, this redevelopment is intended to stimulate other development in the district and lead to a substantial increase in property values as the redevelopment plan is implemented.

Upon completion of the redevelopment of the Brunswick Tax Allocation District #1 area as presented in this plan, this tax allocation district is projected to have a taxable value of \$92,246,846.

# 10. Historic Property within Boundaries of TAD

Brunswick is one of two port cities in coastal Georgia, along with Savannah, with a long historical presence dating back to General Oglethorpe's initial plan for the city. The Old Town Brunswick Historic District was listed on the National Register of Historic Places in 1979. The City maintains and administers a vibrant and active National Register Historic District via the Brunswick Historic Preservation Board and related ordinance. The boundary of the District is roughly 1st Street, Bay and New Bay Street, H Street and MLK Jr. Drive in downtown Brunswick, which overlaps with much of the boundary of TAD #1. The district

contains many historic structures, including civic, commercial and residential structures spanning the long history of the City from the colonial period to the 1960s.

Any redevelopment or development activity within the TAD Redevelopment Area will be subject to all federal, state and local laws pertaining to historic structures and districts. No historic structures or districts in the TAD area will be substantially altered in any way inconsistent with technical standards for rehabilitation; or demolished unless feasibility for reuse has been evaluated based on technical standards for the review of historic preservation projects, which technical standards for rehabilitation and review shall be those used by the state historic preservation officer.

#### 11. Creation & Termination Dates for TAD

The City of Brunswick Tax Allocation District #1: Brunswick Historic Core will be created effective December 31, 2017. The Redevelopment Powers Law provides that the district will be in existence until all redevelopment costs, including debt service, are paid in full.

#### 12. Tax Allocation Increment Base

On or before December 30, 2017, the City of Brunswick, acting as the redevelopment agent, will apply to the State Revenue Commissioner for a certification of the tax allocation increment base of the proposed tax allocation district. The base is estimated as follows:

**City of Brunswick Proposed TAD Summary** 

Brunswick TAD #1 - Last Known Assessed Valuation	
Parcels	687
Acres	481
TAD Base 2016 Market Value	\$ 118,986,307
TAD Base 2016 Taxable Value	\$ 28,798,842
New Development At Build-Out Market Value	\$ 168,363,691
New Development At Build-Out- Taxable Value	\$ 67,199,484
Less Existing Taxable Value of Redev. Areas	-\$ 3,751,480
Net Increase in Taxable Value (Increment)	\$ 63,448,004
Total TAD Market Value After Build-Out	\$ 115,234,827
Total TAD Taxable Value after Build-out	\$ 92,246,846
Increment (Net Increase in Taxable value)	\$ 63,448,004

Source: BAG, Glynn County GIS, Georgia Department of Revenue

Appraised Value is a parcel's fair market value for tax purposes.

Assessed Value is 40% of appraised value, taxable value is the assessed value of all properties that are not tax-exempt.

# 13. Property Taxes for Computing Tax Allocation Increments

As provided in the Redevelopment Powers Law, the taxes that will be included in the tax increment base for the tax allocation district are based on the authorized millage rates in 2016 as shown in the chart below.

#### **Property Taxes Collected Within Tax District to Serve as Base**

Valuation		
TAD Base 2016 Market Value	\$118,986,307	
TAD Base 2016 Taxable Value	\$28,798,842	
Property Taxes		
Ad Valorem Tax Rates (M&O Only)	Millage Rate	Taxes
City of Brunswick Millage	13.219	\$ 380,692
Glynn County M&O Millage	5.673	\$ 163,376
Glynn Schools M&O Millage	16.16	\$ 465,303
Total Property Taxes, City, Schools, County	35.049	\$ 1,009,371

Source: BAG, Glynn County, Georgia Department of Revenue

The 2016 assessed value of real property in TAD #1 is \$28,798,842. This taxable value generates a total of \$1,009,371 in City, School and County (M&O) property taxes and serves as the base amount of taxes for the City of Brunswick Tax Allocation District #1: Historic Core. Millage rates for the Joint Development Authority (1.0) are not included in this estimate or are committed to TAD#1.

#### 14. Tax Allocation Bond Issues

#### 14.1. Amount of Bond Issue

Upon adoption of this redevelopment Plan, the City proposes to issue tax allocation bonds, notes or other financing approaches, in one or more bond issues in amounts to range from \$1.0 million to \$16.6 million.

#### 14.2. Term of the Bond Issue or Issues

The City proposes to issue tax allocation bonds for a term no longer than 25 years.

#### 14.3. Rate of Bond Issue

The City may issue fixed-rate tax exempt bonds in accordance with TAD #1. The actual rate on any potential bond issue will be determined at the time of issuance based upon general market conditions, anticipated development within the redevelopment area, assessed taxable property values, and federal tax law considerations. The City reserves the option to either operate the district on a pay-as-you-go basis or consider other potential financing options, including securing a loan from a lending institution, or other commercial financing to support future projects, as appropriate.

#### 14.4. Positive Tax Allocation Increments

The positive tax allocation increment for the period covered by the term of the bonds is estimated to range from \$1 million to \$4 million annually after the redevelopment and build out is complete. The actual amount will depend upon the pace at which the Redevelopment Plan is implemented and the impact of the redevelopment activities and other economic factors on the tax base in the district as a whole.

#### 14.5. Property Pledged for Payment of the Bonds

The bonds will be secured by the positive tax allocation increment from eligible ad valorem taxes levied by the City, and with their concurrence, Glynn County and Glynn County School District, on real property for these purposes.

## 14.6. Brunswick Liability

Tax allocation bonds that may be authorized by the City of Brunswick would be secured by the property tax increment revenue generated from within TAD #1. Such revenue bonds would not constitute a general obligation of the City and would not involve a pledge of the full faith and credit of the City of Brunswick.

From the projected tax allocation increments, it is possible that the City could be asked to rebate a portion of county or school TAD increments back to those jurisdictions as payments in lieu of taxes (PILOT payments), effectively lowering the net millage rate contributed by those jurisdictions to the TAD. This plan makes no specific assumptions in that regard. To the extent that rebates are requested from initial TAD proceeds, rather than later year proceeds after redevelopment has occurred, the amount of financing that could be leveraged by the TAD is reduced accordingly.

# 15. School System Impact Analysis

Georgia's Redevelopment Powers Law governs the operation of tax allocation districts (TAD's) in the State. The Law was amended during the 2009 legislative session to include a new provision under section 36-44-3(9)(R) for preparation of a "School System Impact Analysis". This section presents the school impacts of the City of Brunswick Tax Allocation District #1.

# 15.1. The Current Value of Brunswick TAD vs. the Glynn Schools Tax Digest

The current taxable value for the City of Brunswick TAD #1 is \$28,798,842. According to the Georgia Department of Revenue, the 2016 taxable value of the Glynn County School District was \$4,171,747,696. Thus, the City of Brunswick TAD #1 represents approximately 0.7% of the school district's total tax digest. The amount of ad valorem school taxes collected from the properties in the designated City of Brunswick TAD #1, as determined by the tax assessor on December 31, 2017, will continue to flow to Glynn County Schools throughout the operation of the TAD. The City of Brunswick TAD #1 will receive any additional property taxes collected above the 2017 base amount for use to attract redevelopment to this portion of the city.

**TAD Portion of Glynn County Schools Tax Digest** 

Area	Net M&O Digest
TAD# 1 Base Value	\$ 28,798,842
Glynn Schools Digest	\$ 4,171,747,696
TAD % of Schools Digest	0.69%

Source: BAG, Glynn County, Georgia Department of Revenue

#### 15.2. Proposed Redevelopment in Brunswick TAD

As detailed earlier in this plan, there are nine potential redevelopment projects located on 35 acres of the City of Brunswick TAD #1. The redevelopment plan calls for a mix of uses including residential units, retail space, convention space and hotel rooms. The nine proposed projects, which would be built out over the next 5 to 15 years, could include:

TAD #1 Proposed Developments					
Land Use SF/Units/Room					
Housing					
Townhomes	53				
Single Family	20				
Multifamily rental	54				
Condominiums	425				
Senior housing	<u>45</u>				
Total housing units	597				
Retail	38,000				
Convention Space	10,000				
Hotel Rooms	200				

These potential projects could have a total taxable value of \$67 million, which would represent a net potential increase, over current values of the parcels where they are developed of \$63.4 million in taxable value for the City of Brunswick within TAD #1.

#### 15.3. Estimated Number of Public School Students from Brunswick TAD

Based on the proposed development plan for TAD #1, there are plans to add an additional 597 residential units over the first fifteen years of the TAD. Presented below is an estimate of the number of new residents and school aged children that would result from this future development. These estimates are based on several factors:

- A detailed analysis of resident and school aged children per residential unit in the state of Georgia prepared by Rutgers University in 2006.
- Anticipating that the prices and orientation of the rental apartments, senior housing and condominium development will appeal to a combination of singles and childless couples either empty nesters, retirees and seniors based on the experience of other similar projects in Georgia.
- That a portion of the units, as much as 25%, are assumed to appeal to existing residents in the
  greater Brunswick area and as a result, will have no net new impact on the schools since any
  children from these households would already be in the system.

Therefore, the nine proposed development projects in the TAD area will increase total enrollment in the Glynn County Schools by an estimated 68-90 students over the fifteen-year development period, or an average of 5-6 new students per year, as a result of new development in TAD #1.

Glynn County Schools had a total enrollment of 13,187 in March 2017, according to the Georgia Department of Education. The increased school enrollment from new development in TAD #1 would represent an addition of 0.7% to total enrollment in Glynn County Schools.

TAD #1: POPULATION	TAD #1: POPULATION AND SCHOOL AGED CHILDREN FROM HYPOTHETICAL DEVELOPMENT						
				School Aged	Estimated		
	Units	Population	Estimated	Children	School Aged		
Unit Type	At Build-Out	Multiplier	Population	Multiplier	Children		
Single	20						
3-bedroom	10	2.79	28	0.56	6		
4-bedroom	10	3.34	33	0.88	9		
Townhouse	53						
2-bedroom	27	1.88	51	0.22	6		
3-bedroom	26	2.41	63	0.43	11		
Senior	45						
1 bedroom	45	1.2	54	0.00	0		
Condominium	425						
1-bedroom	225	1.39	313	0.07	16		
2-bedroom	200	1.66	332	0.17	34		
Rental	54						
1- bedroom	27	1.49	40	0.08	2		
2-bedroom	27	2.11	57	0.26	7		
Total Pop/Children	597		971		90		
Total Net New Pop/Childre	n		728		68		

Source: CUPR, Rutgers University, "Residential Demographic Multipliers for Georgia, 2006" Fannie Mae Foundation/BAG

## 15.4. Location of School Facilities within the Redevelopment Area

There are three school facilities located within TAD # 1:

- Glynn Board of Education Offices at 1313 Egmont Avenue
- Glynn Academy at 1001 Mansfield Street
- Goodyear Elementary at 3000 Roxboro Road

#### **15.5. School Impact Conclusions**

TAD #1 will help the City of Brunswick leverage substantial private investment. Over the next fifteen years the taxable value in the TAD has the potential to increase by \$63.4 million. The portion of ad valorem property taxes generated for Glynn County Schools from this new investment will exceed \$1 million annually once all TAD financing is paid. In addition, Glynn County Schools will receive any property taxes

from increases in personal property value as they occur, since property taxes from personal property is not committed to the TAD.

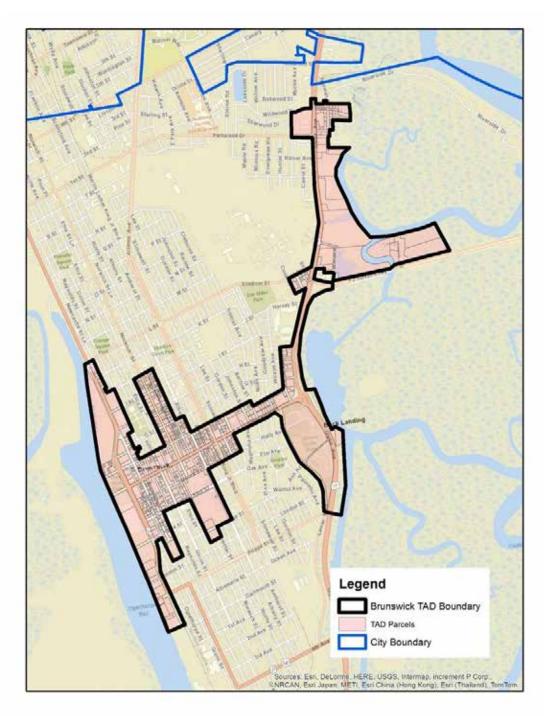
- Glynn County schools will continue to receive the estimated \$465,000 in property taxes it currently receives from properties in TAD #1 each year for the life of the TAD.
- Over the next fifteen years, there are plans to potentially create 597 new residential units which will result in an estimated 68-90 new students for the school system, this averages approximately 6 additional students per year over the next fifteen years, resulting in a minimal impact to the School District.
- The three School District facilities located in TAD #1, it can potentially benefit from the TAD.

Based on consideration of all these factors, we believe the participation by the Glynn County School District in the TAD#1 would have a substantial net positive impact on the District by expanding its revenue base, minimizing the demand for new educational services, while continuing to receive the current property taxes collected in the TAD to the School District.

# **Appendices**

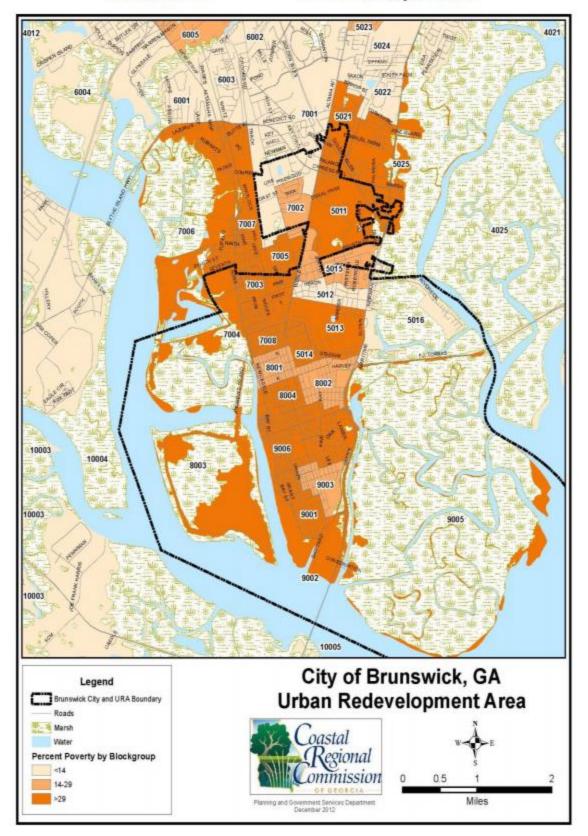
# **Appendix A. Maps & Drawings**

**City of Brunswick TAD Boundary Map** 

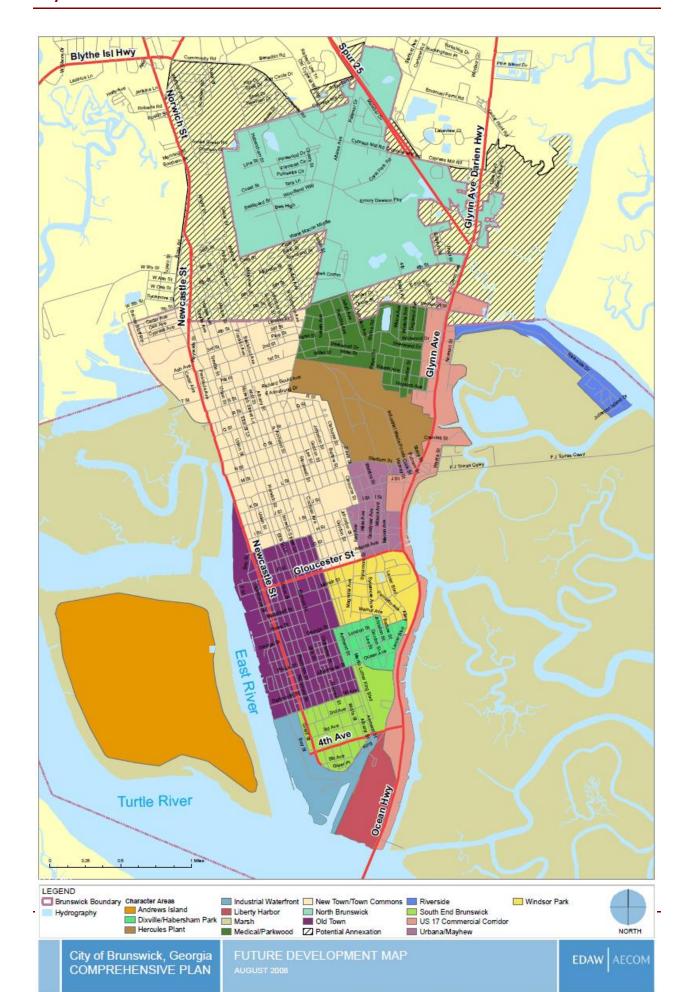


Attachment 10 -

# Urban Redevelopment Area



# City of Brunswick Tax Allocation District #1: Historic Core



# **Appendix B. Figures & Descriptions**

#### City of Brunswick Tax Allocation District #1: Tax Parcel ID Numbers of Properties within the TAD

Parcel ID         PIN         Address         Lot Num           01-00143         6200000001         100 HAROLD J FRIEDMAN DR         000-001           01-00154         630000002         0 TERRY CREEK RD         000-002           01-00155         630000003         1200 GLYNN AV #7         000-003	Nu 0062-00	Val	Val	
01-00154         630000002         0 TERRY CREEK RD         000-002           01-00155         6300000003         1200 GLYNN AV #7         000-003			Ć22F 400	Tax Val
01-00155 6300000003 1200 GLYNN AV #7 000-003		\$563,500	\$225,400	\$225,400
	0063-00	\$600	\$240 \$80,000	\$240
1 01 00159 630000007 1340 CLVNN AV 000 007	0063-00	\$200,000	. ,	\$0 \$0
01-00158 630000007 1240 GLYNN AV 000-007	0063-00	\$150,000	\$60,000	
01-00159 630000008 8 TERRY CREEK RD 000-008 01-00518 B00707053001 821 BAY ST 053-001	0063-00 B007-07	\$489,800	\$195,920	\$195,920 \$0
		\$180,000	\$72,000	•
01-00519 B00707053002 827 BAY ST #2 053-002 01-00521 B00707053005 10 ALBEMARLE ST 053-005	B007-07 B007-07	\$291,900 \$921,800	\$116,760 \$368,720	\$116,760 \$368,720
	B007-07			
01-00658 B00707083003 715 BAY ST 083-003 01-00659 B00707083004 729 BAY ST 083-004	B007-07	\$1,308,500 \$50,200	\$523,400 \$20,080	\$0 \$20,080
	B007-07	\$284,000	\$113,600	\$20,080
01-00951 B00907016001 1120 NEWCASTLE ST 016-001 01-00952 B00907017001 1129 NEWCASTLE ST 017-001	B009-07	\$18,300	\$7,320	\$0 \$0
01-00953 B00907017001 1125 NEWCASTLE ST 017-001	B009-07	\$750,800	\$300,320	\$0
01-00954 B00907018001 1128 BAY ST 018-001	B009-07	\$6,700	\$2,680	\$0 \$0
01-00955 B00907018002 1126 BAY ST 018-002	B009-07	\$6,700	\$2,680	\$0 \$0
01-00953 B00907018002 1126 BAY 31 016-002 01-00969 B00907018016 1129 GRANT ST 018-016	B009-07	\$9,700	\$3,880	\$0 \$0
	B009-07	\$10,500	\$4,200	\$0
01-00984 B00907020003 1025 BAY ST 020-003 01-00985 B00907020004 1001 BAY ST 020-004	B009-07 B009-07	\$743,300 \$220,300	\$297,320	\$297,320
01-00986 B00907020005 1029 BAY ST 020-005	B009-07	\$425,000	\$88,120 \$170,000	\$88,120 \$170,000
01-01014 B00907025001 1100 GRANT ST #13000 025-001	B009-07	\$118,700	\$47,480	\$170,000
01-01042 B00907030001 900 GEORGE ST 030-001	B009-07	\$151,900	\$60,760	\$0
01-01042 B00907052001 829 BAY ST 052-001	B009-07	\$1,028,200	\$411,280	\$411,280
01-01461 B01106001001 1116 LANIER BLVD #13000 001-001	B003-07	\$756,000	\$302,400	\$411,280
01-01462 B01201023001 1200 GLOUCESTER ST 023-001	B011-00	\$730,000	\$29,080	\$29,080
01-01463 B01201023002 1420 WOLFE ST 023-002	B012-01	\$35,200	\$14,080	\$14,080
01-01464 B01201023003 1412 WOLFE ST 023-003	B012-01	\$4,700	\$1,880	\$1,880
01-01465 B01201023004 1410 WOLFE ST 023-004	B012-01	\$8,900	\$3,560	\$3,560
01-01466 B01201023005 1207 MONCK ST 023-005	B012-01	\$14,000	\$5,600	\$5,600
01-01467 B01201023006 1209 MONCK ST 023-006	B012-01	\$19,500	\$7,800	\$7,800
01-01468 B01201023007 1403 ALBANY ST 023-007	B012-01	\$49,200	\$19,680	\$0
01-01469 B01201023008 1407 ALBANY ST 023-008	B012-01	\$25,800	\$10,320	\$10,320
01-01470 B01201023009 1409 ALBANY ST 023-009	B012-01	\$28,000	\$11,200	\$11,200
01-01471 B01201023010 1411 ALBANY ST 023-010	B012-01	\$37,000	\$14,800	\$14,800
01-01472 B01201023011 1417 ALBANY ST 023-011	B012-01	\$39,900	\$15,960	\$15,960
01-01473 B01201023012 1419 ALBANY ST 023-012	B012-01	\$5,900	\$2,360	\$2,360
01-01474 B01201023013 1208 GLOUCESTER ST 023-013	B012-01	\$122,300	\$48,920	\$48,920
01-01475 B01201024001 1100 GLOUCESTER ST 024-001	B012-01	\$150,200	\$60,080	\$0
01-01476 B01201024002 1421 WOLFE ST 024-002	B012-01	\$38,000	\$15,200	\$0
01-01477 B01201024003 1103 MONCK ST 024-003	B012-01	\$13,400	\$5,360	\$5,360
01-01478 B01201024004 1105 MONCK ST 024-004	B012-01	\$5,300	\$2,120	\$2,120
01-01479 B01201024005 1107 MONCK ST 024-005	B012-01	\$5,500	\$2,200	\$2,200
01-01480 B01201024006 1109 MONCK ST 024-006	B012-01	\$4,300	\$1,720	\$1,720
01-01481 B01201024007 1405 WOLFE ST 024-007	B012-01	\$5,300	\$2,120	\$2,120
01-01482 B01201024008 1409 WOLFE ST 024-008	B012-01	\$11,200	\$4,480	\$4,480
01-01483 B01201025001 1002 GLOUCESTER ST 025-001	B012-01	\$441,000	\$176,400	\$0
01-01484 B01201025002 1414 NORWICH ST 025-002	B012-01	\$14,000	\$5,600	\$0
01-01485 B01201025003 1400 NORWICH ST 025-003	B012-01	\$279,200	\$111,680	\$0
01-01486 B01201026001 900 GLOUCESTER ST 026-001	B012-01	\$921,400	\$368,560	\$0
01-01487 B01201026002 1411 NORWICH ST 026-002	B012-01	\$44,900	\$17,960	\$0

# City of Brunswick Tax Allocation District #1: Historic Core

Damalib	DIN	0.44	Lat Nove	Block	Market	Assessed	TV-I
Parcel ID 01-01489	PIN B01201026004	Address 903 MONCK ST	<b>Lot Num</b> 026-004	Nu B012-01	<b>Val</b> \$116,700	<b>Val</b> \$46,680	<b>Tax Val</b> \$46,680
01-01489	B01201020004 B01201027001	800 GLOUCESTER ST	020-004	DU12-U1	\$110,700	\$40,080	\$40,080
01-01490	B01201027001 B01201027002	1410 ELLIS ST	027-002	B012-01	\$5,600	\$2,240	\$2,240
01-01491	B01201027002	1410 ELLIS ST	027-002	B012-01	\$5,760	\$2,304	\$2,304
01-01493	B01201027004	801 MONCK ST	027-003	B012-01	\$140,800	\$56,320	\$56,320
01-01494	B01201027005	805 MONCK ST	027-005	B012-01	\$34,000	\$13,600	\$13,600
01-01495	B01201027006	1409 EGMONT ST	027-006	B012-01	\$170,700	\$68,280	\$68,280
01-01496	B01201027007	1415 EGMONT ST	027-007	B012-01	\$56,500	\$22,600	\$22,600
01-01497	B01201027008	1421 EGMONT ST			\$0	\$0	\$0
01-01498	B01201027009	808 GLOUCESTER ST			\$0	\$0	\$0
01-01499	B01201027010	1414 ELLIS ST	027-010	B012-01	\$75,000	\$30,000	\$0
01-01500	B01201028001	700 GLOUCESTER ST #202	028-001	B012-01	\$1,100,000	\$440,000	\$440,000
01-01502	B01201028003	710 GLOUCESTER ST	028-003	B012-01	\$936,600	\$374,640	\$374,640
01-01503	B01201029001	600 GLOUCESTER ST	029-001	B012-01	\$107,000	\$42,800	\$42,800
01-01504	B01201029004	1416 REYNOLDS ST	029-004	B012-01	\$118,800	\$47,520	\$47,520
01-01505	B01201029005	1406 REYNOLDS ST	029-005	B012-01	\$25,500	\$10,200	\$10,200
01-01506	B01201029006	1402 REYNOLDS ST	029-006	B012-01	\$79,500	\$31,800	\$31,800
01-01507	B01201029007	1401 UNION ST	029-007	B012-01	\$180,200	\$72,080	\$72,080
01-01508	B01201029008	1407 UNION ST	029-008	B012-01	\$116,100	\$46,440	\$46,440
01-01510	B01201029010	1415 UNION ST	029-010	B012-01	\$10,300	\$4,120	\$4,120
01-01511	B01201029012	1425 UNION ST	029-012	B012-01	\$9,900	\$3,960	\$3,960
01-01512	B01201029013	606 GLOUCESTER ST	029-013	B012-01	\$252,700	\$101,080	\$101,080
01-01513	B01201029014	1423 UNION ST	029-014	B012-01	\$7,600	\$3,040	\$3,040
01-01514	B01201030001	500 GLOUCESTER ST	030-001	B012-01	\$425,000	\$170,000	\$170,000
01-01516	B01201030003	510 GLOUCESTER ST	030-003	B012-01	\$2,388,200	\$955,280	\$955,280
01-01518	B01201031001	1426 NEWCASTLE ST	031-001	B012-01	\$0	\$0	\$0
01-01519	B01201031002	1424 NEWCASTLE ST	031-002	B012-01	\$48,600	\$19,440	\$19,440
01-01520	B01201031003	1422 NEWCASTLE ST	031-003	B012-01	\$75,200	\$30,080	\$30,080
01-01521	B01201031004	1418 NEWCASTLE ST	031-004	B012-01	\$72,800	\$29,120	\$29,120
01-01522	B01201031005	1416 NEWCASTLE ST	031-005	B012-01	\$40,400	\$16,160	\$0
01-01523	B01201031006	1414 NEWCASTLE ST	031-006	B012-01	\$82,500	\$33,000	\$33,000
01-01524	B01201031007	1412 NEWCASTLE ST	031-007	B012-01	\$90,000	\$36,000	\$36,000
01-01525	B01201031008	1404 NEWCASTLE ST	031-008	B012-01	\$85,000	\$34,000	\$34,000
01-01526	B01201031009	1402 NEWCASTLE ST	031-009	B012-01	\$98,200	\$39,280	\$39,280
01-01527	B01201031010	1400 NEWCASTLE ST	031-010	B012-01	\$117,700	\$47,080	\$47,080
01-01528	B01201031011	1430 NEWCASTLE ST	031-011	B012-01	\$247,500	\$99,000	\$99,000
01-01529	B01201032001	304 GLOUCESTER ST #201	032-001	B012-01	\$359,300	\$143,720	\$143,720
01-01530	B01201032002	1429 NEWCASTLE ST	032-002	B012-01	\$182,900	\$73,160	\$73,160
01-01531	B01201032003	1423 NEWCASTLE ST	032-003	B012-01	\$289,900	\$115,960	\$115,960
01-01532	B01201032004	1421 NEWCASTLE ST	032-004	B012-01	\$48,600	\$19,440	\$19,440
01-01533	B01201032005	1415 NEWCASTLE ST	032-005	B012-01	\$40,400	\$16,160	\$0
01-01534	B01201032006	1413 NEWCASTLE ST	032-006	B012-01	\$61,700	\$24,680	\$24,680
01-01538	B01201032010	1405 NEWCASTLE ST	032-010	B012-01	\$205,900	\$82,360	\$82,360
01-01539	B01201032011	1403 NEWCASTLE ST	032-011	B012-01	\$46,800	\$18,720	\$18,720
01-01540	B01201032012	1401 NEWCASTLE ST	032-012	B012-01	\$381,200	\$152,480	\$152,480
01-01541	B01201032013	1419 NEWCASTLE ST	032-013	B012-01	\$62,600	\$25,040	\$25,040
01-01542	B01201033001	208 GLOUCESTER ST	033-001	B012-01	\$504,000	\$201,600	\$0
01-01544	B01201033006	205 MONCK ST	033-006	B012-01	\$86,800	\$34,720	\$34,720
01-01545	B01201033007	211 MONCK ST	033-007	B012-01	\$300,700	\$120,280	\$120,280
01-01561 01-01565	B01201035002	102 GLOUCESTER ST 1299 BAY ST #17000	035-002 036-002	B012-01 B012-01	\$4,884,000 \$1,356,000	\$1,953,600 \$542,400	\$0 \$0
01-01565	B01201036002 B01201038001	1320 BAY ST	038-001	B012-01	\$8,400	\$3,360	\$3,360
01-01574	B01201038001	1318 BAY ST	038-002	B012-01	\$3,700	\$1,480	\$3,360
01-01576	B01201038002 B01201038003	1308 BAY ST	038-003	B012-01	\$7,500	\$3,000	\$3,000
01-01570	B01201038003	1304 BAY ST	038-003	B012-01	\$46,200	\$18,480	\$18,480
01-01577	B01201038004 B01201038005	211 MANSFIELD ST	038-004	B012-01	\$107,500	\$43,000	\$43,000
01-01578	B01201038005	1307 GRANT ST	038-006	B012-01	\$159,600	\$63,840	\$63,840
01-01580	B01201038007	1309 GRANT ST	038-007	B012-01	\$5,900	\$2,360	\$2,360
01-01581	B01201038008	1311 GRANT ST	038-008	B012-01	\$5,900	\$2,360	\$2,360
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				Block	Market	Assessed	
Parcel ID	PIN	Address	Lot Num	Nu	Val	Val	Tax Val
01-01582	B01201038009	1314 BAY ST	038-009	B012-01	\$261,800	\$104,720	\$104,720
01-01585	B01201038012	212 MONCK ST	038-012	B012-01	\$22,400	\$8,960	\$8,960
01-01586	B01201038013	208 MONCK ST	038-013	B012-01	\$22,800	\$9,120	\$9,120
01-01587	B01201039001	1317 NEWCASTLE ST	039-001	B012-01	\$40,900	\$16,360	\$16,360
01-01587	B01201039001	1317 NEWCASTLE ST	039-001	B012-01	\$40,900	\$16,360	\$16,360
01-01588	B01201039002	1313 NEWCASTLE ST	039-002	B012-01	\$351,800	\$140,720	\$140,720
01-01589	B01201039003	1301 NEWCASTLE ST	039-003	B012-01	\$63,200	\$25,280	\$0
01-01590	B01201040001	1330 NEWCASTLE ST	040-001	B012-01	\$96,100	\$38,440	\$38,440
01-01591	B01201040002	1328 NEWCASTLE ST	040-002	B012-01	\$26,100	\$10,440	\$10,440
01-01592	B01201040003	1326 NEWCASTLE ST	040-003	B012-01	\$41,600	\$16,640	\$16,640
01-01593	B01201040004	1322 NEWCASTLE ST	040-004	B012-01	\$41,600	\$16,640	\$16,640
01-01594	B01201040005	1320 NEWCASTLE ST	040-005	B012-01	\$81,600	\$32,640	\$32,640
01-01596	B01201040007	1316 NEWCASTLE ST	040-007	B012-01	\$364,900	\$145,960	\$145,960
01-01597	B01201040008	1314 NEWCASTLE ST #200	040-008	B012-01	\$228,000	\$91,200	\$91,200
01-01598	B01201040009	1312 NEWCASTLE ST #100	040-009	B012-01	\$417,300 \$63,200	\$166,920	\$166,920
01-01599	B01201040010	1300 NEWCASTLE ST 1328 RICHMOND ST	040-010	B012-01		\$25,280	\$0
01-01600 01-01602	B01201041001 B01201041003	1310 RICHMOND ST	041-001 041-003	B012-01 B012-01	\$142,400 \$66,300	\$56,960 \$26,520	\$56,960 \$26,520
01-01603	B01201041003	503 MANSFIELD ST	041-003	B012-01	\$163,100	\$65,240	\$65,240
01-01604	B01201041004	1301 REYNOLDS ST	041-004	B012-01	\$41,500	\$16,600	\$16,600
01-01605	B01201041006	1313 REYNOLDS ST	041-006	B012-01	\$9,100	\$3,640	\$3,640
01-01606	B01201041007	512 MONCK ST	041-007	B012-01	\$80,900	\$32,360	\$32,360
01-01607	B01201041008	506 MONCK ST	041-008	B012-01	\$110,200	\$44,080	\$44,080
01-01618	B01201043001	1230 NEWCASTLE ST	043-001	B012-01	\$16,300	\$6,520	\$0
01-01619	B01201043002	1214 NEWCASTLE ST	043-002	B012-01	\$146,600	\$58,640	\$58,640
01-01620	B01201043003	1206 NEWCASTLE ST	043-003	B012-01	\$135,500	\$54,200	\$54,200
01-01621	B01201043004	1202 NEWCASTLE ST	043-004	B012-01	\$42,100	\$16,840	\$16,840
01-01622	B01201043005	405 HOWE ST	043-005	B012-01	\$129,800	\$51,920	\$51,920
01-01623	B01201044001	1229 NEWCASTLE ST #13000	044-001	B012-01	\$464,300	\$185,720	\$0
01-01624	B01201044002	1217 NEWCASTLE ST	044-002	B012-01	\$145,100	\$58,040	\$58,040
01-01625	B01201044003	1215 NEWCASTLE ST	044-003	B012-01	\$87,600	\$35,040	\$35,040
01-01626	B01201044004	1213 NEWCASTLE ST	044-004	B012-01	\$162,800	\$65,120	\$65,120
01-01627	B01201044005	1205 NEWCASTLE ST	044-005	B012-01	\$180,400	\$72,160	\$72,160
01-01628	B01201045001	206 MANSFIELD ST	045-001	B012-01	\$922,500	\$369,000	\$0
01-01631	B01201045004	1204 BAY ST	045-004	B012-01	\$212,400	\$84,960	\$84,960
01-01638	B01207003001	1326 EGMONT ST	003-001	B012-07	\$523,200	\$209,280	\$0
01-01639	B01207003002	1328 NORWICH ST	003-002	B012-07	\$3,550,000	\$1,420,000	\$0
01-01640	B01207003003	1321 ALBANY ST	003-003	B012-07	\$111,100	\$44,440	\$44,440
01-01641	B01207004001	800 MONCK ST	004-001	B012-07	\$121,300	\$48,520	\$0
01-01642	B01207004002	804 MONCK ST	004-002	B012-07	\$90,100	\$36,040	\$0
01-01643	B01207004003	1320 ELLIS ST	004-003	B012-07	\$9,000	\$3,600	\$3,600
01-01644	B01207004004	1314 ELLIS ST	004-004	B012-07	\$158,500	\$63,400	\$0
01-01645	B01207004005	1310 ELLIS ST	004-005	B012-07	\$5,500	\$2,200	\$0
01-01646	B01207004006	801 MANSFIELD ST	004-006	B012-07	\$109,900	\$43,960	\$0
01-01647	B01207004007	811 MANSFIELD ST	004-007	B012-07	\$10,600	\$4,240	\$0 \$0
01-01648	B01207004008	1309 EGMONT ST	004-008	B012-07	\$13,100	\$5,240	\$0
01-01649	B01207004009	1313 EGMONT ST	004-009	B012-07	\$13,100	\$5,240	\$0 \$0
01-01650 01-01651	B01207004010 B01207004011	1317 EGMONT ST	004-010 004-011	B012-07 B012-07	\$23,400 \$49,200	\$9,360 \$19,680	\$10,680
01-01651	B01207004011 B01207004012	1321 EGMONT ST	004-011	B012-07	\$49,200	\$19,680	\$19,680 \$62,200
01-01652	B01207004012 B01207005001	808 MONCK ST 1328 UNION ST	004-012	B012-07	\$135,300	\$70,000	\$62,200
01-01654	B01207005001	1320 UNION ST	005-002	B012-07	\$173,000	\$16,840	\$0 \$0
01-01655	B01207005002	1314 UNION ST	005-002	B012-07	\$12,200	\$4,880	\$0 \$0
01-01656	B01207005003	1310 UNION ST	005-004	B012-07	\$827,800	\$331,120	\$0
01-01050	B01207005004	707 MANSFIELD ST	005-004	B012-07	\$24,300	\$9,720	\$0
01-01660	B01207006002	1315 UNION ST	006-002	B012-07	\$60,000	\$24,000	\$24,000
01-01661	B01207006002	1311 UNION ST	006-003	B012-07	\$412,000	\$164,800	\$0
01-01662	B01207006004	603 MANSFIELD ST #B	006-004	B012-07	\$115,600	\$46,240	\$46,240
01-01663	B01207006005	1303 UNION ST	006-005	B012-07	\$133,300	\$53,320	\$53,320
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				Block	Market	Assessed	
Parcel ID	PIN	Address	Lot Num	Nu	Val	Val	Tax Val
01-01664	B01207006006	1312 REYNOLDS ST	006-006	B012-07	\$154,900	\$61,960	\$61,960
01-01665	B01207006007	1321 UNION ST	006-007	B012-07	\$468,400	\$187,360	\$0
01-01667	B01207006009	1327 UNION ST	006-009	B012-07	\$223,100	\$89,240	\$89,240
01-01703	B01207010001	1001 EGMONT ST #12	010-001	B012-07	\$2,990,900	\$1,196,360	\$0
01-01704	B01207010002	1215 ALBANY ST	010-002	B012-07	\$52,000	\$20,800	\$20,800
01-01705	B01301021001	1400 GLOUCESTER ST	021-001	B013-01	\$69,500	\$27,800	\$0
01-01706	B01301021002	1416 AMHERST ST	021-002	B013-01	\$578,700	\$231,480	\$0
01-01707	B01301021003	1410 AMHERST ST	021-003	B013-01	\$7,000	\$2,800	\$2,800
01-01708	B01301021004	1406 AMHERST ST	021-004	B013-01	\$7,000	\$2,800	\$2,800
01-01709	B01301021005	1404 AMHERST ST	021-005	B013-01	\$7,000	\$2,800	\$2,800
01-01710	B01301021006	1400 AMHERST ST	021-006	B013-01	\$57,000	\$22,800	\$22,800
01-01711	B01301021007	1407 MONCK ST	021-007	B013-01	\$33,700	\$13,480	\$13,480
01-01712	B01301021008	1407 MARTIN LUTHER KING JR BLVD	021-008	B013-01	\$16,900	\$6,760	\$6,760
01-01713	B01301021009	1411 MARTIN LUTHER KING JR BLVD	021-009	B013-01	\$7,300	\$2,920	\$2,920
01-01714	B01301021010	1413 MARTIN LUTHER KING JR BLVD	021-010	B013-01	\$29,200	\$11,680	\$11,680
01-01715	B01301021011	1417 MARTIN LUTHER KING JR BLVD	021-011	B013-01	\$62,800	\$25,120	\$25,120
01-01716	B01301021013	1412 GLOUCESTER ST	021-013	B013-01	\$210,100	\$84,040	\$84,040
01-01717	B01301022001	1300 GLOUCESTER ST #A	022-001	B013-01	\$98,400	\$39,360	\$39,360
01-01718	B01301022002	1422 ALBANY ST	022-002	B013-01	\$29,000	\$11,600	\$11,600
01-01719	B01301022003	1416 ALBANY ST	022-003	B013-01	\$21,400	\$8,560	\$8,560
01-01720	B01301022004	1414 ALBANY ST	022-004	B013-01	\$10,800	\$4,320	\$4,320
01-01721 01-01722	B01301022005	1410 ALBANY ST	022-005	B013-01	\$5,400	\$2,160	\$2,160
	B01301022006	1406 ALBANY ST		B013-01	\$24,200	\$9,680	\$9,680
01-01723 01-01724	B01301022007 B01301022008	1404 ALBANY ST 1402 ALBANY ST	022-007	B013-01	\$12,600 \$61,200	\$5,040 \$24,480	\$5,040 \$24,480
01-01724	B01301022008	1305 MONCK ST	022-008	B013-01 B013-01	\$4,900	\$1,960	\$1,960
01-01725	B01301022010	1405 AMHERST ST	022-009	B013-01	\$42,000	\$1,900	\$1,900
01-01727	B01301022010	1407 AMHERST ST	022-010	B013-01	\$5,400	\$2,160	\$2,160
01-01727	B01301022011	1411 AMHERST ST	022-011	B013-01	\$31,100	\$12,440	\$12,440
01-01729	B01301022012	1413 AMHERST ST	022-012	B013-01	\$28,600	\$11,440	\$11,440
01-01730	B01301022014	1417 AMHERST ST	022-014	B013-01	\$5,400	\$2,160	\$2,160
01-01731	B01301022015	1419 AMHERST ST	022-015	B013-01	\$29,000	\$11,600	\$11,600
01-01732	B01301022016	1421 AMHERST ST	022-016	B013-01	\$22,800	\$9,120	\$9,120
01-01733	B01301022017	1302 GLOUCESTER ST	022-017	B013-01	\$63,700	\$25,480	\$25,480
01-01734	B01301022018	1310 GLOUCESTER ST	022-018	B013-01	\$100,300	\$40,120	\$40,120
01-01783	B01306007001	1600 GLOUCESTER ST	007-001	B013-06	\$63,200	\$25,280	\$25,280
01-01784	B01306007002	1416 STONEWALL ST	007-002	B013-06	\$29,400	\$11,760	\$11,760
01-01785	B01306007003	1410 STONEWALL ST	007-003	B013-06	\$23,900	\$9,560	\$9,560
01-01786	B01306007004	1406 STONEWALL ST	007-004	B013-06	\$28,300	\$11,320	\$11,320
01-01787	B01306007005	1402 STONEWALL ST	007-005	B013-06	\$70,900	\$28,360	\$28,360
01-01788	B01306007006	1401 LEE ST	007-006	B013-06	\$32,400	\$12,960	\$12,960
01-01789	B01306007007	1403 LEE ST	007-007	B013-06	\$41,500	\$16,600	\$16,600
01-01790	B01306007008	1411 LEE ST	007-008	B013-06	\$34,100	\$13,640	\$13,640
01-01791	B01306007009	1413 LEE ST	007-009	B013-06	\$31,600	\$12,640	\$12,640
01-01792	B01306007010	1417 LEE ST	007-010	B013-06	\$40,700	\$16,280	\$16,280
01-01793	B01306007011	1421 LEE ST	007-011	B013-06	\$173,700	\$69,480	\$69,480
01-01795	B01306007013	1608 GLOUCESTER ST	007-013	B013-06	\$106,100	\$42,440	\$42,440
01-01798	B01306008001	1504 GLOUCESTER ST	008-001	B013-06	\$274,000	\$109,600	\$109,600
01-01800	B01306008003	1416 MARTIN LUTHER KING JR BLVD	008-003	B013-06	\$8,000	\$3,200	\$3,200
01-01801	B01306008004	1410 MARTIN LUTHER KING JR BLVD	008-004	B013-06	\$3,000	\$1,200	\$1,200
01-01802	B01306008005	1408 MARTIN LUTHER KING JR BLVD	008-005	B013-06	\$4,000	\$1,600	\$1,600
01-01803	B01306008006	1406 MARTIN LUTHER KING JR BLVD	008-006	B013-06	\$5,500	\$2,200	\$2,200
01-01805	B01306008008	1402 MARTIN LUTHER KING JR BLVD	008-008	B013-06	\$6,700	\$2,680	\$2,680
01-01806	B01306008009	1400 MARTIN LUTHER KING JR BLVD	008-009	B013-06	\$28,100	\$11,240	\$11,240
01-01807	B01306008010	1505 MONCK ST	008-010	B013-06	\$5,800	\$2,320	\$2,320
01-01808	B01306008011	1403 STONEWALL ST	008-011	B013-06	\$40,400	\$16,160	\$16,160
01-01810	B01306008013	1411 STONEWALL ST	008-013	B013-06	\$27,700	\$11,080	\$11,080
01-01811	B01306008014	1413 STONEWALL ST	008-014	B013-06	\$23,300	\$9,320	\$9,320
01-01812	B01306008015	1415 STONEWALL ST	008-015	B013-06	\$4,700	\$1,880	\$1,880

				Block	Market	Assessed	
Parcel ID	PIN	Address	Lot Num	Nu	Val	Val	Tax Val
01-01813	B01306008016	1510 GLOUCESTER ST	008-016	B013-06	\$146,200	\$58,480	\$58,480
01-01814	B01306008018	1414 MARTIN LUTHER KING JR BLVD	008-018	B013-06	\$4,400	\$1,760	\$1,760
01-01980	B01406002001	1408 SONNY MILLER WAY #32000	002-001	B014-06	\$712,300	\$284,920	\$0
01-01994	B01501002001	400 G ST	002-001	B015-01	\$58,300	\$23,320	\$23,320
01-01996	B01501002003	1608 NEWCASTLE ST #200	002-003	B015-01	\$573,800	\$229,520	\$229,520
01-01997	B01501002004	1604 NEWCASTLE ST	002-004	B015-01	\$185,800	\$74,320	\$74,320
01-01998	B01501002005	1600 NEWCASTLE ST	002-005	B015-01	\$319,800	\$127,920	\$127,920
01-01999	B01501002006	409 F ST	002-006	B015-01	\$0	\$0	\$0
01-02004	B01501002011	1619 REYNOLDS ST	002-011	B015-01	\$0	\$0	\$0
01-02008	B01501002015	410 G ST	002-015	B015-01	\$16,200	\$6,480	\$6,480
01-02010	B01501003001	1704 BAY ST	003-001	B015-01	\$105,100	\$42,040	\$42,040
01-02011	B01501004001	1609 NEWCASTLE ST	004-001	B015-01	\$129,200	\$51,680	\$0
01-02013	B01501006001	101 GLOUCESTER ST #13000	006-001	B015-01	\$1,396,100	\$558,440	\$558,440 \$0
01-02018	B01501008001	200 F ST	008-001	B015-01	\$21,200	\$8,480	
01-02019	B01501008002 B01501008003	1524 BAY ST 1516 BAY ST	008-002	B015-01 B015-01	\$106,100 \$124,700	\$42,440	\$42,440
01-02020			008-003			\$49,880	\$49,880
01-02021	B01501008004 B01501009001	209 GLOUCESTER ST 1531 NEWCASTLE ST	008-004	B015-01 B015-01	\$375,900 \$201,400	\$150,360 \$80,560	\$150,360
01-02022	B01501009001	1531 NEWCASTLE ST	009-001	B015-01	\$82,900	\$33,160	\$33,160
01-02023	B01501009002	1521 NEWCASTLE ST	009-002	B015-01	\$95,500	\$38,200	\$38,200
01-02025	B01501009003	1519 NEWCASTLE ST #1	009-004	B015-01	\$111,000	\$44,400	\$44,400
01-02025	B01501009004	1515 NEWCASTLE ST #1	009-005	B015-01	\$98,600	\$39,440	\$39,440
01-02027	B01501009006	1513 NEWCASTLE ST	009-006	B015-01	\$42,100	\$16,840	\$0
01-02028	B01501009007	1505 NEWCASTLE ST	009-007	B015-01	\$686,300	\$274,520	\$274,520
01-02029	B01501009008	303 GLOUCESTER ST	009-008	B015-01	\$478,257	\$191,303	\$191,303
01-02030	B01501009009	1527 NEWCASTLE ST	009-009	B015-01	\$68,400	\$27,360	\$27,360
01-02031	B01501010001	1530 NEWCASTLE ST	010-001	B015-01	\$550,600	\$220,240	\$0
01-02032	B01501010002	1520 NEWCASTLE ST #1	010-002	B015-01	\$105,600	\$42,240	\$42,240
01-02033	B01501010003	1518 NEWCASTLE ST	010-003	B015-01	\$272,500	\$109,000	\$109,000
01-02034	B01501010004	1512 NEWCASTLE ST	010-004	B015-01	\$42,700	\$17,080	\$17,080
01-02035	B01501010005	1512 NEWCASTLE ST #13000	010-005	B015-01	\$42,100	\$16,840	\$0
01-02036	B01501010006	1510 NEWCASTLE ST #206	010-006	B015-01	\$497,900	\$199,160	\$199,160
01-02037	B01501010007	1506 NEWCASTLE ST	010-007	B015-01	\$190,200	\$76,080	\$76,080
01-02038	B01501010009	1500 NEWCASTLE ST	010-009	B015-01	\$977,100	\$390,840	\$390,840
01-02039	B01501011001	504 F ST	011-001	B015-01	\$164,000	\$65,600	\$65,600
01-02040	B01501011002	1524 RICHMOND ST	011-002	B015-01	\$204,400	\$81,760	\$81,760
01-02041	B01501011003	1514 RICHMOND ST	011-003	B015-01	\$117,400	\$46,960	\$46,960
01-02042	B01501011004	501 GLOUCESTER ST #201	011-004	B015-01	\$1,545,000	\$618,000	\$618,000
01-02043	B01501011005	513 GLOUCESTER ST	011-005	B015-01	\$292,100	\$116,840	\$116,840
01-02045	B01501011007	1507 REYNOLDS ST	011-007	B015-01	\$58,400	\$23,360	\$23,360
01-02046	B01501011008	1523 REYNOLDS ST	011-008	B015-01	\$13,500	\$5,400	\$5,400
01-02047	B01501011009	1529 REYNOLDS ST	011-009	B015-01	\$203,600	\$81,440	\$81,440
01-02049	B01501012001	1528 REYNOLDS ST	012-001	B015-01	\$37,400	\$14,960	\$14,960
01-02050	B01501012002	1520 REYNOLDS ST	012-002	B015-01	\$18,000	\$7,200	\$7,200
01-02051	B01501012003	1509 UNION ST	012-003	B015-01	\$298,600	\$119,440	\$119,440
01-02052	B01501012004	601 GLOUCESTER ST	012-004	B015-01	\$1,305,500	\$522,200	\$0
01-02053	B01501012005	1519 UNION ST	012-005	B015-01	\$17,600	\$7,040	\$7,040
01-02054	B01501012006	1521 UNION ST	012-006	B015-01	\$13,500	\$5,400 \$5,400	\$5,400
01-02055 01-02056	B01501012007 B01501012008	1523 UNION ST	012-007 012-008	B015-01	\$13,500 \$13,500	\$5,400 \$5,400	\$5,400 \$5,400
01-02056	B01501012008 B01501013001	1525 UNION ST 1526 UNION ST	012-008	B015-01 B015-01	\$13,500 \$86,200	\$5,400 \$34,480	\$5,400 \$34,480
01-02057	B01501013001	777 GLOUCESTER ST #200	013-001	B015-01	\$3,028,200	\$1,211,280	\$1,211,280
01-02058	B01501013002	1528 ELLIS ST	013-002	B015-01	\$205,800	\$82,320	\$82,320
01-02060	B01501014001	1522 ELLIS ST	014-002	B015-01	\$8,900	\$3,560	\$02,320
01-02061	B01501014002	1518 ELLIS ST	014-002	B015-01	\$8,900	\$3,560	\$0
01-02062	B01501014003	805 GLOUCESTER ST	014-004	B015-01	\$2,143,100	\$857,240	\$857,240
01-02063	B01501014004	1521 EGMONT ST	014-004	B015-01	\$26,000	\$10,400	\$0
01-02064	B01501014006	1527 EGMONT ST	014-006	B015-01	\$34,400	\$13,760	\$0
01-02065	B01501015001	1527 NORWICH ST	015-001	B015-01	\$84,600	\$33,840	\$33,840
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				Block	Market	Assessed	
Parcel ID	PIN	Address	Lot Num	Nu	Val	Val	Tax Val
01-02066	B01501015002	1521 NORWICH ST	015-002	B015-01	\$21,100	\$8,440	\$0
01-02067	B01501015003	1515 NORWICH ST	015-003	B015-01	\$21,100	\$8,440	\$0
01-02068	B01501015005	903 GLOUCESTER ST	015-005	B015-01	\$74,900	\$29,960	\$0
01-02069	B01501016005	1526 NORWICH ST	016-005	B015-01	\$456,500	\$182,600	\$182,600
01-02070	B01501017001	1100 F ST	017-001	B015-01	\$191,400	\$76,560	\$0
01-02071	B01501017002	1524 JF MANN WAY	017-002	B015-01	\$7,000	\$2,800	\$2,800
01-02072	B01501017003	1520 JF MANN WAY	017-003	B015-01	\$20,000	\$8,000	\$0
01-02073	B01501017004	1516 JF MANN WAY	017-004	B015-01	\$9,300	\$3,720	\$3,720
01-02074	B01501017005	1512 JF MANN WAY	017-005	B015-01	\$50,000	\$20,000	\$20,000
01-02075	B01501017006	1101 GLOUCESTER ST	017-006	B015-01	\$129,600	\$51,840	\$0
01-02076	B01501017007	1107 GLOUCESTER ST	017-007	B015-01	\$339,200	\$135,680	\$0
01-02077	B01501017009	1108 F ST	017-009	B015-01	\$11,200	\$4,480	\$4,480
01-02078	B01501017010	1110 F ST	017-010	B015-01	\$3,700	\$1,480	\$1,480
01-02079	B01501017011	1106 F ST	017-011	B015-01	\$2,500	\$1,000	\$1,000
01-02080	B01501017012	1104 F ST	017-012	B015-01	\$2,500	\$1,000	\$1,000
01-02081	B01501017013	1102 F ST	017-013	B015-01	\$4,400	\$1,760	\$1,760
01-02082	B01501018001	1520 WOLFE ST	018-001	B015-01	\$192,800	\$77,120	\$0
01-02083	B01501018002	1514 WOLFE ST	018-002	B015-01	\$4,700	\$1,880	\$1,880
01-02084	B01501018003	1512 WOLFE ST	018-003	B015-01	\$18,700	\$7,480	\$7,480
01-02085	B01501018004	1201 GLOUCESTER ST	018-004	B015-01	\$174,100	\$69,640	\$0
01-02086	B01501018005	1205 GLOUCESTER ST	018-005	B015-01	\$16,800	\$6,720	\$0 \$0
01-02087 01-02088	B01501018006	1209 GLOUCESTER ST 1507 ALBANY ST	018-006	B015-01	\$84,100	\$33,640	\$2,800
01-02088	B01501018007 B01501018008	1507 ALBANY ST	018-007 018-008	B015-01	\$7,000 \$26,000	\$2,800 \$10,400	\$10,400
01-02089	B01501018008	1513 ALBANY ST	018-009	B015-01	\$7,000	\$2,800	\$2,800
01-02091	B01501018010	1515 ALBANY ST	018-010	B015-01	\$18,300	\$7,320	\$7,320
01-02093	B01501018012	1523 ALBANY ST	018-012	B015-01	\$24,500	\$9,800	\$9,800
01-02094	B01501018013	1529 ALBANY ST	018-013	B015-01	\$14,000	\$5,600	\$5,600
01-02098	B01502120009	127 F ST	120-009	B015-02	\$361,900	\$144,760	\$0
01-02120	B01502144001	1725 NORWICH STREET LN	144-001	B015-02	\$1,700	\$680	\$680
01-02121	B01502144002	BRUNSWICK 31520	144-002	B015-02	\$3,700	\$1,480	\$1,480
01-02122	B01502144003	1730 NORWICH ST	144-003	B015-02	\$178,000	\$71,200	\$71,200
01-02123	B01502144004	1724 NORWICH ST	144-004	B015-02	\$68,900	\$27,560	\$27,560
01-02124	B01502144005	1720 NORWICH ST	144-005	B015-02	\$26,200	\$10,480	\$10,480
01-02125	B01502144006	1714 NORWICH ST	144-006	B015-02	\$36,000	\$14,400	\$14,400
01-02126	B01502144007	1708 NORWICH ST	144-007	B015-02	\$74,800	\$29,920	\$29,920
01-02127	B01502144008	1700 NORWICH ST	144-008	B015-02	\$157,300	\$62,920	\$62,920
01-02129	B01502144010	1103 G ST	144-010	B015-02	\$8,900	\$3,560	\$3,560
01-02130	B01502144011	1701 WOLFE ST	144-011	B015-02	\$10,000	\$4,000	\$4,000
01-02131	B01502144012	1705 WOLFE ST	144-012	B015-02	\$7,400	\$2,960	\$2,960
01-02132	B01502144013	1707 WOLFE ST	144-013	B015-02	\$9,300	\$3,720	\$3,720
01-02133	B01502144014	1709 WOLFE ST	144-014	B015-02	\$22,600	\$9,040	\$9,040
01-02134	B01502144015	1713 WOLFE ST	144-015	B015-02	\$5,000	\$2,000	\$2,000
01-02135	B01502144016	1715 WOLFE ST	144-016	B015-02	\$22,100	\$8,840	\$8,840
01-02136	B01502144017	1717 WOLFE ST	144-017	B015-02	\$3,200	\$1,280	\$1,280
01-02137	B01502144019	1719 WOLFE ST	144-019	B015-02	\$40,600	\$16,240	\$16,240
01-02138	B01502144020	1726 NORWICH STREET LN	144-020	B015-02	\$3,200	\$1,280	\$1,280
01-02139	B01502144021	1108 H ST	144-021	B015-02	\$7,700	\$3,080	\$3,080
01-02140	B01502144022	1106 H ST	144-022	B015-02	\$6,500	\$2,600	\$2,600
01-02141	B01502144023	1104 H ST	144-023	B015-02	\$4,100	\$1,640	\$1,640
01-02142	B01502144024	1102 H ST	144-024	B015-02	\$10,500	\$4,200	\$4,200
01-02143 01-02144	B01502144025 B01502144026	1100 H ST	144-025 144-026	B015-02 B015-02	\$7,900 \$1,300	\$3,160 \$520	\$3,160 \$520
01-02144	B01502144026 B01502145009	901 G ST	144-026	B015-02 B015-02	\$1,300	\$32,000	\$32,000
01-02155	B01502145009	1701 NORWICH ST	145-009	B015-02	\$107,200	\$42,880	\$42,880
01-02156	B01502145011	1701 NORWICH ST	145-011	B015-02	\$107,200	\$6,120	\$6,120
01-02157	B01502145013	1718 ELLIS STREET LN	145-013	B015-02	\$13,300	\$45,200	\$45,200
01-02159	B01502145015	1721 NORWICH ST	145-015	B015-02	\$50,600	\$20,240	\$20,240
01-02160	B01502145016	1721 NORWICH ST	145-016	B015-02	\$20,700	\$8,280	\$8,280
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					Block	Market	Assessed	
19-10-12  2015	Parcel ID	PIN	Address	Lot Num				Tax Val
10-102155   101502147001   1725 REVIVOLOS ST   147-001   1015-02   \$1,283,000   \$513,700   \$0.102216   \$10.20216   \$10.20216   \$10.20216   \$1.00216   \$1	01-02161	B01502145017	1729 NORWICH ST	145-017	B015-02	\$161,900	\$64,760	\$64,760
10.02129	01-02162	B01502145018	900 H ST	145-018	B015-02	\$13,400	\$5,360	\$5,360
0.1017/10   0.015/02147000   1707 NEWCASTLE STREET IN #102   147-006   0.015-02   253,800   510,240   510,520   0.102172   0.015/02147008   1700 NEWCASTLE STREET IN #104-008   0.015-02   2573,900   5109,560   5109,560   0.10218   0.012214   0.015/02147001   1501 NORWICH ST   149-010   0.015-02   525,600   5109,560   5109,560   0.010218   0.015/02149010   1501 NORWICH ST   149-010   0.015-02   540,100   515,040   516,040   0.010218   0.015/02149011   1509 NORWICH ST   149-010   0.015-02   538,040   515,040   516,040   0.010218   0.015/02149011   1615 NORWICH ST   149-011   0.015-02   538,040   515,040   516,040   0.010218   0.015/02149013   1615 NORWICH ST   149-015   0.015-02   538,040   515,040   516,040   0.010218   0.015/02149013   1625 NORWICH ST   149-015   0.015-02   538,040   543,040   543,040   0.02224   0.010219   0.016 ST   149-019   0.015-02   538,040   543,040   537,040   0.02222   0.015/02149013   0.023	01-02165	B01502147001	1725 REYNOLDS ST	147-001	B015-02	\$1,283,000	\$513,200	\$0
0.102217   0.01502147007   1.705 NEWCASTLE STIRET I.N   147-007   0.015-02   53,800   51,520   510,500   0.10217   0.01502147008   1.700 NEWCASTLE ST   149-009   0.015-02   237.300   510,540   500,500   0.012213   0.01502149009   0.015 FT   149-009   0.015-02   237.500   510,240   520   0.012214   0.01502149001   1.609 NORWICH ST   149-011   0.015-02   515,600   516,600   516,600   0.012215   0.01502149011   1.609 NORWICH ST   149-011   0.015-02   518,500   574,080   574,080   0.102218   0.01502149013   1.605 NORWICH ST   149-011   0.015-02   5.015,000   515,540   515,600   515,600   0.102218   0.01502149013   1.625 NORWICH ST   149-013   0.015-02   501,900   543,640   515,640   515,640   0.102222   0.01502149013   1.625 NORWICH ST   149-013   0.015-02   577,000   527,160	01-02169	B01502147005	1712 NEWCASTLE ST	147-005	B015-02	\$36,300	\$14,520	\$14,520
0.10-02172   0.01502149008   90.1 F ST   149-009   0.015-02   \$273.900   \$109.550   \$109.550   \$109.550   \$109.550   \$109.550   \$109.550   \$109.550   \$109.550   \$109.550   \$109.550   \$109.0214   \$109.02148   \$10502149001   1601 NORWICH ST   149-010   8015-02   \$36.000   \$74.0800   \$7	01-02170	B01502147006	1707 NEWCASTLE STREET LN #102	147-006	B015-02	\$255,600	\$102,240	\$102,240
0.102213   B01502149000   901 F ST   149 000   B015-02   \$25,500   \$10,200   \$0.00   \$10,000	01-02171	B01502147007	1705 NEWCASTLE STREET LN	147-007	B015-02	\$3,800	\$1,520	\$1,520
0.102214   0.10502149010   1001 NORWICH ST   149 010   1001 502   549.010   516,040   516,040   0.102218   0.102218   0.102218   0.102219   0.10502149013   1625 NORWICH ST   149 014   0.15 02   \$38.400   \$15,360   \$15,360   0.102219   0.10502149015   1625 NORWICH ST   149 014   0.15 02   \$38.400   \$15,360   \$43,840   \$43,840   0.102219   0.10502149018   1625 NORWICH ST   149-018   0.015-02   \$109,600   \$43,840   \$43,840   0.102223   0.10502149019   904 G ST   149-019   0.015-02   \$138,100   \$55,240   527,160   0.102223   0.10502149019   904 G ST   149-019   0.015-02   \$138,100   \$55,240   527,160   0.102224   0.10502149019   904 G ST   149-019   0.015-02   \$138,400   \$13,760   \$55,240   0.102224   0.10502149020   0.1050214	01-02172	B01502147008	1700 NEWCASTLE ST	147-008	B015-02	\$273,900	\$109,560	\$109,560
0.1-02215   0.1-02216   0.1-	01-02213	B01502149009	901 F ST	149-009	B015-02	\$25,600	\$10,240	
0.102218   0.01502149014   1615 NORWICH ST			1601 NORWICH ST		B015-02	. ,		
101-02219								
01-02222   001502149018								
10-10-2223   B01502149019   904 G ST								
101-02224   801502149020   902 G ST								
10-102228   801502150001   1012 G ST							· ·	
01-02230   01-02231   01502150002   1654 NORWICH ST   150-002   015-02   5173,200   569,280   569,280   01-02231   01502150003   1615 NORWICH ST   150-004   015-02   510-005   53,440   53,440   01-02232   01502150005   1608 NORWICH ST   150-004   015-02   510-005   54,460   54,460   01-02233   01502150005   1608 NORWICH ST   150-005   015-02   536,900   54,76								
101-02231   801502150003   1615 NORWICH STREET IN   150-003   8015-02   \$3,600   \$3,440   \$3,440   \$3,440   \$1.001-02232   801502150004   1608 NORWICH ST   150-004   8015-02   \$10,900   \$4,360   \$3,460   \$0.102234   801502150005   1606 NORWICH ST   150-005   8015-02   \$5,6900   \$14,760   \$14,7								
01-02232   801502150004   1608 NORWICH ST   150-004   8015-02   \$10,900   \$4,360   \$4,360   01-02238   801502150005   1602 NORWICH ST   150-005   8015-02   \$36,900   \$14,760   \$14,760   \$14,760   \$101-02238   801502150007   1600 NORWICH ST   150-006   8015-02   \$59,300   \$23,720   \$2								
10-102233   8015021500005   1606 NORWICH ST   150-0005   8015-02   \$36,900   \$14,760   \$31,760   \$01-02234   801502150006   1602 NORWICH ST   150-0006   8015-02   \$59,900   \$2,720   \$23,720   \$20,720   \$2							. ,	
01-02234   B01502150006   1602 NORWICH ST   150-006   B015-02   \$6,800   \$2,720   \$0   \$01-02235   B01502150007   1600 NORWICH ST   150-008   B015-02   \$55,300   \$23,720   \$23,720   \$23,720   \$20,001-02237   B01502150008   1009 FST   150-008   B015-02   \$3,900   \$1,560   \$1,560   \$1,000   \$1,560   \$1,560   \$1,560   \$1,560   \$1,560   \$1,000   \$100   \$100   \$100   \$100   \$100   \$1,500   \$1,560   \$1,560   \$1,560   \$1,000   \$100   \$100   \$100   \$100   \$1,500   \$1,560   \$1,560   \$1,560   \$1,000   \$100   \$100   \$100   \$100   \$1,500   \$1,560   \$1,560   \$1,560   \$1,560   \$1,560   \$1,560   \$1,560   \$1,560   \$1,560   \$1,560   \$1,560   \$1,560   \$1,000								
101-02235   801502150007   1600 NORWICH ST   150-007   8015-02   \$59,300   \$23,720   \$23,720   \$01-02236   801502150008   1009 FST   150-008   8015-02   \$57,400   \$2,960   \$2,960   \$2,960   \$2,000								
01-02236   801502150008   1009 F ST   150-008   8015-02   \$7,400   \$2,960   \$2,960   \$101-02237   801502150009   1101 F ST   150-009   8015-02   \$3,900   \$1,560   \$1,560   \$1,560   \$1,000   \$1,000   \$1,000   \$1,000   \$1,500   \$1,560   \$1,560   \$1,560   \$1,560   \$1,000   \$1,000   \$1,000   \$1,000   \$1,000   \$1,000   \$1,000   \$1,000   \$1,500   \$1,560								
01-02237   B01502150009								
01-02238   B01502150010						. ,		
01-02239   B01502150011								
01-02240   B01502150012   1605 WOLFE ST   150-012   B015-02   \$3,700   \$1,480   \$1,480   01-02241   B01502150013   1607 WOLFE ST   150-013   B015-02   \$3,500   \$2,200   \$2,200   \$2,200   \$1,000   \$1,480   \$1,480   \$1,000   \$1,						· · · · ·		
01-02241   B01502150013   1607 WOLFE ST   150-013   B015-02   \$5,500   \$2,200   \$2,200   \$1.000   \$1								
01-02244   B01502150015   1608 NORWICH STREET LN #.5   150-015   B015-02   \$4,800   \$1,920   \$1,920   \$1,920   \$1,020   \$1,020   \$1,020   \$4,800   \$4,820   \$4,820   \$4,820   \$4,820   \$1,020   \$1,02245   \$01502150017   1610 NORWICH STREET LN   150-017   B015-02   \$24,500   \$9,800   \$9,800   \$1,02245   \$01502150018   1613 WOLFE ST   150-018   B015-02   \$9,700   \$3,880   \$3,880   \$3,880   \$1,02247   \$01502150019   1612 NORWICH STREET LN   150-019   B015-02   \$11,500   \$4,600   \$4,600   \$4,600   \$1,02248   \$01502150020   1615 WOLFE ST   150-020   B015-02   \$14,700   \$5,880   \$5,880   \$1,02248   \$01502150021   1617 WOLFE ST   150-021   B015-02   \$14,700   \$5,880   \$5,880   \$1,02249   \$01502150022   1621 WOLFE ST   150-021   B015-02   \$14,700   \$5,880   \$5,880   \$1,02249   \$01502150022   1621 WOLFE ST   150-021   B015-02   \$10,000   \$4,000   \$4,000   \$4,000   \$1,02249   \$01502150022   1623 WOLFE ST   150-022   B015-02   \$3,300   \$3,400   \$3,400   \$3,400   \$1,02249   \$01502150023   1623 WOLFE ST   150-024   B015-02   \$3,300   \$1,320   \$1,320   \$1,320   \$1,320   \$1,320   \$1,02253   \$01502150025   1110 G ST   150-026   B015-02   \$3,300   \$1,320   \$1,320   \$1,320   \$1,02254   \$01502150025   1104 G ST   150-026   B015-02   \$5,700   \$2,280   \$2,280   \$1,02255   B01502150026   1104 G ST   150-026   B015-02   \$4,000	01-02241			150-013				
01-02244         B01502150016         1611 WOLFE ST         150-016         B015-02         \$12,050         \$4,820         \$4,820           01-02245         B01502150017         1610 NORWICH STREET IN         150-017         B015-02         \$24,500         \$9,800         \$9,800           01-02246         B01502150018         1613 WOLFE ST         150-018         B015-02         \$9,700         \$3,880         \$3,880           01-02247         B01502150019         1612 NORWICH STREET IN         150-019         B015-02         \$11,500         \$4,600         \$4,600           01-02248         B01502150020         1615 WOLFE ST         150-021         B015-02         \$8,900         \$3,560         \$3,560           01-02250         B01502150021         1617 WOLFE ST         150-021         B015-02         \$8,900         \$3,560         \$3,560           01-02250         B01502150022         1621 WOLFE ST         150-022         B015-02         \$10,000         \$4,000         \$4,000           01-02251         B01502150023         1623 WOLFE ST         150-022         B015-02         \$8,500         \$3,400         \$3,400           01-02252         B01502150024         1625 WOLFE ST         150-023         B015-02         \$3,300         \$1,320	01-02242	B01502150014	1609 WOLFE ST	150-014	B015-02	\$3,600	\$1,440	\$1,440
01-02245         B01502150017         1610 NORWICH STREET LN         150-017         B015-02         \$24,500         \$9,800         \$9,800           01-02246         B01502150018         1613 WOLFE ST         150-018         B015-02         \$9,700         \$3,880         \$3,880           01-02247         B01502150019         1612 NORWICH STREET LN         150-019         B015-02         \$11,500         \$4,600         \$4,600           01-02248         B01502150021         1615 WOLFE ST         150-020         B015-02         \$14,700         \$5,880         \$3,560           01-02249         B01502150021         1617 WOLFE ST         150-021         B015-02         \$14,700         \$5,880         \$5,880           01-02250         B01502150022         1621 WOLFE ST         150-022         B015-02         \$10,000         \$4,000         \$4,000           01-02251         B01502150023         1623 WOLFE ST         150-024         B015-02         \$8,500         \$3,400         \$3,400           01-02252         B01502150025         110 G ST         150-024         B015-02         \$3,300         \$1,320         \$1,320           01-02254         B01502150025         110 G ST         150-025         B015-02         \$1,600         \$4,000         \$	01-02243	B01502150015	1608 NORWICH STREET LN #.5	150-015	B015-02	\$4,800	\$1,920	\$1,920
01-02246         B01502150018         1613 WOLFE ST         150-018         B015-02         \$9,700         \$3,880         \$3,880           01-02247         B01502150019         1612 NORWICH STREET IN         150-019         B015-02         \$11,500         \$4,600         \$4,600           01-02248         B01502150020         1615 WOLFE ST         150-020         B015-02         \$8,900         \$3,560         \$3,560           01-02249         B01502150021         1617 WOLFE ST         150-021         B015-02         \$14,700         \$5,880         \$5,880           01-02250         B01502150022         1621 WOLFE ST         150-022         B015-02         \$10,000         \$4,000         \$4,000           01-02251         B01502150023         1623 WOLFE ST         150-023         B015-02         \$8,500         \$3,400         \$3,400           01-02252         B01502150024         1625 WOLFE ST         150-024         B015-02         \$3,300         \$1,320         \$1,320           01-02253         B01502150025         1110 G ST         150-024         B015-02         \$3,000         \$4,000         \$4,000           01-02254         B01502150025         1100 G ST         150-026         B015-02         \$4,000         \$1,600         \$1,600 <td>01-02244</td> <td>B01502150016</td> <td>1611 WOLFE ST</td> <td>150-016</td> <td>B015-02</td> <td>\$12,050</td> <td>\$4,820</td> <td>\$4,820</td>	01-02244	B01502150016	1611 WOLFE ST	150-016	B015-02	\$12,050	\$4,820	\$4,820
01-02247         B01502150019         1612 NORWICH STREET LN         150-019         B015-02         \$11,500         \$4,600         \$4,600           01-02248         B01502150020         1615 WOLFE ST         150-020         B015-02         \$8,900         \$3,560         \$3,560           01-02249         B01502150021         1617 WOLFE ST         150-021         B015-02         \$14,700         \$5,880         \$5,880           01-02250         B01502150022         1621 WOLFE ST         150-023         B015-02         \$10,000         \$4,000         \$4,000           01-02251         B01502150023         1623 WOLFE ST         150-023         B015-02         \$8,500         \$3,400         \$3,400           01-02252         B01502150024         1625 WOLFE ST         150-024         B015-02         \$3,300         \$1,320         \$1,320           01-02253         B01502150025         110 G ST         150-025         B015-02         \$3,000         \$4,000         \$4,000         \$4,000         \$1,760         \$1,760         \$1,760         \$1,760         \$1,760         \$1,760         \$1,760         \$1,760         \$1,760         \$1,680         \$1,680         \$1,680         \$1,680         \$1,680         \$1,680         \$1,680         \$1,680         \$1,680<	01-02245	B01502150017	1610 NORWICH STREET LN	150-017	B015-02	\$24,500	\$9,800	\$9,800
01-02248         B01502150020         1615 WOLFE ST         150-020         B015-02         \$8,900         \$3,560         \$3,560           01-02249         B01502150021         1617 WOLFE ST         150-021         B015-02         \$14,700         \$5,880         \$5,880           01-02250         B01502150022         1621 WOLFE ST         150-022         B015-02         \$10,000         \$4,000         \$4,000           01-02251         B01502150023         1623 WOLFE ST         150-023         B015-02         \$8,500         \$3,400         \$3,400           01-02253         B01502150024         1625 WOLFE ST         150-024         B015-02         \$3,300         \$1,320         \$1,320           01-02253         B01502150025         1110 G ST         150-025         B015-02         \$10,000         \$4,000         \$4,000           01-02254         B01502150025         110 G ST         150-026         B015-02         \$5,700         \$2,280         \$2,280           01-02255         B01502150027         1102 G ST         150-027         B015-02         \$4,400         \$1,660         \$1,680           01-02256         B01502150028         1100 G ST         150-028         B015-02         \$4,000         \$1,680         \$1,680 <t< td=""><td>01-02246</td><td>B01502150018</td><td>1613 WOLFE ST</td><td>150-018</td><td>B015-02</td><td>\$9,700</td><td>\$3,880</td><td>\$3,880</td></t<>	01-02246	B01502150018	1613 WOLFE ST	150-018	B015-02	\$9,700	\$3,880	\$3,880
01-02249         B01502150021         1617 WOLFE ST         150-021         B015-02         \$14,700         \$5,880         \$5,880           01-02250         B01502150022         1621 WOLFE ST         150-022         B015-02         \$10,000         \$4,000         \$4,000           01-02251         B01502150023         1623 WOLFE ST         150-023         B015-02         \$8,500         \$3,400         \$3,400           01-02252         B01502150024         1625 WOLFE ST         150-024         B015-02         \$3,300         \$1,320         \$1,320           01-02253         B01502150025         1110 G ST         150-025         B015-02         \$10,000         \$4,000         \$4,000           01-02254         B01502150026         1104 G ST         150-026         B015-02         \$5,700         \$2,280         \$2,280           01-02255         B01502150027         1102 G ST         150-027         B015-02         \$4,400         \$1,760         \$1,760           01-02256         B01502150028         1100 G ST         150-028         B015-02         \$4,200         \$1,680         \$1,680           01-02257         B01502150038         1622 NORWICH STREET LN         150-028         B015-02         \$4,000         \$1,600         \$1,600 </td <td>01-02247</td> <td>B01502150019</td> <td>1612 NORWICH STREET LN</td> <td>150-019</td> <td>B015-02</td> <td>\$11,500</td> <td>\$4,600</td> <td>\$4,600</td>	01-02247	B01502150019	1612 NORWICH STREET LN	150-019	B015-02	\$11,500	\$4,600	\$4,600
01-02250         B01502150022         1621 WOLFE ST         150-022         B015-02         \$10,000         \$4,000         \$4,000           01-02251         B01502150023         1623 WOLFE ST         150-023         B015-02         \$8,500         \$3,400         \$3,400           01-02252         B01502150024         1625 WOLFE ST         150-024         B015-02         \$3,300         \$1,320         \$1,320           01-02253         B01502150025         1110 G ST         150-025         B015-02         \$10,000         \$4,000         \$4,000           01-02254         B01502150026         1104 G ST         150-026         B015-02         \$5,700         \$2,280         \$2,280           01-02255         B01502150027         1102 G ST         150-027         B015-02         \$4,400         \$1,760         \$1,760           01-02256         B01502150028         1100 G ST         150-028         B015-02         \$4,000         \$1,680         \$1,680           01-02257         B01502150028         1100 G ST         150-028         B015-02         \$4,000         \$1,680         \$1,680           01-02258         B01502150030         1622 NORWICH STREET LN         150-028         B015-02         \$5,200         \$2,080         \$2,080	01-02248	B01502150020	1615 WOLFE ST	150-020	B015-02	\$8,900		
01-02251         B01502150023         1623 WOLFE ST         150-023         B015-02         \$8,500         \$3,400         \$3,400           01-02252         B01502150024         1625 WOLFE ST         150-024         B015-02         \$3,300         \$1,320         \$1,320           01-02253         B01502150025         1110 G ST         150-025         B015-02         \$10,000         \$4,000         \$4,000           01-02254         B01502150026         1104 G ST         150-026         B015-02         \$5,700         \$2,280         \$2,280           01-02255         B01502150027         1102 G ST         150-027         B015-02         \$4,400         \$1,760         \$1,760         \$1,760         \$1,680         \$1,680         \$1,680         \$1,680         \$1,680         \$1,680         \$1,680         \$1,680         \$1,680         \$1,600         \$1,000         \$1,600         \$	01-02249	B01502150021	1617 WOLFE ST	150-021	B015-02	\$14,700	\$5,880	\$5,880
01-02252         B01502150024         1625 WOLFE ST         150-024         B015-02         \$3,300         \$1,320         \$1,320           01-02253         B01502150025         1110 G ST         150-025         B015-02         \$10,000         \$4,000         \$4,000           01-02254         B01502150026         1104 G ST         150-026         B015-02         \$5,700         \$2,280         \$2,280           01-02255         B01502150027         1102 G ST         150-027         B015-02         \$4,400         \$1,760         \$1,760           01-02256         B01502150028         1100 G ST         150-028         B015-02         \$4,000         \$1,680         \$1,680           01-02257         B01502150029         1624 NORWICH STREET LN         150-029         B015-02         \$4,000         \$1,680         \$1,680           01-02258         B01502150030         1622 NORWICH STREET LN         150-030         B015-02         \$5,200         \$2,080         \$2,080           01-02261         B01502150033         1619 NORWICH STREET LN         150-033         B015-02         \$6,400         \$2,560         \$2,560           01-02262         B01502150034         1611 NORWICH STREET LN         150-034         B015-02         \$7,400         \$30,160							, ,	
01-02253         B01502150025         1110 G ST         150-025         B015-02         \$10,000         \$4,000         \$4,000           01-02254         B01502150026         1104 G ST         150-026         B015-02         \$5,700         \$2,280         \$2,280           01-02255         B01502150027         1102 G ST         150-027         B015-02         \$4,400         \$1,760         \$1,760           01-02256         B01502150028         1100 G ST         150-028         B015-02         \$4,000         \$1,680         \$1,680           01-02257         B01502150029         1624 NORWICH STREET LN         150-029         B015-02         \$4,000         \$1,600         \$1,600           01-02258         B01502150030         1622 NORWICH STREET LN         150-039         B015-02         \$5,200         \$2,080         \$2,080           01-02261         B01502150033         1619 NORWICH STREET LN         150-033         B015-02         \$6,400         \$2,560         \$2,560         \$2,560         \$2,560         \$2,560         \$2,560         \$2,560         \$3,440         \$3,440         \$3,440         \$3,440         \$3,440         \$3,440         \$3,440         \$3,440         \$3,440         \$3,440         \$3,440         \$3,400         \$3,400         \$3								
01-02254         B01502150026         1104 G ST         150-026         B015-02         \$5,700         \$2,280         \$2,280           01-02255         B01502150027         1102 G ST         150-027         B015-02         \$4,400         \$1,760         \$1,760           01-02256         B01502150028         1100 G ST         150-028         B015-02         \$4,200         \$1,680         \$1,680           01-02257         B01502150029         1624 NORWICH STREET LN         150-029         B015-02         \$4,000         \$1,600         \$1,600           01-02258         B01502150030         1622 NORWICH STREET LN         150-030         B015-02         \$5,200         \$2,080         \$2,080           01-02261         B01502150033         1619 NORWICH STREET LN         150-033         B015-02         \$6,400         \$2,560         \$2,560           01-02262         B01502150034         1611 NORWICH STREET LN         150-034         B015-02         \$8,600         \$3,440         \$3,440           01-02263         B01502150035         1612 NORWICH ST         150-035         B015-02         \$75,400         \$30,160         \$30,160           01-02264         B01502151001         1628 WOLFE ST         151-001         B015-02         \$10,500         \$4,200 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>								
01-02255         B01502150027         1102 G ST         150-027         B015-02         \$4,400         \$1,760         \$1,760           01-02256         B01502150028         1100 G ST         150-028         B015-02         \$4,200         \$1,680         \$1,680           01-02257         B01502150029         1624 NORWICH STREET LN         150-029         B015-02         \$4,000         \$1,600         \$1,600           01-02258         B01502150030         1622 NORWICH STREET LN         150-030         B015-02         \$5,200         \$2,080         \$2,080           01-02261         B01502150033         1619 NORWICH STREET LN         150-033         B015-02         \$6,400         \$2,560         \$2,560           01-02262         B01502150034         1611 NORWICH STREET LN         150-034         B015-02         \$8,600         \$3,440         \$3,440           01-02263         B01502150035         1612 NORWICH ST         150-035         B015-02         \$75,400         \$30,160         \$30,160           01-02264         B01502151001         1628 WOLFE ST         151-001         B015-02         \$10,500         \$4,200         \$4,200           01-02266         B01502151003         1612 WOLFE ST         151-002         B015-02         \$27,800         \$11						· · · · · ·		
01-02256         B01502150028         1100 G ST         150-028         B015-02         \$4,200         \$1,680         \$1,680           01-02257         B01502150029         1624 NORWICH STREET LN         150-029         B015-02         \$4,000         \$1,600         \$1,600           01-02258         B01502150030         1622 NORWICH STREET LN         150-030         B015-02         \$5,200         \$2,080         \$2,080           01-02261         B01502150033         1619 NORWICH STREET LN         150-033         B015-02         \$6,400         \$2,560         \$2,560           01-02262         B01502150034         1611 NORWICH STREET LN         150-034         B015-02         \$8,600         \$3,440         \$3,440           01-02263         B01502150035         1612 NORWICH ST         150-035         B015-02         \$75,400         \$30,160         \$30,160           01-02264         B01502151001         1628 WOLFE ST         151-001         B015-02         \$10,500         \$4,200         \$4,200           01-02265         B01502151002         1620 WOLFE ST         151-002         B015-02         \$27,800         \$11,120         \$11,120           01-02266         B01502151003         1612 WOLFE ST         151-002         B015-02         \$21,600								
01-02257         B01502150029         1624 NORWICH STREET LN         150-029         B015-02         \$4,000         \$1,600         \$1,600           01-02258         B01502150030         1622 NORWICH STREET LN         150-030         B015-02         \$5,200         \$2,080         \$2,080           01-02261         B01502150033         1619 NORWICH STREET LN         150-033         B015-02         \$6,400         \$2,560         \$2,560           01-02262         B01502150034         1611 NORWICH STREET LN         150-034         B015-02         \$8,600         \$3,440         \$3,440           01-02263         B01502150035         1612 NORWICH ST         150-035         B015-02         \$75,400         \$30,160         \$30,160           01-02264         B01502151001         1628 WOLFE ST         151-001         B015-02         \$10,500         \$4,200         \$4,200           01-02265         B01502151002         1620 WOLFE ST         151-002         B015-02         \$27,800         \$11,120         \$11,120           01-02266         B01502151003         1612 WOLFE ST         151-003         B015-02         \$21,600         \$4,480           01-02267         B01502151004         1606 WOLFE ST         151-003         B015-02         \$5,400         \$2,160								
01-02258         B01502150030         1622 NORWICH STREET LN         150-030         B015-02         \$5,200         \$2,080         \$2,080           01-02261         B01502150033         1619 NORWICH STREET LN         150-033         B015-02         \$6,400         \$2,560         \$2,560           01-02262         B01502150034         1611 NORWICH STREET LN         150-034         B015-02         \$8,600         \$3,440         \$3,440           01-02263         B01502150035         1612 NORWICH ST         150-035         B015-02         \$75,400         \$30,160         \$30,160           01-02264         B01502151001         1628 WOLFE ST         151-001         B015-02         \$10,500         \$4,200         \$4,200           01-02266         B01502151002         1620 WOLFE ST         151-002         B015-02         \$27,800         \$11,120         \$11,120           01-02266         B01502151003         1612 WOLFE ST         151-003         B015-02         \$11,200         \$4,480           01-02267         B01502151004         1606 WOLFE ST         151-003         B015-02         \$20,500         \$8,200           01-02268         B01502151005         1201 F ST         151-005         B015-02         \$5,400         \$2,160           01-02269<								
01-02261         B01502150033         1619 NORWICH STREET LN         150-033         B015-02         \$6,400         \$2,560         \$2,560           01-02262         B01502150034         1611 NORWICH STREET LN         150-034         B015-02         \$8,600         \$3,440         \$3,440           01-02263         B01502150035         1612 NORWICH ST         150-035         B015-02         \$75,400         \$30,160         \$30,160           01-02264         B01502151001         1628 WOLFE ST         151-001         B015-02         \$10,500         \$4,200         \$4,200           01-02265         B01502151002         1620 WOLFE ST         151-002         B015-02         \$27,800         \$11,120         \$11,120           01-02266         B01502151003         1612 WOLFE ST         151-003         B015-02         \$11,200         \$4,480         \$4,480           01-02267         B01502151004         1606 WOLFE ST         151-003         B015-02         \$20,500         \$8,200         \$8,200           01-02268         B01502151005         1201 F ST         151-005         B015-02         \$5,400         \$2,160         \$2,160           01-02269         B01502151006         1203 F ST         151-006         B015-02         \$13,000         \$5,200						- :	- :	
01-02262         B01502150034         1611 NORWICH STREET LN         150-034         B015-02         \$8,600         \$3,440         \$3,440           01-02263         B01502150035         1612 NORWICH ST         150-035         B015-02         \$75,400         \$30,160         \$30,160           01-02264         B01502151001         1628 WOLFE ST         151-001         B015-02         \$10,500         \$4,200         \$4,200           01-02265         B01502151002         1620 WOLFE ST         151-002         B015-02         \$27,800         \$11,120         \$11,120           01-02266         B01502151003         1612 WOLFE ST         151-003         B015-02         \$11,200         \$4,480         \$4,480           01-02267         B01502151004         1606 WOLFE ST         151-003         B015-02         \$20,500         \$8,200         \$8,200           01-02268         B01502151005         1201 F ST         151-005         B015-02         \$5,400         \$2,160         \$2,160           01-02269         B01502151006         1203 F ST         151-006         B015-02         \$13,000         \$5,200         \$5,200           01-02270         B01502151007         1603 ALBANY ST         151-007         B015-02         \$4,100         \$1,640								
01-02263         B01502150035         1612 NORWICH ST         150-035         B015-02         \$75,400         \$30,160         \$30,160           01-02264         B01502151001         1628 WOLFE ST         151-001         B015-02         \$10,500         \$4,200         \$4,200           01-02265         B01502151002         1620 WOLFE ST         151-002         B015-02         \$27,800         \$11,120         \$11,120           01-02266         B01502151003         1612 WOLFE ST         151-003         B015-02         \$11,200         \$4,480         \$4,480           01-02267         B01502151004         1606 WOLFE ST         151-004         B015-02         \$20,500         \$8,200         \$8,200           01-02268         B01502151005         1201 F ST         151-005         B015-02         \$5,400         \$2,160         \$2,160           01-02269         B01502151006         1203 F ST         151-006         B015-02         \$13,000         \$5,200         \$5,200           01-02270         B01502151007         1603 ALBANY ST         151-007         B015-02         \$168,400         \$67,360         \$67,360           01-02272         B01502151009         1613 ALBANY ST         151-010         B015-02         \$5,900         \$2,360         \$2,3								
01-02264         B01502151001         1628 WOLFE ST         151-001         B015-02         \$10,500         \$4,200         \$4,200           01-02265         B01502151002         1620 WOLFE ST         151-002         B015-02         \$27,800         \$11,120         \$11,120           01-02266         B01502151003         1612 WOLFE ST         151-003         B015-02         \$11,200         \$4,480         \$4,480           01-02267         B01502151004         1606 WOLFE ST         151-004         B015-02         \$20,500         \$8,200         \$8,200           01-02268         B01502151005         1201 F ST         151-005         B015-02         \$5,400         \$2,160         \$2,160           01-02269         B01502151006         1203 F ST         151-006         B015-02         \$13,000         \$5,200         \$5,200           01-02270         B01502151007         1603 ALBANY ST         151-007         B015-02         \$168,400         \$67,360         \$67,360           01-02272         B01502151009         1613 ALBANY ST         151-009         B015-02         \$4,100         \$1,640         \$1,640           01-02274         B01502151011         1621 ALBANY ST         151-011         B015-02         \$56,000         \$22,400         \$22,40								
01-02265         B01502151002         1620 WOLFE ST         151-002         B015-02         \$27,800         \$11,120         \$11,120           01-02266         B01502151003         1612 WOLFE ST         151-003         B015-02         \$11,200         \$4,480         \$4,480           01-02267         B01502151004         1606 WOLFE ST         151-004         B015-02         \$20,500         \$8,200         \$8,200           01-02268         B01502151005         1201 F ST         151-005         B015-02         \$5,400         \$2,160         \$2,160           01-02269         B01502151006         1203 F ST         151-006         B015-02         \$13,000         \$5,200         \$5,200           01-02270         B01502151007         1603 ALBANY ST         151-007         B015-02         \$168,400         \$67,360         \$67,360           01-02272         B01502151009         1613 ALBANY ST         151-009         B015-02         \$4,100         \$1,640         \$1,640           01-02274         B01502151011         1621 ALBANY ST         151-011         B015-02         \$56,000         \$22,400         \$22,400								
01-02266         B01502151003         1612 WOLFE ST         151-003         B015-02         \$11,200         \$4,480         \$4,480           01-02267         B01502151004         1606 WOLFE ST         151-004         B015-02         \$20,500         \$8,200         \$8,200           01-02268         B01502151005         1201 F ST         151-005         B015-02         \$5,400         \$2,160         \$2,160           01-02269         B01502151006         1203 F ST         151-006         B015-02         \$13,000         \$5,200         \$5,200           01-02270         B01502151007         1603 ALBANY ST         151-007         B015-02         \$168,400         \$67,360         \$67,360           01-02272         B01502151009         1613 ALBANY ST         151-009         B015-02         \$4,100         \$1,640         \$1,640           01-02273         B01502151010         1615 ALBANY ST         151-010         B015-02         \$5,900         \$2,360         \$2,360           01-02274         B01502151011         1621 ALBANY ST         151-011         B015-02         \$56,000         \$22,400         \$22,400								
01-02267         B01502151004         1606 WOLFE ST         151-004         B015-02         \$20,500         \$8,200         \$8,200           01-02268         B01502151005         1201 F ST         151-005         B015-02         \$5,400         \$2,160         \$2,160           01-02269         B01502151006         1203 F ST         151-006         B015-02         \$13,000         \$5,200         \$5,200           01-02270         B01502151007         1603 ALBANY ST         151-007         B015-02         \$168,400         \$67,360         \$67,360           01-02272         B01502151009         1613 ALBANY ST         151-009         B015-02         \$4,100         \$1,640         \$1,640           01-02273         B01502151010         1615 ALBANY ST         151-010         B015-02         \$5,900         \$2,360         \$2,360           01-02274         B01502151011         1621 ALBANY ST         151-011         B015-02         \$56,000         \$22,400         \$22,400								
01-02268         B01502151005         1201 F ST         151-005         B015-02         \$5,400         \$2,160         \$2,160           01-02269         B01502151006         1203 F ST         151-006         B015-02         \$13,000         \$5,200         \$5,200           01-02270         B01502151007         1603 ALBANY ST         151-007         B015-02         \$168,400         \$67,360         \$67,360           01-02272         B01502151009         1613 ALBANY ST         151-009         B015-02         \$4,100         \$1,640         \$1,640           01-02273         B01502151010         1615 ALBANY ST         151-010         B015-02         \$5,900         \$2,360         \$2,360           01-02274         B01502151011         1621 ALBANY ST         151-011         B015-02         \$56,000         \$22,400         \$22,400								
01-02269         B01502151006         1203 F ST         151-006         B015-02         \$13,000         \$5,200         \$5,200           01-02270         B01502151007         1603 ALBANY ST         151-007         B015-02         \$168,400         \$67,360         \$67,360           01-02272         B01502151009         1613 ALBANY ST         151-009         B015-02         \$4,100         \$1,640         \$1,640           01-02273         B01502151010         1615 ALBANY ST         151-010         B015-02         \$5,900         \$2,360         \$2,360           01-02274         B01502151011         1621 ALBANY ST         151-011         B015-02         \$56,000         \$22,400         \$22,400				151-005				
01-02272         B01502151009         1613 ALBANY ST         151-009         B015-02         \$4,100         \$1,640         \$1,640           01-02273         B01502151010         1615 ALBANY ST         151-010         B015-02         \$5,900         \$2,360         \$2,360           01-02274         B01502151011         1621 ALBANY ST         151-011         B015-02         \$56,000         \$22,400         \$22,400	01-02269	B01502151006	1203 F ST	151-006	B015-02	\$13,000	\$5,200	\$5,200
01-02273         B01502151010         1615 ALBANY ST         151-010         B015-02         \$5,900         \$2,360         \$2,360           01-02274         B01502151011         1621 ALBANY ST         151-011         B015-02         \$56,000         \$22,400         \$22,400	01-02270	B01502151007	1603 ALBANY ST	151-007	B015-02	\$168,400	\$67,360	\$67,360
01-02274 B01502151011 1621 ALBANY ST 151-011 B015-02 \$56,000 \$22,400 \$22,400	01-02272	B01502151009	1613 ALBANY ST	151-009	B015-02	\$4,100	\$1,640	\$1,640
	01-02273		1615 ALBANY ST	151-010	B015-02	\$5,900	\$2,360	\$2,360
01-02275 B01502151012 1625 ALBANY ST 151-012 B015-02 \$7,200 \$2,880 \$2,880	01-02274	B01502151011	1621 ALBANY ST	151-011	B015-02	\$56,000	\$22,400	\$22,400
	01-02275	B01502151012	1625 ALBANY ST	151-012	B015-02	\$7,200	\$2,880	\$2,880

PACES   PACE					Block	Market	Assessed	
0.102277   0.1502151014   1627 ALBARY ST   151-014   8015-02   \$19.300   \$7,720   \$7,720   \$2,160	Parcel ID	PIN	Address	Lot Num				Tax Val
0.102278   0.1032151015   1.614 WOLFE ST   151-015   0.015-02   55,400   \$2,160   \$2,160   \$3,160	01-02276	B01502151013	1623 ALBANY ST	151-013	B015-02	\$4,300	\$1,720	\$1,720
10.102279   801502151016   1514 MEMAY ST   1019-001   8016-01   554,700   521,800   513,480   10.102281   801601019002   1524 ALBANY ST   019-002   8016-01   570,600   58,440   58,260   513,480	01-02277	B01502151014	1627 ALBANY ST	151-014	B015-02	\$19,300	\$7,720	\$7,720
10.02228   01.000109001   1524 ALBANY ST   019-001   016-01   520.000   534.000   53	01-02278	B01502151015	1614 WOLFE ST	151-015	B015-02	\$5,400	\$2,160	\$2,160
0.102281   0.10501019002   1522 ABANY ST   0.19-003   8016-01   \$20,600   \$8,240   \$7,300   \$7,100	01-02279	B01502151016	1616 WOLFE ST	151-016	B015-02	\$5,400	\$2,160	\$2,160
0.1-02282   0.016010190003   0.1518 ALBANY ST   0.19-0.004   0.016-0.1   \$22,400   \$5.960   \$5.960   \$9.006   0.1-02284   0.016010190005   1.514 ALBANY ST   0.19-0.005   0.016-0.1   \$22,400   \$5.960   \$5.960   \$1.008   0.1-02284   0.016010190005   1.514 ALBANY ST   0.19-0.005   0.016-0.1   \$5.500   \$5.260   \$5.260   \$5.260   \$1.008   0.1-02288   0.016010190005   1.508 ALBANY ST   0.19-0.005   0.016-0.1   \$5.500   \$5.260   \$5.260   \$5.260   \$1.008   0.1-02288   0.016010190005   1.500 ALBANY ST   0.19-0.005   0.016-0.1   \$1.51,500   \$5.2	01-02280	B01601019001	1524 ALBANY ST	019-001	B016-01	\$48,700	\$19,480	\$19,480
0.102293   0.01601109004   0.1516 ALBANY ST   0.19-0.05   0.016-0.1   52,7.00   5.016   5.960   0.102285   0.01601109006   1.512 ALBANY ST   0.19-0.06   0.016-0.1   56,5.00   52,6.00   52,6.00   0.102286   0.01601109007   1.008 ALBARY ST   0.19-0.06   0.016-0.1   515,7.00   57,880   57,880   0.102287   0.01601109008   1.008 ALBARY ST   0.19-0.06   0.016-0.1   515,0.00   52,6.00   52,6.00   52,6.00   0.102288   0.01601109009   1.008 ALBARY ST   0.19-0.00   0.016-0.1   515,0.00   54,2.00   52,6.00   52,6.00   0.102288   0.01601109009   1.008 ALBARY ST   0.19-0.00   0.016-0.1   515,0.00   58,7.20   56,7.20   0.102289   0.01601109010   1.008 ALBARY ST   0.19-0.01   0.016-0.1   515,0.00   58,7.20   58,7.20   58,7.20   0.102291   0	01-02281	B01601019002	1522 ALBANY ST	019-002	B016-01	\$20,600	\$8,240	\$8,240
0.102228   0.1020190005   1514 ALBANY ST   0.19-0.05   0.10-0.15   0.50-0.05   0.50-0.05   0.50-0.05   0.10-0.25	01-02282	B01601019003	1518 ALBANY ST	019-003	B016-01	\$17,750	\$7,100	\$7,100
0.10-0228   0.10-01019006   0.1512 ALBANY ST   0.19-0.07   0.016-0.1   0.56,0.00   0.52,6.00   0.52,6.00   0.002288   0.10-0.1019008   0.100 ALBANY ST   0.19-0.07   0.016-0.1   0.10,0.00   0.54,2.00   0.54,2.00   0.40,2.00   0.10-0.288   0.10-0.1019009   1.005 GLOUCESTER ST   0.19-0.00   0.016-0.1   0.15,0.00   0.54,2.00   0.54,2.00   0.10-0.289   0.10-0.1019001   1.005 GLOUCESTER ST   0.19-0.10   0.016-0.1   0.15,0.00   0.56,7.20   0.10-0.290   0.10-0.1019001   1.005 GLOUCESTER ST   0.19-0.10   0.016-0.1   0.15,0.00   0.59,3.00   0.55,1.00   0.56,1.20   0.10-0.290   0.10-0.1019011   1.005 GLOUCESTER ST   0.19-0.11   0.016-0.1   0.15,0.00   0.50,1.20   0.10-0.290   0.10-0.1019012   1.005 AMHERST ST   0.19-0.11   0.016-0.1   0.15,0.00   0.50,1.20   0.10-0.290   0.10-0.1019012   1.505 AMHERST ST   0.19-0.11   0.016-0.1   5.20,4.50   5.8,1.80   5.8,1.80   0.51,0.20   0.10-0.290   0.10-0.1019013   1.513 AMHERST ST   0.19-0.13   0.016-0.1   5.43,0.00   5.15,0.00   5.15,0.00   0.10-0.290   0.10-0.1019013   1.513 AMHERST ST   0.19-0.13   0.016-0.1   5.43,0.00   5.15,0.00   5.15,0.00   0.10-0.290   0.10-0.1019015   1.521 AMHERST ST   0.19-0.15   0.016-0.1   5.36,4.00   5.14,5.00   5.15,0.00   0.10-0.290   0.10-0.1019015   1.521 AMHERST ST   0.19-0.15   0.016-0.1   5.36,4.00   5.14,5.00   5.15,0.00   0.10-0.290   0.10-0.1019017   1.522 AMHERST ST   0.19-0.15   0.016-0.1   5.40,0.00   5.5,6.00   5.5,6.00   0.10-0.290   0.10-0.1019019   1.006 ALBANY ST   0.19-0.15   0.016-0.1   5.40,0.00   5.5,6.00   5.5,6.00   0.10-0.290   0.10-0.1019019   1.006 ALBANY ST   0.19-0.19   0.106-0.1   5.40,0.00   5.5,6.00   5.5,6.00   0.10-0.290   0.10-0.1019019   1.006 ALBANY ST   0.19-0.19   0.106-0.1   5.40,0.00   5.5,6.00   5.10,0.00   5.10,								
10-102288   B01601019007   1508 ALBANY ST   019-007   B016-01   \$119,700   \$7,880   \$52,880   \$7,880   \$10-102878   B01601019009   1305 GLOUCESTER ST   019-009   B016-01   \$116,800   \$6,720								
10-10-2287   B01601109008   1500 ALBANY ST   019-008   B016-01   \$10,500   \$4,200   \$4,200   \$10-2288   B01601015910   1309 GLOUCESTER ST   019-010   B016-01   \$15,000   \$35,160   \$35,160   \$10-2292   B01601015910   1509 AMMERST ST   019-011   B016-01   \$20,450   \$56,120   \$56,120   \$20,450								
10-102288   B01601019009   1305 GLDUCESTER ST   019-009   B016-01   \$16,800   \$56,720   \$65,720   \$10-102299   B01601019011   1507 AMMERST ST   019-011   B016-01   \$15,300   \$6,120   \$6,120   \$10-102291   B01601019012   1509 AMMERST ST   019-012   B016-01   \$20,400   \$8,180   \$8,180   \$10-102292   B01601019013   1513 AMMERST ST   019-013   B016-01   \$24,200   \$15,000   \$1							- :	- :
0.102298   B01601019010   1399 GADUCESTER ST   0.19-0.11   B016-0.1   \$38,700   \$33,160   \$33,160   \$30,000   \$30,								
101-02299   8016010199011   1507 AMHERST ST   019-012   8016-01   \$15,300   \$6,120   \$56,120   \$10-02291   8016010199012   1509 AMHERST ST   019-013   8016-01   \$20,450   \$58,180   \$8,180   \$10-02292   8016010199013   1513 AMHERST ST   019-014   8016-01   \$32,500   \$11,000   \$13,000   \$13,000   \$13,000   \$13,000   \$10,02092   8016010199014   1515 AMHERST ST   019-015   8016-01   \$32,500   \$11,000   \$13,000   \$10,020   \$10,02092   801601019016   1523 AMHERST ST   019-016   8016-01   \$32,500   \$11,000   \$10,020   \$10,0209   \$10,0201   \$10,0209   \$10,0201   \$10,000   \$15,000   \$10								
01-02291   01-02191   01-02191   1509 AMHERST ST   019-013   01-0219   01-02192   01-02191   01-02192   01-02191   01-02192   01-02194   01-0								
01-02292   01-03019013   1513 AMHERST ST   019-014   010-01   542,300   516,920   516,920   01-02295   01-02295   01-02195   01-02								
01-02293   B01601019014   1515 AMHERST ST   019-014   B016-01   \$22,500   \$13,000   \$13,000   \$13,000   \$10,0295   B01601019015   1521 AMHERST ST   019-016   B016-01   \$27,300   \$10,920   \$10,920   \$10,920   \$10,0295   B01601019017   1527 AMHERST ST   019-017   B016-01   \$14,000   \$5,600   \$5,600   \$5,600   \$5,600   \$01,0295   B01601019017   1527 AMHERST ST   019-017   B016-01   \$14,000   \$5,600   \$5,600   \$5,600   \$0,0297   B01601019019   1510 ALBANY ST   019-019   B016-01   \$32,500   \$13,000   \$13,000   \$10,02928   B01601019019   1506 ALBANY ST   019-019   B016-01   \$32,500   \$13,000   \$13,000   \$10,02930   B01601020001   1528 AMHERST ST   020-001   B016-01   \$49,800   \$13,920   \$19,920   \$10,02930   B01601020002   1528 AMHERST ST   020-002   B016-01   \$49,800   \$13,920   \$19,920   \$10,02300   B01601020003   1518 AMHERST ST   020-003   B016-01   \$40,000   \$4,040   \$4,040   \$10,0300   \$4,040   \$4,040   \$13,430   \$13,800   \$13,800   \$13,000   \$10,0300   \$4,040   \$4,040   \$10,0300   \$4,040   \$4,040   \$10,0300   \$4,040   \$4,040   \$10,0300   \$4,040   \$4,040   \$4,040   \$10,0300   \$4,040								
101-02294   B01601019015   1521 AMHERST ST   019-015   B016-01   \$22,300   \$10,920   \$10,920   \$10,920   \$10,0205   \$10,0205   \$10,0205   \$10,0205   \$10,0205   \$10,0205   \$10,0205   \$10,0205   \$10,0205   \$10,0205   \$10,0205   \$10,0205   \$10,0205   \$10,0205   \$10,000   \$15,0								
01-02295   B01601019016   1523 AMHERST ST   019-016   B016-01   \$36,400   \$14,560   \$14,560   \$10-02297   B01601019017   1527 AMHERST ST   019-017   B016-01   \$36,400   \$5,600   \$5,600   \$5,600   \$0.002297   B01601019019   1506 ALBANY ST   019-018   B016-01   \$32,200   \$8,000   \$8,000   \$13,000   \$14,000   \$10,000   \$14,000   \$10,000   \$14,000   \$10,000   \$14,000   \$10,000   \$14,000   \$10,000   \$14,000   \$10,000   \$13,000   \$14,000   \$10,000   \$13,000   \$14,000   \$10,000   \$10,000   \$13,000   \$13,000   \$13,000   \$14,000   \$10,000   \$10,000   \$10,000   \$13,000   \$13,000   \$13,000   \$13,000   \$14,000   \$10,00								
01-02296   B01601019017								
01-02297   B01601019018   1510 ALBANY ST   019-018   B016-01   \$20,200   \$8,080   \$3,800   \$10-02298   B01601019019   1506 ALBANY ST   019-019   B016-01   \$32,500   \$13,000   \$13,000   \$13,000   \$10-02299   B01601020001   1528 AMHERST ST   020-001   B016-01   \$34,200   \$13,680   \$13,680   \$13,000   \$10-02291   \$10-02300   B01601020002   1522 AMHERST ST   020-002   B016-01   \$34,200   \$13,680   \$13,680   \$10-02301   B01601020003   1518 AMHERST ST   020-003   B016-01   \$20,400   \$4,04								
01-02298   B01601109109   1506 ALBANY ST								
01-02299   B01601020001   1528 AMHERST ST   020-001   B016-01   \$49,800   \$19,920   \$19,920   \$19,920   \$10-02300   B01601020002   \$1322 AMHERST ST   020-002   B016-01   \$34,200   \$13,680   \$13,680   \$13,680   \$13,080   \$10-02301   \$01601020003   \$1518 AMHERST ST   020-004   B016-01   \$20,400   \$4,040   \$4								
01-02300         B0160120002         1522 AMHERST ST         020-002         B016-01         \$34,200         \$13,680         \$13,680           01-02301         B01601020003         1518 AMHERST ST         020-003         B016-01         \$10,100         \$4,040         \$4,040           01-02302         B01601020006         1518 AMHERST ST         020-006         B016-01         \$35,200         \$14,080         \$14,080           01-02305         B01601020008         1409 GLOUCESTER ST         020-006         B016-01         \$35,200         \$14,080         \$14,080           01-02306         B01601020009         1508 AMHERST ST         020-008         B016-01         \$35,200         \$55,160         \$55,160         \$55,160         \$55,160         \$65,160         \$60,000         \$6								
01-02301   B01601020003   1518 AMHERST ST   020-003   B016-01   \$10,100   \$4,040   \$4,040   01-02302   B01601020004   1514 AMHERST ST   020-004   B016-01   \$35,200   \$14,080   \$14,080   01-02305   B01601020006   1508 AMHERST ST   020-008   B016-01   \$35,200   \$14,080   \$14,080   01-02305   B01601020008   1409 GLOUCESTER ST   020-008   B016-01   \$35,200   \$14,080   \$14,080   01-02305   B01601020009   1505 MARTIN LUTHER KING JR BLVD   020-009   B016-01   \$73,100   \$29,240   \$29,240   \$29,240   01-02307   B01601020010   1521 MARTIN LUTHER KING JR BLVD   020-001   B016-01   \$146,400   \$58,560   \$58,560   01-02308   B01601020011   1527 MARTIN LUTHER KING JR BLVD   020-011   B016-01   \$48,700   \$19,480   \$19,480   01-02381   B01604104001   1505 STONEWALL ST   104-001   B016-04   \$48,700   \$19,480   \$19,480   01-02581   B01604104006   1523 STONEWALL ST   104-005   B016-04   \$33,000   \$1,200   \$1,200   01-02583   B01604104006   1523 STONEWALL ST   104-005   B016-04   \$3,700   \$1,200   \$1,200   01-02583   B01604104006   1523 STONEWALL ST   104-006   B016-04   \$3,700   \$1,480   \$1,480   01-02586   B01604104008   1524 MARTIN LUTHER KING JR BLVD   104-008   B016-04   \$3,700   \$1,480   \$1,480   01-02586   B01604104000   1528 MARTIN LUTHER KING JR BLVD   104-008   B016-04   \$3,700   \$1,480   \$1,480   01-02586   B01604104001   1518 MARTIN LUTHER KING JR BLVD   104-010   B016-04   \$5,500   \$2,360   \$2,360   01-02589   B01604104011   1516 MARTIN LUTHER KING JR BLVD   104-010   B016-04   \$5,500   \$2,360   \$2,360   01-02589   B01604104011   1516 MARTIN LUTHER KING JR BLVD   104-010   B016-04   \$5,500   \$2,360   \$2,360   01-02589   B01604104011   1516 MARTIN LUTHER KING JR BLVD   104-010   B016-04   \$5,500   \$2,360   \$2,360   01-02599   B01604104013   1525 STONEWALL ST   104-014   B016-04   \$3,200   \$1,280						· · · ·	· · ·	
01-02302   B01601020004							. , ,	
01-02304         B01601020006         1508 AMHERST ST         020-006         B016-01         \$35,200         \$14,080         \$14,080           01-02305         B01601020008         1409 GLOUCESTER ST         020-008         B016-01         \$73,100         \$29,240         \$59,240           01-02307         B01601020010         1521 MARTIN LUTHER KING JR BLVD         020-010         B016-01         \$146,400         \$58,560         \$58,560           01-02308         B01601020011         1527 MARTIN LUTHER KING JR BLVD         020-011         B016-01         \$48,700         \$19,480         \$19,480           01-02581         B01604104001         1505 STONEWALL ST         104-001         B016-04         \$35,500         \$141,800         \$141,800           01-02582         B01604104005         1517 STONEWALL ST         104-005         B016-04         \$3,000         \$12,00         \$1,200           01-02583         B01604104006         1523 STONEWALL ST         104-006         B016-04         \$31,300         \$4,520         \$4,520           01-02585         B01604104009         15224 MARTIN LUTHER KING JR BLVD         104-008         B016-04         \$21,000         \$1,480         \$1,480           01-02586         B01604104011         1518 MARTIN LUTHER KING JR BLVD								
01-02305   B01601020008								
01-02306         B01601020009         1505 MARTIN LUTHER KING JR BLVD         020-009         B016-01         \$73,100         \$29,240         \$29,240           01-02307         B01601020010         1521 MARTIN LUTHER KING JR BLVD         020-010         B016-01         \$146,400         \$58,560         \$19,480         \$19,480         \$19,480         \$19,480         \$19,480         \$141,80							· · ·	
01-02307         B01601020010         1521 MARTIN LUTHER KING JR BLVD         020-010         B016-01         \$146,400         \$58,560         \$58,560           01-02308         B01601020011         1527 MARTIN LUTHER KING JR BLVD         020-011         B016-01         \$48,700         \$19,480         \$19,480         \$19,480         \$19,480         \$19,480         \$19,480         \$11,480         \$11,480         \$11,480         \$11,480         \$11,480         \$11,480         \$11,480         \$11,480         \$11,200         \$1,200								
01-02308         B01601020011         1527 MARTIN LUTHER KING JR BLVD         020-011         B016-01         \$48,700         \$19,480         \$19,480           01-02581         B01604104001         1505 STONEWALL ST         104-001         8016-04         \$354,500         \$141,800         \$414,800           01-02582         B01604104006         1523 STONEWALL ST         104-005         8016-04         \$3,000         \$1,200         \$1,200           01-02585         B01604104008         1524 MARTIN LUTHER KING JR BLVD         104-006         8016-04         \$3,700         \$1,480         \$1,480           01-02586         B01604104009         1522 WARTIN LUTHER KING JR BLVD         104-009         8016-04         \$22,500         \$9,000         \$9,000           01-02587         B01604104010         1518 MARTIN LUTHER KING JR BLVD         104-010         8016-04         \$5,900         \$2,360           01-02588         B01604104011         1516 MARTIN LUTHER KING JR BLVD         104-011         8016-04         \$5,900         \$1,280         \$1,280           01-02589         B01604104012         1519 STONEWALL ST         104-012         8016-04         \$2,200         \$1,800         \$10,259           01-02591         B01604105001         1504 FST         104-013         801								
01-02581         B01604104001         1505 STONEWALL ST         104-001         B016-04         \$354,500         \$141,800         \$141,800           01-02582         B01604104005         1517 STONEWALL ST         104-005         B016-04         \$3,000         \$1,200         \$1,200           01-02583         B01604104008         1523 STONEWALL ST         104-006         B016-04         \$3,700         \$4,520         \$4,520           01-02586         B01604104009         1524 MARTIN LUTHER KING JR BLVD         104-009         B016-04         \$22,500         \$9,000         \$9,000           01-02587         B01604104010         1518 MARTIN LUTHER KING JR BLVD         104-010         B016-04         \$5,900         \$2,360         \$2,360           01-02587         B01604104011         1516 MARTIN LUTHER KING JR BLVD         104-011         B016-04         \$5,900         \$2,360         \$2,260           01-02588         B01604104012         1519 STONEWALL ST         104-011         B016-04         \$27,100         \$10,840         \$10,840           01-02590         B01604104013         1525 STONEWALL ST         104-013         B016-04         \$29,500         \$11,800         \$11,800           01-02591         B01604105001         1607 GLOUCESTER ST         104-014								
01-02582         B01604104005         1517 STONEWALL ST         104-005         B016-04         \$3,000         \$1,200         \$1,200           01-02583         B01604104006         1523 STONEWALL ST         104-006         B016-04         \$11,300         \$4,520         \$4,520           01-02585         B01604104008         1524 MARTIN LUTHER KING JR BLVD         104-008         B016-04         \$3,700         \$1,480         \$1,480           01-02586         B01604104009         1522 MARTIN LUTHER KING JR BLVD         104-009         B016-04         \$22,500         \$9,000         \$9,000           01-02587         B01604104010         1518 MARTIN LUTHER KING JR BLVD         104-010         B016-04         \$5,900         \$2,360         \$2,360           01-02588         B01604104011         1516 MARTIN LUTHER KING JR BLVD         104-011         B016-04         \$3,200         \$1,280         \$1,280           01-02589         B01604104012         1519 STONEWALL ST         104-012         B016-04         \$27,100         \$10,840         \$10,840           01-02590         B01604104014         1504 F ST         104-013         B016-04         \$29,500         \$11,800         \$11,800           01-02591         B01604105001         1607 GLOUCESTER ST         105-001						· · · ·	· · ·	
01-02583         B01604104006         1523 STONEWALL ST         104-006         B016-04         \$11,300         \$4,520         \$4,520           01-02585         B01604104008         1524 MARTIN LUTHER KING JR BLVD         104-008         B016-04         \$3,700         \$1,480         \$1,480           01-02586         B01604104009         1522 MARTIN LUTHER KING JR BLVD         104-009         B016-04         \$22,500         \$9,000         \$9,000           01-02587         B01604104011         1518 MARTIN LUTHER KING JR BLVD         104-010         B016-04         \$5,900         \$2,360         \$2,360           01-02588         B01604104011         1516 MARTIN LUTHER KING JR BLVD         104-011         B016-04         \$5,900         \$2,360         \$1,280           01-02589         B01604104012         1519 STONEWALL ST         104-012         B016-04         \$27,100         \$10,840         \$10,840           01-02591         B01604104013         1525 STONEWALL ST         104-013         B016-04         \$29,500         \$11,800         \$11,800           01-02591         B01604105001         1607 GLOUCESTER ST         104-013         B016-04         \$48,200         \$19,280         \$12,800           01-02592         B016041050001         1607 GLOUCESTER ST         105-00								
01-02585         B01604104008         1524 MARTIN LUTHER KING JR BLVD         104-008         B016-04         \$3,700         \$1,480         \$1,480           01-02586         B01604104009         1522 MARTIN LUTHER KING JR BLVD         104-009         B016-04         \$22,500         \$9,000         \$9,000           01-02587         B01604104010         1518 MARTIN LUTHER KING JR BLVD         104-010         B016-04         \$5,900         \$2,360         \$2,360           01-02588         B01604104011         1519 STONEWALL ST         104-012         B016-04         \$3,200         \$1,280         \$1,280           01-02590         B01604104013         1525 STONEWALL ST         104-012         B016-04         \$27,100         \$10,840         \$11,800           01-02591         B01604104013         1525 STONEWALL ST         104-013         B016-04         \$29,500         \$11,800         \$11,800           01-02591         B01604105001         1607 GLOUCESTER ST         104-014         B016-04         \$24,000         \$84,000         \$48,000         \$48,000         \$48,000         \$48,000         \$48,000         \$48,000         \$48,000         \$48,000         \$48,000         \$48,000         \$48,000         \$48,000         \$48,000         \$42,360         \$42,360         \$12,360								
01-02586         B01604104009         1522 MARTIN LUTHER KING JR BLVD         104-009         B016-04         \$22,500         \$9,000         \$9,000           01-02587         B01604104010         1518 MARTIN LUTHER KING JR BLVD         104-010         B016-04         \$5,900         \$2,360         \$2,360           01-02588         B01604104011         1516 MARTIN LUTHER KING JR BLVD         104-011         B016-04         \$3,200         \$1,280         \$1,280           01-02589         B01604104012         1519 STONEWALL ST         104-012         B016-04         \$27,100         \$10,840         \$10,840           01-02590         B01604104013         1525 STONEWALL ST         104-013         B016-04         \$29,500         \$11,800         \$11,800           01-02591         B01604104014         1504 F ST         104-014         B016-04         \$29,500         \$19,280         \$19,280           01-02592         B01604105001         1607 GLOUCESTER ST         105-001         B016-04         \$210,000         \$84,000         \$84,000           01-02593         B01604105002         1609 GLOUCESTER ST         105-001         B016-04         \$210,000         \$84,080           01-02594         B01604105003         1513 LEE ST         105-002         B016-04         \$30								
01-02587         B01604104010         1518 MARTIN LUTHER KING JR BLVD         104-010         B016-04         \$5,900         \$2,360         \$2,360           01-02588         B01604104011         1516 MARTIN LUTHER KING JR BLVD         104-011         B016-04         \$3,200         \$1,280         \$1,280           01-02589         B01604104012         1519 STONEWALL ST         104-012         B016-04         \$27,100         \$10,840         \$10,840           01-02590         B01604104013         1525 STONEWALL ST         104-013         B016-04         \$29,500         \$11,800         \$11,800           01-02591         B01604104014         1504 F ST         104-014         B016-04         \$48,200         \$19,280         \$19,280           01-02592         B01604105001         1607 GLOUCESTER ST         105-001         B016-04         \$210,000         \$84,000         \$48,000           01-02593         B01604105002         1609 GLOUCESTER ST         105-002         B016-04         \$10,200         \$48,080         \$48,080           01-02594         B01604105003         1513 LEE ST         105-003         B016-04         \$30,400         \$12,360         \$12,360           01-02595         B01604105004         1521 LEE ST         105-004         B016-04         <								
01-02588         B01604104011         1516 MARTIN LUTHER KING JR BLVD         104-011         B016-04         \$3,200         \$1,280         \$1,280           01-02589         B01604104012         1519 STONEWALL ST         104-012         B016-04         \$27,100         \$10,840         \$10,840           01-02590         B01604104013         1525 STONEWALL ST         104-013         B016-04         \$29,500         \$11,800         \$11,800           01-02591         B016041040014         1504 F ST         104-014         B016-04         \$48,200         \$19,280         \$19,280           01-02592         B01604105001         1607 GLOUCESTER ST         105-001         B016-04         \$210,000         \$84,000         \$84,000           01-02593         B01604105002         1609 GLOUCESTER ST         105-001         B016-04         \$120,200         \$48,080         \$48,080           01-02594         B01604105003         1513 LEE ST         105-003         B016-04         \$30,900         \$12,360         \$12,360           01-02595         B01604105004         1521 LEE ST         105-004         B016-04         \$31,500         \$12,600         \$12,600           01-02596         B01604105005         1525 LEE ST         105-005         B016-04         \$48,800								
01-02589         B01604104012         1519 STONEWALL ST         104-012         B016-04         \$27,100         \$10,840         \$10,840           01-02590         B01604104013         1525 STONEWALL ST         104-013         B016-04         \$29,500         \$11,800         \$11,800           01-02591         B01604104014         1504 F ST         104-014         B016-04         \$48,200         \$19,280         \$19,280           01-02592         B01604105001         1607 GLOUCESTER ST         105-001         B016-04         \$120,200         \$84,000         \$84,000           01-02593         B01604105002         1609 GLOUCESTER ST         105-002         B016-04         \$120,200         \$48,080         \$48,080           01-02594         B01604105003         1513 LEE ST         105-002         B016-04         \$30,400         \$12,360         \$12,360           01-02595         B01604105004         1521 LEE ST         105-004         B016-04         \$30,400         \$12,160         \$12,160           01-02596         B01604105005         1525 LEE ST         105-005         B016-04         \$31,500         \$12,600         \$12,600           01-02597         B01604105006         1528 STONEWALL ST         105-006         B016-04         \$48,800 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>								
01-02590         B01604104013         1525 STONEWALL ST         104-013         B016-04         \$29,500         \$11,800         \$11,800           01-02591         B01604104014         1504 F ST         104-014         B016-04         \$48,200         \$19,280         \$19,280           01-02592         B01604105001         1607 GLOUCESTER ST         105-001         B016-04         \$210,000         \$84,000         \$84,000           01-02593         B01604105002         1609 GLOUCESTER ST         105-002         B016-04         \$120,200         \$48,080         \$48,080           01-02594         B01604105003         1513 LEE ST         105-003         B016-04         \$30,900         \$12,360         \$12,360           01-02595         B01604105004         1521 LEE ST         105-004         B016-04         \$30,400         \$12,160         \$12,660           01-02596         B01604105005         1525 LEE ST         105-005         B016-04         \$48,800         \$19,520         \$19,520           01-02597         B01604105006         1528 STONEWALL ST         105-006         B016-04         \$48,800         \$19,520         \$19,520           01-02599         B01604105008         1510 STONEWALL ST         105-008         B016-04         \$25,000 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>								
01-02591         B01604104014         1504 F ST         104-014         B016-04         \$48,200         \$19,280         \$19,280           01-02592         B01604105001         1607 GLOUCESTER ST         105-001         B016-04         \$210,000         \$84,000         \$84,000           01-02593         B01604105002         1609 GLOUCESTER ST         105-002         B016-04         \$120,200         \$48,080         \$48,080           01-02594         B01604105003         1513 LEE ST         105-003         B016-04         \$30,900         \$12,360         \$12,360           01-02595         B01604105004         1521 LEE ST         105-004         B016-04         \$30,400         \$12,160         \$12,160           01-02596         B01604105005         1525 LEE ST         105-005         B016-04         \$31,500         \$12,600         \$12,600           01-02597         B01604105006         1528 STONEWALL ST         105-006         B016-04         \$48,800         \$19,520         \$19,520           01-02599         B01604105008         1510 STONEWALL ST         105-008         B016-04         \$25,200         \$10,080         \$10,080           01-02600         B01604105000         1520 STONEWALL ST         105-008         B016-04         \$37,100 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>								
01-02592         B01604105001         1607 GLOUCESTER ST         105-001         B016-04         \$210,000         \$84,000         \$84,000           01-02593         B01604105002         1609 GLOUCESTER ST         105-002         B016-04         \$120,200         \$48,080         \$48,080           01-02594         B01604105003         1513 LEE ST         105-003         B016-04         \$30,900         \$12,360         \$12,360           01-02595         B01604105004         1521 LEE ST         105-004         B016-04         \$30,400         \$12,160         \$12,160           01-02596         B01604105005         1525 LEE ST         105-005         B016-04         \$31,500         \$12,600         \$12,600           01-02597         B01604105006         1528 STONEWALL ST         105-006         B016-04         \$48,800         \$19,520         \$19,520           01-02599         B01604105008         1510 STONEWALL ST         105-008         B016-04         \$25,200         \$10,080         \$10,080           01-02600         B01604105009         1502 STONEWALL ST         105-008         B016-04         \$37,100         \$14,840         \$14,840           01-02601         B01604105010         1519 LEE ST         105-010         B016-04         \$45,600         <								
01-02593         B01604105002         1609 GLOUCESTER ST         105-002         B016-04         \$120,200         \$48,080         \$48,080           01-02594         B01604105003         1513 LEE ST         105-003         B016-04         \$30,900         \$12,360         \$12,360           01-02595         B01604105004         1521 LEE ST         105-004         B016-04         \$30,400         \$12,160         \$12,160           01-02596         B01604105005         1525 LEE ST         105-005         B016-04         \$31,500         \$12,600         \$12,600           01-02597         B01604105006         1528 STONEWALL ST         105-006         B016-04         \$48,800         \$19,520         \$19,520           01-02599         B01604105008         1510 STONEWALL ST         105-008         B016-04         \$25,200         \$10,080         \$10,080           01-02600         B01604105009         1502 STONEWALL ST         105-009         B016-04         \$37,100         \$14,840         \$14,840           01-02601         B01604105010         1519 LEE ST         105-010         B016-04         \$45,600         \$18,240         \$18,240           01-02602         B01604105011         1526 STONEWALL ST         105-011         B016-04         \$64,100 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>								
01-02594         B01604105003         1513 LEE ST         105-003         B016-04         \$30,900         \$12,360         \$12,360           01-02595         B01604105004         1521 LEE ST         105-004         B016-04         \$30,400         \$12,160         \$12,160           01-02596         B01604105005         1525 LEE ST         105-005         B016-04         \$31,500         \$12,600         \$12,600           01-02597         B01604105006         1528 STONEWALL ST         105-006         B016-04         \$48,800         \$19,520         \$19,520           01-02599         B01604105008         1510 STONEWALL ST         105-008         B016-04         \$25,200         \$10,080         \$10,080           01-02600         B01604105009         1502 STONEWALL ST         105-009         B016-04         \$37,100         \$14,840         \$14,840           01-02601         B01604105001         1519 LEE ST         105-010         B016-04         \$45,600         \$18,240         \$18,240           01-02602         B01604105011         1526 STONEWALL ST         105-011         B016-04         \$46,100         \$25,640         \$25,640           01-02603         B01604106001         1709 GLOUCESTER ST         106-001         B016-04         \$1,580,600         <								
01-02595         B01604105004         1521 LEE ST         105-004         B016-04         \$30,400         \$12,160         \$12,160           01-02596         B01604105005         1525 LEE ST         105-005         B016-04         \$31,500         \$12,600         \$12,600           01-02597         B01604105006         1528 STONEWALL ST         105-006         B016-04         \$48,800         \$19,520         \$19,520           01-02599         B01604105008         1510 STONEWALL ST         105-008         B016-04         \$25,200         \$10,080         \$10,080           01-02600         B01604105009         1502 STONEWALL ST         105-009         B016-04         \$37,100         \$14,840         \$14,840           01-02601         B01604105010         1519 LEE ST         105-010         B016-04         \$45,600         \$18,240         \$18,240           01-02602         B01604105011         1526 STONEWALL ST         105-011         B016-04         \$64,100         \$25,640         \$25,640           01-02603         B01604106001         1709 GLOUCESTER ST         106-001         B016-04         \$41,200         \$16,480         \$0           01-02604         B01604106002         1520 LEE ST         106-002         B016-04         \$41,200         \$16,4								
01-02596         B01604105005         1525 LEE ST         105-005         B016-04         \$31,500         \$12,600         \$12,600           01-02597         B01604105006         1528 STONEWALL ST         105-006         B016-04         \$48,800         \$19,520         \$19,520           01-02599         B01604105008         1510 STONEWALL ST         105-008         B016-04         \$25,200         \$10,080         \$10,080           01-02600         B01604105009         1502 STONEWALL ST         105-009         B016-04         \$37,100         \$14,840         \$14,840           01-02601         B01604105010         1519 LEE ST         105-010         B016-04         \$45,600         \$18,240         \$18,240           01-02602         B01604105011         1526 STONEWALL ST         105-011         B016-04         \$64,100         \$25,640         \$25,640           01-02603         B01604106001         1709 GLOUCESTER ST         106-001         B016-04         \$1,580,600         \$632,240         \$0           01-02604         B01604106002         1520 LEE ST         106-002         B016-04         \$41,200         \$16,480         \$0           01-02605         B01604107001         11 JUDICIAL LN #256         107-001         B016-04         \$1,823,700								
01-02597         B01604105006         1528 STONEWALL ST         105-006         B016-04         \$48,800         \$19,520         \$19,520           01-02599         B01604105008         1510 STONEWALL ST         105-008         B016-04         \$25,200         \$10,080         \$10,080           01-02600         B01604105009         1502 STONEWALL ST         105-009         B016-04         \$37,100         \$14,840         \$14,840           01-02601         B01604105010         1519 LEE ST         105-010         B016-04         \$45,600         \$18,240         \$18,240           01-02602         B01604105011         1526 STONEWALL ST         105-011         B016-04         \$64,100         \$25,640         \$25,640           01-02603         B01604106001         1709 GLOUCESTER ST         106-001         B016-04         \$1,580,600         \$632,240         \$0           01-02604         B01604106002         1520 LEE ST         106-002         B016-04         \$41,200         \$16,480         \$0           01-02605         B01604107001         11 JUDICIAL LN #256         107-001         B016-04         \$1,823,700         \$729,480         \$0           01-02606         B01604107002         1801 GLOUCESTER ST #A         107-002         B016-04         \$278,800								
01-02599         B01604105008         1510 STONEWALL ST         105-008         B016-04         \$25,200         \$10,080         \$10,080           01-02600         B01604105009         1502 STONEWALL ST         105-009         B016-04         \$37,100         \$14,840         \$14,840           01-02601         B01604105010         1519 LEE ST         105-010         B016-04         \$45,600         \$18,240         \$18,240           01-02602         B01604105011         1526 STONEWALL ST         105-011         B016-04         \$64,100         \$25,640         \$25,640           01-02603         B01604106001         1709 GLOUCESTER ST         106-001         B016-04         \$1,580,600         \$632,240         \$0           01-02604         B01604106002         1520 LEE ST         106-002         B016-04         \$41,200         \$16,480         \$0           01-02605         B01604107001         11 JUDICIAL LN #256         107-001         B016-04         \$1,823,700         \$729,480         \$0           01-02606         B01604107002         1801 GLOUCESTER ST #A         107-002         B016-04         \$278,800         \$111,520         \$111,520           01-02607         B01604107003         1527 JOHNSTON ST         107-003         B016-04         \$6,400						-		
01-02600         B01604105009         1502 STONEWALL ST         105-009         B016-04         \$37,100         \$14,840         \$14,840           01-02601         B01604105010         1519 LEE ST         105-010         B016-04         \$45,600         \$18,240         \$18,240           01-02602         B01604105011         1526 STONEWALL ST         105-011         B016-04         \$64,100         \$25,640         \$25,640           01-02603         B01604106001         1709 GLOUCESTER ST         106-001         B016-04         \$1,580,600         \$632,240         \$0           01-02604         B01604106002         1520 LEE ST         106-002         B016-04         \$41,200         \$16,480         \$0           01-02605         B01604107001         11 JUDICIAL LN #256         107-001         B016-04         \$1,823,700         \$729,480         \$0           01-02606         B01604107002         1801 GLOUCESTER ST #A         107-002         B016-04         \$278,800         \$111,520         \$111,520           01-02607         B01604107003         1527 JOHNSTON ST         107-003         B016-04         \$6,400         \$2,540         \$2,560           01-02608         B01604107004         1800 F ST         107-004         B016-04         \$6,400 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>· · ·</td><td></td></td<>							· · ·	
01-02601         B01604105010         1519 LEE ST         105-010         B016-04         \$45,600         \$18,240         \$18,240           01-02602         B01604105011         1526 STONEWALL ST         105-011         B016-04         \$64,100         \$25,640         \$25,640           01-02603         B01604106001         1709 GLOUCESTER ST         106-001         B016-04         \$1,580,600         \$632,240         \$0           01-02604         B01604106002         1520 LEE ST         106-002         B016-04         \$41,200         \$16,480         \$0           01-02605         B01604107001         11 JUDICIAL LN #256         107-001         B016-04         \$1,823,700         \$729,480         \$0           01-02606         B01604107002         1801 GLOUCESTER ST #A         107-002         B016-04         \$278,800         \$111,520         \$111,520           01-02607         B01604107003         1527 JOHNSTON ST         107-003         B016-04         \$6,600         \$2,640         \$2,640           01-02608         B01604107004         1800 F ST         107-004         B016-04         \$6,400         \$2,560         \$2,560							· ·	
01-02602         B01604105011         1526 STONEWALL ST         105-011         B016-04         \$64,100         \$25,640         \$25,640           01-02603         B01604106001         1709 GLOUCESTER ST         106-001         B016-04         \$1,580,600         \$632,240         \$0           01-02604         B01604106002         1520 LEE ST         106-002         B016-04         \$41,200         \$16,480         \$0           01-02605         B01604107001         11 JUDICIAL LN #256         107-001         B016-04         \$1,823,700         \$729,480         \$0           01-02606         B01604107002         1801 GLOUCESTER ST #A         107-002         B016-04         \$278,800         \$111,520         \$111,520           01-02607         B01604107003         1527 JOHNSTON ST         107-003         B016-04         \$6,600         \$2,640         \$2,640           01-02608         B01604107004         1800 F ST         107-004         B016-04         \$6,400         \$2,560         \$2,560							<u> </u>	
01-02603         B01604106001         1709 GLOUCESTER ST         106-001         B016-04         \$1,580,600         \$632,240         \$0           01-02604         B01604106002         1520 LEE ST         106-002         B016-04         \$41,200         \$16,480         \$0           01-02605         B01604107001         11 JUDICIAL LN #256         107-001         B016-04         \$1,823,700         \$729,480         \$0           01-02606         B01604107002         1801 GLOUCESTER ST #A         107-002         B016-04         \$278,800         \$111,520         \$111,520           01-02607         B01604107003         1527 JOHNSTON ST         107-003         B016-04         \$6,600         \$2,640         \$2,640           01-02608         B01604107004         1800 F ST         107-004         B016-04         \$6,400         \$2,560         \$2,560								
01-02604         B01604106002         1520 LEE ST         106-002         B016-04         \$41,200         \$16,480         \$0           01-02605         B01604107001         11 JUDICIAL LN #256         107-001         B016-04         \$1,823,700         \$729,480         \$0           01-02606         B01604107002         1801 GLOUCESTER ST #A         107-002         B016-04         \$278,800         \$111,520         \$111,520           01-02607         B01604107003         1527 JOHNSTON ST         107-003         B016-04         \$6,600         \$2,640         \$2,640           01-02608         B01604107004         1800 F ST         107-004         B016-04         \$6,400         \$2,560         \$2,560								
01-02605         B01604107001         11 JUDICIAL LN #256         107-001         B016-04         \$1,823,700         \$729,480         \$0           01-02606         B01604107002         1801 GLOUCESTER ST #A         107-002         B016-04         \$278,800         \$111,520         \$111,520           01-02607         B01604107003         1527 JOHNSTON ST         107-003         B016-04         \$6,600         \$2,640         \$2,640           01-02608         B01604107004         1800 F ST         107-004         B016-04         \$6,400         \$2,560         \$2,560								
01-02606         B01604107002         1801 GLOUCESTER ST #A         107-002         B016-04         \$278,800         \$111,520         \$111,520           01-02607         B01604107003         1527 JOHNSTON ST         107-003         B016-04         \$6,600         \$2,640         \$2,640           01-02608         B01604107004         1800 F ST         107-004         B016-04         \$6,400         \$2,560         \$2,560								
01-02607         B01604107003         1527 JOHNSTON ST         107-003         B016-04         \$6,600         \$2,640         \$2,640           01-02608         B01604107004         1800 F ST         107-004         B016-04         \$6,400         \$2,560         \$2,560								\$111,520
01-02608 B01604107004 1800 F ST 107-004 B016-04 \$6,400 \$2,560 \$2,560								
	01-02608	B01604107004	1800 F ST	107-004	B016-04	\$6,400		
	01-02609	B01604108001	1901 GLOUCESTER ST	108-001	B016-04	\$138,100	\$55,240	\$55,240

				Dlock	Markat	Accessed	
Parcel ID	PIN	Address	Lot Num	Block Nu	Market Val	Assessed Val	Tax Val
01-02610	B01604108002	1907 GLOUCESTER ST	108-002	B016-04	\$237,400	\$94,960	\$94,960
01-02611	B01604108002	1515 TILLMAN AV	108-002	B016-04	\$125,200	\$50,080	\$50,080
01-02612	B01604108003	1512 JOHNSTON ST	108-003	B016-04	\$78,600	\$30,080	\$30,080
01-02613	B01604109001	1526 JOHNSTON ST	109-001	B016-04	\$329,000	\$131,600	\$31,440
01-02613	B01604109001 B01604109002	1525 JOHNSTON ST 1525 TILLMAN AV	109-001	B016-04	\$22,100	\$8,840	\$8,840
		1529 TILLMAN AV	109-002			\$8,600	
01-02615	B01604109003			B016-04	\$21,500		\$8,600
01-02616	B01604110001 B01604110002	2001 GLOUCESTER ST #14	110-001 110-002	B016-04 B016-04	\$314,400 \$76,200	\$125,760	\$125,760 \$0
01-02617 01-02618	B01604110002	2215 GLOUCESTER ST 2217 GLOUCESTER ST	110-002	B016-04	\$30,800	\$30,480 \$12,320	\$12,320
01-02619	B01604110003	2217 GLOUCESTER ST	110-003	B016-04	\$95,000	\$38,000	\$38,000
01-02619	B01604110004 B01604110005	2225 GLOUCESTER ST	110-004	B016-04	\$200,000	\$80,000	\$80,000
	B01604110005	1527 GOODYEAR AV	110-003				
01-02621				B016-04	\$116,000	\$46,400	\$46,400
01-02622	B01604110007	2110 ATLANTA AV	110-007	B016-04	\$48,000	\$19,200	\$19,200
01-02623	B01604110008	2020 ATLANTA AV	110-008	B016-04	\$33,200	\$13,280	\$13,280
01-02624	B01604110009	2016 ATLANTA AV	110-009	B016-04	\$50,300	\$20,120	\$20,120
01-02625	B01604110010	2006 ATLANTA AV	110-010	B016-04	\$60,000	\$24,000	\$0
01-02645	B01704071001	9 GLYNN AV	071-001	B017-04	\$214,800	\$85,920	\$85,920
01-02646	B01704071002	10 GLYNN AV	071-002	B017-04	\$117,800	\$47,120	\$47,120
01-02647	B01704071003	11 GLYNN AV	071-003	B017-04	\$219,700	\$87,880	\$87,880
01-02648	B01704071004	1811 GLYNN AV	071-004	B017-04	\$82,600	\$33,040	\$33,040
01-02649	B01704071005	1815 GLYNN AV	071-005	B017-04	\$53,400	\$21,360	\$21,360
01-02650	B01704071006	1817 GLYNN AV	071-006	B017-04	\$265,800	\$106,320	\$106,320
01-02651	B01704071007	2402 TALMADGE AV	071-007	B017-04	\$29,500	\$11,800	\$11,800
01-02653	B01704071009	1814 MACON AV	071-009	B017-04	\$18,800	\$7,520	\$7,520
01-02654	B01704071010	1810 MACON AV	071-010	B017-04	\$2,900	\$1,160	\$1,160
01-02689	B01704092001	6 GLYNN AV	092-001	B017-04	\$814,400	\$325,760	\$325,760
01-02690	B01704092002	8 GLYNN AV	092-002	B017-04	\$213,700	\$85,480	\$85,480
01-02691	B01704092003	1720 MACON AV	092-003	B017-04	\$28,000	\$11,200	\$11,200
01-02692	B01704093001	2401 GLOUCESTER ST	093-001	B017-04	\$382,300	\$152,920	\$152,920
01-02693	B01704093002	1519 GLYNN AV	093-002	B017-04	\$182,500	\$73,000	\$73,000
01-02694	B01704093003	1523 GLYNN AV	093-003	B017-04	\$177,000	\$70,800	\$70,800
01-02695	B01704093004	4 GLYNN AV	093-004	B017-04	\$330,300	\$132,120	\$132,120
01-02713	B01704111001	1516 GOODYEAR AV	111-001	B017-04	\$53,700	\$21,480	\$21,480
01-02714	B01704111007	2301 GLOUCESTER ST	111-007	B017-04	\$29,100	\$11,640	\$11,640
01-02715	B01704111003	2307 GLOUCESTER ST	111-003	B017-04	\$179,400	\$71,760	\$0
01-02716	B01704111004	2328 ATLANTA AV	111-004	B017-04	\$63,900	\$25,560	\$25,560
01-02721	B01802120003	1705 TORRAS LANDING	120-003	B018-02	\$3,709,300	\$1,483,720	\$1,483,720
01-02731	B01802121002	2020 NEWCASTLE ST #17000	121-002	B018-02	\$24,800	\$9,920	\$0
01-02732 01-02733	B01802121003	2016 NEWCASTLE ST	121-003	B018-02	\$10,000	\$4,000	\$4,000
	B01802121004	2014 NEWCASTLE ST	121-004	B018-02	\$6,900	\$2,760	\$2,760
01-02735	B01802121006	2010 NEWCASTLE ST	121-006	B018-02	\$15,600	\$6,240	\$6,240
01-02736	B01802121007	2006 NEWCASTLE ST	121-007	B018-02	\$3,400	\$1,360	\$1,360
01-02737	B01802121008	2004 NEWCASTLE ST	121-008	B018-02	\$16,800	\$6,720	\$6,720
01-02738	B01802121009	2000 NEWCASTLE ST	121-009	B018-02	\$5,000	\$2,000	\$2,000
01-02845	B01802129001	1928 NORWICH ST	129-001	B018-02	\$24,200	\$9,680	\$9,680
01-02846	B01802129002	1922 NORWICH ST	129-002 129-003	B018-02	\$71,300	\$28,520	\$28,520
01-02847	B01802129003	1920 NORWICH ST		B018-02	\$25,000	\$10,000	\$10,000
01-02848	B01802129004	1912 NORWICH STREET IN	129-004	B018-02	\$31,000	\$12,400	\$12,400
01-02849	B01802129005	1901 NORWICH STREET LN	129-005	B018-02	\$1,300	\$520	\$520
01-02850	B01802129006	1906 NORWICH ST	129-006	B018-02	\$53,200	\$21,280	\$21,280
01-02851	B01802129007	1900 NORWICH ST	129-007	B018-02 B018-02	\$58,800	\$23,520	\$23,520
01-02852	B01802129008	1007 I ST	129-008		\$5,000	\$2,000	\$2,000
01-02853	B01802129009	1009 I ST	129-009	B018-02	\$2,400	\$960	\$960
01-02854	B01802129010	1101   ST	129-010	B018-02	\$160,600	\$64,240	\$0
01-02855	B01802129011	1105 I ST	129-011	B018-02	\$5,600	\$2,240	\$2,240
01-02856	B01802129012	1107   ST	129-012	B018-02	\$4,000	\$1,600	\$1,600
01-02857	B01802129013	1109   ST	129-013	B018-02	\$4,500	\$1,800	\$1,800
01-02858	B01802129014	1907 WOLFE ST	129-014	B018-02	\$22,400	\$8,960	\$8,960
01-02859	B01802129015	1911 WOLFE ST	129-015	B018-02	\$10,900	\$4,360	\$4,360

Parcel   PiN					Block	Market	Assessed	
10.02860   801802129016   1917 WOLFEST   129-016   8018-02   \$113.000   \$44.00   \$44.00	Parcel ID	PIN	Address	Lot Num				Tax Val
10-10-1861						\$12,300	\$4,920	
19-10-1862   19-	01-02861	B01802129017	1919 WOLFE ST	129-017	B018-02		\$4,400	
10.10883   80.1802129019   1923 WOLFE ST   129.019   80.18 42   \$17.600   \$7.040   \$5.040   \$6.040						· · ·		
10.02854   80.1802129002   1109   157   129 020   80.18 02   51.6000   56.400   55.800   67.300   10.02865   80.1802129002   1109   157   129 021   80.18 02   55.900   52.600   57.880   50.0000   50.000   50.000   50.000   50.000   50.000   50.000   50.0000   50.000   50.000   50.000   50.000   50.000   50.000   50.0000   50.000   50.0000	01-02863		1923 WOLFE ST	129-019	B018-02			
0.103855   0.10302139012   1106   ST   129 021   0.018 02   55.900   \$2.300   \$2.300   \$3.000   \$1.02866   0.103801739023   1902 NORWICH STREET IN   129-023   0.018-02   \$57.000   \$2.000   \$5.200   \$5.200   \$1.02868   0.103801739023   1902 NORWICH STREET IN   129-023   0.018-02   \$57.000   \$5.200   \$5.200   \$5.200   \$1.0200   \$1.0200   \$1.00000   \$1.00000   \$1.00000   \$1.00000   \$1.00000   \$1.00000   \$1.00000   \$1.00000	01-02864					· · ·		
10-102666   B01802129002   1100   ST   129-022   B018-02   S189.00   S75,880   S0   10-102667   B01802129003   1902 NORWICH STREET IN   129-024   B018-02   S7,000   S1,200								
01-02867								
0.10288   0.10282190024   1900 NORWICH STREET IN   129 Q24   1908 PQ2   530,000   513,000   513,000   0.102881   100802130015   1909 NORWICH ST   130 Q15   8018-02   570,800   528,320								
01-02880   01802130016   1301 NORWICH ST   130-0116   130-012   534,000   513,600   523,320   528,320   513,600   10-02881   10-02882   10-02882   10-02883   10-02884   10-02								
101-02881   B01802130015   1999 NORWICH ST   130-015   B018-02   \$70,800   \$28,320   \$28,320   \$28,320   \$20,840						. ,		
01-02882   B01802130016								
101-02883   B01802130017								
10-10284   B01802130018   1916 ELUS STREET IN   130-018   B018-02   \$13,500   \$5,400   \$5,400   \$10-2885   B01802130020   1921 NORWICH ST   130-020   B018-02   \$25,800   \$51,500   \$6,280   \$6,280   \$10-2887   B01802130021   1927 NORWICH ST   130-021   B018-02   \$51,500   \$5,280   \$5,280   \$2,960   \$10-2888   B01802130021   1927 NORWICH ST   130-021   B018-02   \$13,400   \$5,300   \$5,300   \$5,300   \$0,000   \$10-2889   B018021300024   1917 NORWICH ST   130-021   B018-02   \$13,400   \$5,000   \$4,080   \$4,								
101-02885   801802130019   1921 NORWICH ST   130-019   8018-02   \$28,800   \$51,320   \$51,320   \$6,280   \$6,280   \$6,08								
10-102886   801802130021   1923 NORWICH ST   130-021   8018-02   \$77,400   \$2,960								
101-02887   801802130021   1927 NORWICH ST   130-021   8018-02   \$74.00   \$2.960   \$5.360   \$0.102888   801802130022   900 J ST   130-022   8018-02   \$513.400   \$5.360   \$5.360   \$0.102898   801802130024   1917 NORWICH ST   130-024   8018-02   \$513.400   \$5.360   \$5.360   \$0.102895   801802133003   8.4 LEUS   \$1.3003   8018-02   \$2.70,400   \$108,160   \$108,160   \$108,160   \$10.02925   801802133001   1812 NEWCASTLE ST #17000   134-001   8018-02   \$2.792,7500   \$3.171,000   \$0.102928   801802134001   1812 NEWCASTLE ST #17000   134-001   8018-02   \$57.927,500   \$3.171,000   \$0.102998   801802137015   1803 NORWICH ST   137-015   8018-02   \$57.927,500   \$3.171,000   \$0.102998   801802137018   1807 NORWICH ST   137-015   8018-02   \$57.927,500   \$3.171,000   \$3.860   \$0.102999   801802137018   1807 NORWICH ST   137-015   8018-02   \$53.9700   \$51.580   \$51.580   \$0.103001   801802137020   1223 NORWICH ST   137-019   8018-02   \$53.700   \$51.580   \$51.580   \$0.103001   801802137020   1223 NORWICH ST   137-020   8018-02   \$53.700   \$53.600   \$53.600   \$0.103001   801802138001   1008 I ST   138-001   8018-02   \$53.700   \$53.600   \$53.600   \$0.103001   801802138001   1823 NORWICH ST   138-002   8018-02   \$53.700   \$51.580   \$51.580   \$0.103003   801802138002   1824 NORWICH ST   138-002   8018-02   \$55.500   \$54.400   \$50.000							· · · · ·	
101-02888   801802130022   901 ST   130-022   8018-02   \$13,400   \$5,360   \$5,360								
01-02890         B01802130024         1917 NORWICH ST         130-024         B018-02         \$10,200         \$4,080         \$4,080           01-02925         B01802133003         & ALLEYS         133-003         B018-02         \$270,400         \$108,160         \$108,160           01-02939         B01802134001         1812 NEWCASTLE ST #17000         134-001         B018-02         \$292,500         \$33,808         \$38,808           01-02998         B01802137015         1803 NORWICH ST         137-015         B018-02         \$290,200         \$33,808         \$38,808           01-02999         B01802137018         1807 NORWICH ST         137-018         B018-02         \$112,900         \$45,160         \$45,160           01-03001         B01802137019         1821 NORWICH ST         137-019         B018-02         \$31,000         \$53,600         \$15,880         \$10,902         \$44,000         \$0         \$10,902         \$12,400								
NEW TOWN LOTS 427-442 & 690-708								
101-02925   B01802133003   R ALLEYS   133-003   B018-02   \$270,400   \$3.08,160   \$108,160	01-02690	B01002130024		130-024	B016-02	\$10,200	\$4,060	\$4,060
01-02939         B01802134001         1812 NEWCASTLE ST #17000         134-001         B018-02         \$7,927,500         \$3,171,000         \$0           01-02998         B01802137015         1803 NORWICH ST         137-015         B018-02         \$209,200         \$83,680         \$83,680           01-03000         B01802137019         1821 NORWICH ST         137-019         B018-02         \$39,700         \$15,880         \$15,880           01-03001         B01802137020         1829 NORWICH ST         137-020         B018-02         \$39,700         \$515,880         \$15,880           01-03003         B01802138001         1008 IST         138-001         B018-02         \$317,00         \$51,680         \$15,080           01-03004         B01802138002         1824 NORWICH ST         138-002         B018-02         \$110,000         \$44,000         \$44,000           01-03005         B01802138004         1808 NORWICH ST         138-003         B018-02         \$56,600         \$26,240         \$226,240           01-03006         B01802138004         1808 NORWICH ST         138-005         B018-02         \$52,000         \$94,440         \$94,440           01-03016         B01802138007         1109 H ST         138-005         B018-02         \$52,600	01-02925	B01802133003		133-003	B018-02	\$270.400	\$108 160	\$108 160
01-02998         801802137015         1803 NORWICH ST         137-015         8018-02         \$209,200         \$83,680         \$83,680           01-02999         801802137018         1807 NORWICH ST         137-018         8018-02         \$112,900         \$45,160         \$45,160           01-03001         801802137020         1829 NORWICH ST         137-019         8018-02         \$33,00         \$53,600         \$53,600           01-03003         801802138001         1008 IST         138-001         8018-02         \$317,00         \$15,080         \$15,080           01-03004         801802138002         1824 NORWICH ST         138-001         8018-02         \$317,00         \$53,600         \$26,240         \$26,240         \$26,240         \$26,240         \$26,240         \$26,240         \$26,240         \$26,240         \$26,240         \$26,240         \$26,240         \$24,800								
01-02999   B01802137018   1807 NORWICH ST   137-018   B018-02   \$112,900   \$45,160   \$45,160   01-03000   B01802137019   1821 NORWICH ST   137-019   B018-02   \$39,700   \$15,880   \$15,880   01-0301   B01802137020   1829 NORWICH ST   137-020   B018-02   \$314,000   \$53,600   \$54,000   \$44,000   \$								•
01-03000   B01802137019   1821 NORWICH ST   137-019   B018-02   \$39,700   \$15,880   \$15,880   \$01-03001   B01802137020   1829 NORWICH ST   137-020   B018-02   \$134,000   \$53,600   \$53,600   \$15,080   \$16,000   \$16,000   \$16,000   \$16,000   \$18,								
01-03001   01-03002   1829 NORWICH ST   137-020   8018-02   \$134,000   \$53,600   \$53,600   \$10.03003   801802138001   1008 I ST   138-001   8018-02   \$37,700   \$15,080   \$15,080   \$15,080   \$10.03004   801802138002   1824 NORWICH ST   138-002   8018-02   \$110,000   \$44,000   \$44,000   \$44,000   \$10.03005   \$01802138003   1820 NORWICH ST   138-003   8018-02   \$65,600   \$26,240   \$26,240   \$26,240   \$10.03006   801802138004   1808 NORWICH ST   138-004   8018-02   \$336,100   \$94,440   \$94,440   \$10.03007   \$01802138005   1800 NORWICH ST   138-005   8018-02   \$62,000   \$24,800   \$2								
01-03003   01802138001   1008   ST   138-001   8018-02   \$37,700   \$15,080   \$15,080   01-03004   801802138002   1824 NORWICH ST   138-002   8018-02   \$110,000   \$44,000   \$44,000   \$0140001   \$0120001   \$124 NORWICH ST   138-003   8018-02   \$65,600   \$26,240   \$26,240   \$26,240   \$01-03006   801802138004   1808 NORWICH ST   138-004   8018-02   \$65,600   \$24,800   \$24,800   \$24,800   \$01-03007   \$01802138005   1800 NORWICH ST   138-005   8018-02   \$65,600   \$24,800   \$24,800   \$01-03008   \$01802138005   1816 NORWICH STREET LN   138-006   8018-02   \$65,600   \$24,800   \$24,800   \$01-03008   \$01802138007   \$1109 H ST   \$138-007   8018-02   \$65,600   \$24,800   \$24,800   \$01-03008   \$01802138007   \$1109 H ST   \$138-007   \$018-02   \$57,940   \$71,760   \$0   \$01-03010   \$01802138008   1811 WOLFE ST   138-008   8018-02   \$11,000   \$4,400   \$0   \$01-03011   \$01802138009   1817 WOLFE ST   138-008   8018-02   \$27,740   \$10,960   \$10,960   \$01-03013   \$01802138011   1821 WOLFE ST   138-011   8018-02   \$27,740   \$10,960   \$10,960   \$01-03014   \$01802138012   1823 WOLFE ST   138-011   8018-02   \$57,00   \$50,800   \$50,800   \$01-03015   \$01802138012   1823 WOLFE ST   138-012   8018-02   \$57,00   \$50,800   \$50,800   \$01-03016   \$01802138013   1825 WOLFE ST   138-014   8018-02   \$57,00   \$52,280   \$52,280   \$01-03016   \$01802138013   1825 WOLFE ST   138-014   8018-02   \$57,00   \$52,280   \$52,280   \$01-03016   \$01802138014   1827 WOLFE ST   138-014   8018-02   \$57,00   \$52,800   \$50,800   \$60,800								
01-03004         B01802138002         1824 NORWICH ST         138-002         B018-02         \$110,000         \$44,000         \$44,000           01-03005         B01802138004         1820 NORWICH ST         138-003         B018-02         \$65,600         \$26,240         \$26,240           01-03007         B01802138005         1800 NORWICH ST         138-005         B018-02         \$62,000         \$24,800         \$24,800           01-03008         B01802138006         1816 NORWICH STREET LN         138-005         B018-02         \$6,600         \$2,640         \$2,640           01-03009         B01802138006         1816 NORWICH STREET LN         138-006         B018-02         \$17,9400         \$71,760         \$0           01-03019         B01802138007         1109 H ST         138-008         B018-02         \$11,000         \$4,400         \$0           01-03011         B01802138009         1817 WOLFE ST         138-008         B018-02         \$27,400         \$10,960         \$10,960           01-03013         B01802138012         1821 WOLFE ST         138-011         B018-02         \$5,000         \$3,840         \$3,840           01-03015         B01802138013         1825 WOLFE ST         138-012         B018-02         \$5,700         \$2,280 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>								
01-03005         B01802138003         1820 NORWICH ST         138-003         B018-02         \$65,600         \$26,240         \$26,240           01-03006         B01802138004         1808 NORWICH ST         138-004         B018-02         \$236,100         \$94,440         \$94,440           01-03007         B01802138005         1800 NORWICH STR         138-005         B018-02         \$62,000         \$24,800         \$24,800           01-03008         B01802138006         1816 NORWICH STREET LN         138-006         B018-02         \$56,600         \$2,640         \$22,640           01-03010         B01802138007         1109 H ST         138-007         B018-02         \$17,940         \$71,760         \$0           01-03010         B01802138009         1817 WOLFE ST         138-008         B018-02         \$217,040         \$10,960         \$10,960           01-03013         B01802138011         1821 WOLFE ST         138-011         B018-02         \$15,200         \$6,080         \$6,080           01-03014         B01802138013         1825 WOLFE ST         138-012         B018-02         \$9,600         \$3,840         \$3,840           01-03015         B01802138014         1827 WOLFE ST         138-013         B018-02         \$5,700         \$2,280								
01-03006         B01802138004         1808 NORWICH ST         138-004         B018-02         \$236,100         \$94,440         \$94,440           01-03007         B01802138005         1800 NORWICH ST         138-005         B018-02         \$6,600         \$24,800         \$20,600         \$21,760         \$0         \$20,000         \$21,740         \$21,7400         \$21,740         \$21,960         \$20,000         \$20,0								
01-03007         B01802138005         1800 NORWICH ST         138-005         B018-02         \$62,000         \$24,800         \$24,800           01-03008         B01802138006         1816 NORWICH STREET LN         138-006         B018-02         \$6,600         \$2,640         \$2,640           01-03010         B01802138007         1109 H ST         138-007         B018-02         \$17,400         \$71,760         \$0           01-03010         B01802138008         1811 WOLFE ST         138-008         B018-02         \$21,000         \$4,400         \$0           01-03011         B01802138009         1817 WOLFE ST         138-011         B018-02         \$27,400         \$10,960         \$10,960           01-03014         B01802138011         1821 WOLFE ST         138-011         B018-02         \$9,600         \$3,840         \$3,840           01-03014         B01802138013         1825 WOLFE ST         138-012         B018-02         \$6,100         \$2,240         \$2,440           01-03016         B01802138014         1827 WOLFE ST         138-014         B018-02         \$5,700         \$2,280         \$2,280           01-03017         B01802138015         1829 WOLFE ST         138-015         B018-02         \$3,700         \$1,480         \$1,480								
01-03008         B01802138006         1816 NORWICH STREET LN         138-007         B018-02         \$6,600         \$2,640         \$2,640           01-03009         B01802138007         1109 H ST         138-007         B018-02         \$179,400         \$71,760         \$0           01-03010         B01802138008         1811 WOLFE ST         138-008         B018-02         \$11,000         \$4,400         \$0           01-03011         B01802138019         1817 WOLFE ST         138-011         B018-02         \$27,400         \$10,950         \$10,950           01-03014         B01802138012         1823 WOLFE ST         138-012         B018-02         \$9,600         \$3,840         \$3,840           01-03015         B01802138013         1225 WOLFE ST         138-013         B018-02         \$5,700         \$2,280         \$2,240         \$2,440           01-03016         B01802138014         1827 WOLFE ST         138-014         B018-02         \$5,700         \$2,280         \$2,280           01-03017         B01802138015         1829 WOLFE ST         138-014         B018-02         \$3,700         \$1,480         \$1,480           01-03018         B01802138015         1829 WOLFE ST         138-016         B018-02         \$3,900         \$1,560 <td></td> <td></td> <td></td> <td></td> <td></td> <td>· · ·</td> <td></td> <td></td>						· · ·		
01-03009         B01802138007         1109 H ST         138-007         B018-02         \$179,400         \$71,760         \$0           01-03010         B01802138008         1811 WOLFE ST         138-008         B018-02         \$11,000         \$4,400         \$0           01-03011         B01802138009         1817 WOLFE ST         138-009         B018-02         \$27,400         \$10,960         \$10,960           01-03013         B01802138011         1821 WOLFE ST         138-011         B018-02         \$9,600         \$6,080         \$6,080           01-03014         B01802138012         1823 WOLFE ST         138-012         B018-02         \$9,600         \$3,840         \$3,840           01-03016         B01802138013         1825 WOLFE ST         138-013         B018-02         \$5,700         \$2,280         \$2,280           01-03016         B01802138015         1829 WOLFE ST         138-014         B018-02         \$3,700         \$1,480         \$1,480           01-03018         B01802138016         1100 I ST         138-016         B018-02         \$3,900         \$1,560         \$1,560           01-03255         B02004046001         2026 COOK ST         046-001         B020-04         \$75,100         \$30,440         \$3,440								
01-03010         B01802138008         1811 WOLFE ST         138-008         B018-02         \$11,000         \$4,400         \$0           01-03031         B01802138009         1817 WOLFE ST         138-009         B018-02         \$27,400         \$10,960         \$10,960           01-03013         B01802138011         1821 WOLFE ST         138-011         B018-02         \$51,500         \$6,080         \$6,080           01-03014         B01802138012         1823 WOLFE ST         138-012         B018-02         \$9,600         \$3,840         \$3,840           01-03015         B01802138013         1825 WOLFE ST         138-013         B018-02         \$5,700         \$2,240         \$2,440           01-03016         B01802138014         1827 WOLFE ST         138-014         B018-02         \$5,700         \$2,280         \$2,280           01-03017         B01802138015         1829 WOLFE ST         138-015         B018-02         \$3,700         \$1,480         \$1,480           01-03018         B01802138016         1100 LST         138-016         B018-02         \$9,100         \$3,640         \$3,540           01-03255         B02004046001         2026 COOK ST         046-001         B02-02         \$30,000         \$30,440 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>								
01-03011         B01802138009         1817 WOLFE ST         138-009         B018-02         \$27,400         \$10,960         \$10,960           01-03013         B01802138011         1821 WOLFE ST         138-011         B018-02         \$15,200         \$6,080         \$6,080           01-03014         B01802138012         1823 WOLFE ST         138-012         B018-02         \$9,600         \$3,840         \$3,840           01-03016         B01802138013         1825 WOLFE ST         138-014         B018-02         \$6,100         \$2,440         \$2,440           01-03016         B01802138014         1827 WOLFE ST         138-014         B018-02         \$5,700         \$2,280         \$2,280           01-03017         B01802138016         1100 I ST         138-016         B018-02         \$3,700         \$1,480         \$1,480           01-03020         B01802138018         1814 NORWICH STREET LN         138-016         B018-02         \$3,900         \$1,560         \$1,560           01-03255         B02004046001         2026 COOK ST         046-001         B020-04         \$76,100         \$30,440         \$30,440           01-03256         B02004046002         2007 COOK ST         046-002         B020-04         \$75,200         \$30,080         \$3								•
01-03013         B01802138011         1821 WOLFE ST         138-011         B018-02         \$15,200         \$6,080         \$6,080           01-03014         B01802138012         1823 WOLFE ST         138-012         B018-02         \$9,600         \$3,840         \$3,840           01-03015         B01802138013         1825 WOLFE ST         138-013         B018-02         \$6,100         \$2,440         \$2,440           01-03016         B01802138014         1827 WOLFE ST         138-014         B018-02         \$5,700         \$2,280         \$2,280           01-03017         B01802138015         1829 WOLFE ST         138-015         B018-02         \$3,700         \$1,480         \$1,480           01-03018         B01802138016         1100 LST         138-016         B018-02         \$9,100         \$3,640         \$3,640           01-03020         B01802138018         1814 NORWICH STREET LN         138-018         B018-02         \$3,900         \$1,560         \$1,560           01-03255         B02004046001         2026 COOK ST         046-001         B02-0-04         \$76,100         \$30,440         \$30,440           01-03256         B02004046002         2007 COOK ST         046-002         B020-04         \$75,200         \$30,080         \$30,0								
01-03014         B01802138012         1823 WOLFE ST         138-012         B018-02         \$9,600         \$3,840         \$3,840           01-03015         B01802138013         1825 WOLFE ST         138-013         B018-02         \$6,100         \$2,440         \$2,440           01-03016         B01802138014         1827 WOLFE ST         138-014         B018-02         \$5,700         \$2,280         \$2,280           01-03017         B01802138015         1829 WOLFE ST         138-015         B018-02         \$3,700         \$1,480         \$1,480           01-03018         B01802138016         1100 LST         138-016         B018-02         \$3,900         \$1,560								
01-03015         B01802138013         1825 WOLFE ST         138-013         B018-02         \$6,100         \$2,440         \$2,440           01-03016         B01802138014         1827 WOLFE ST         138-014         B018-02         \$5,700         \$2,280         \$2,280           01-03017         B01802138015         1829 WOLFE ST         138-015         B018-02         \$3,700         \$1,480         \$1,480           01-03018         B01802138016         1100 I ST         138-016         B018-02         \$9,100         \$3,640         \$3,640           01-03020         B01802138018         1814 NORWICH STREET LN         138-018         B018-02         \$3,900         \$1,560         \$1,560           01-03255         B02004046001         2026 COOK ST         046-001         B020-04         \$76,100         \$30,440         \$30,440           01-03256         B02004046002         2007 COOK ST         046-002         B020-04         \$75,200         \$30,080         \$30,080           01-03257         B02004046003         2910 K ST         046-003         B020-04         \$14,300         \$5,720         \$5,720           01-03258         B02004047001         2024 PUTNAM ST         047-001         B020-04         \$2,300         \$920         \$48,520 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td>. ,</td> <td></td> <td></td>						. ,		
01-03016         B01802138014         1827 WOLFE ST         138-014         B018-02         \$5,700         \$2,280         \$2,280           01-03017         B01802138015         1829 WOLFE ST         138-015         B018-02         \$3,700         \$1,480         \$1,480           01-03018         B01802138016         1100 I ST         138-016         B018-02         \$9,100         \$3,640         \$3,640           01-03020         B01802138018         1814 NORWICH STREET LN         138-018         B018-02         \$3,900         \$1,560         \$1,560           01-03255         B02004046001         2026 COOK ST         046-001         B020-04         \$76,100         \$30,440         \$30,440           01-03256         B02004046002         2007 COOK ST         046-002         B020-04         \$75,200         \$30,080         \$30,080           01-03257         B02004046003         2910 K ST         046-003         B020-04         \$14,300         \$5,720         \$5,720         \$5,720           01-03258         B02004046004         2005 PUTNAM ST         046-004         B020-04         \$12,300         \$48,520         \$48,520           01-03259         B02004047001         2024 PUTNAM ST         047-001         B020-04         \$2,300         \$92								
01-03017         B01802138015         1829 WOLFE ST         138-015         B018-02         \$3,700         \$1,480         \$1,480           01-03018         B01802138016         1100 I ST         138-016         B018-02         \$9,100         \$3,640         \$3,640           01-03020         B01802138018         1814 NORWICH STREET LN         138-018         B018-02         \$3,900         \$1,560         \$1,560           01-03255         B02004046001         2026 COOK ST         046-001         B020-04         \$76,100         \$30,440         \$30,440           01-03256         B02004046002         2007 COOK ST         046-002         B020-04         \$75,200         \$30,080         \$30,080           01-03257         B02004046003         2910 K ST         046-003         B020-04         \$14,300         \$5,720         \$5,720           01-03258         B02004046004         2005 PUTNAM ST         046-004         B020-04         \$12,300         \$48,520         \$48,520           01-03259         B02004047001         2024 PUTNAM ST         047-001         B020-04         \$5,600         \$2,240         \$2,240           01-03260         B02004047002         2018 PUTNAM ST         047-002         B020-04         \$2,300         \$920         \$920								
01-03018         B01802138016         1100 I ST         138-016         B018-02         \$9,100         \$3,640         \$3,640           01-03020         B01802138018         1814 NORWICH STREET LN         138-018         B018-02         \$3,900         \$1,560         \$1,560           01-03255         B02004046001         2026 COOK ST         046-001         B020-04         \$76,100         \$30,440         \$30,440           01-03256         B02004046002         2007 COOK ST         046-002         B020-04         \$75,200         \$30,080         \$30,080           01-03257         B02004046003         2910 K ST         046-003         B020-04         \$14,300         \$5,720         \$5,720           01-03258         B02004046004         2005 PUTNAM ST         046-004         B020-04         \$121,300         \$48,520         \$48,520           01-03259         B02004047001         2024 PUTNAM ST         047-001         B020-04         \$5,600         \$2,240         \$2,240           01-03260         B02004047002         2018 PUTNAM ST         047-002         B020-04         \$2,300         \$920         \$920           01-03261         B02004047003         2014 PUTNAM ST         047-002         B020-04         \$2,300         \$920         \$74,12								
01-03020         B01802138018         1814 NORWICH STREET LN         138-018         B018-02         \$3,900         \$1,560         \$1,560           01-03255         B02004046001         2026 COOK ST         046-001         B020-04         \$76,100         \$30,440         \$30,440           01-03256         B02004046002         2007 COOK ST         046-002         B020-04         \$75,200         \$30,080         \$30,080           01-03257         B02004046003         2910 K ST         046-003         B020-04         \$14,300         \$5,720         \$5,720           01-03258         B02004046004         2005 PUTNAM ST         046-004         B020-04         \$121,300         \$48,520         \$48,520           01-03259         B02004047001         2024 PUTNAM ST         047-001         B020-04         \$2,300         \$920         \$920           01-03260         B02004047002         2018 PUTNAM ST         047-002         B020-04         \$2,300         \$920         \$920           01-03261         B02004047003         2014 PUTNAM ST         047-003         B020-04         \$2,300         \$920         \$920           01-03262         B02004047004         2105 GLYNN AV         047-004         B020-04         \$15,500         \$74,120         \$76,00								
01-03255         B02004046001         2026 COOK ST         046-001         B020-04         \$76,100         \$30,440         \$30,440           01-03256         B02004046002         2007 COOK ST         046-002         B020-04         \$75,200         \$30,080         \$30,080           01-03257         B02004046003         2910 K ST         046-003         B020-04         \$14,300         \$5,720         \$5,720           01-03258         B02004046004         2005 PUTNAM ST         046-004         B020-04         \$121,300         \$48,520         \$48,520           01-03259         B02004047001         2024 PUTNAM ST         047-001         B020-04         \$5,600         \$2,240         \$2,240           01-03260         B02004047002         2018 PUTNAM ST         047-002         B020-04         \$2,300         \$920         \$920           01-03261         B02004047003         2014 PUTNAM ST         047-003         B020-04         \$2,300         \$920         \$920           01-03262         B02004047004         2105 GLYNN AV         047-004         B020-04         \$185,300         \$74,120         \$74,120           01-03263         B02004047005         2010 PUTNAM ST         047-005         B020-04         \$1,900         \$760         \$760								
01-03256         B020040466002         2007 COOK ST         046-002         B020-04         \$75,200         \$30,080         \$30,080           01-03257         B020040466003         2910 K ST         046-003         B020-04         \$14,300         \$5,720         \$5,720           01-03258         B020040466004         2005 PUTNAM ST         046-004         B020-04         \$121,300         \$48,520         \$48,520           01-03259         B02004047001         2024 PUTNAM ST         047-001         B020-04         \$5,600         \$2,240         \$2,240           01-03260         B02004047002         2018 PUTNAM ST         047-002         B020-04         \$2,300         \$920         \$920           01-03261         B02004047003         2014 PUTNAM ST         047-003         B020-04         \$185,300         \$74,120         \$74,120           01-03262         B02004047004         2105 GLYNN AV         047-004         B020-04         \$1,900         \$760         \$760           01-03263         B02004047005         2010 PUTNAM ST         047-005         B020-04         \$1,900         \$760         \$760           01-03264         B02004047006         2027 STACY ST         047-006         B020-04         \$27,500         \$3,080         \$3,080 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>								
01-03257         B02004046003         2910 K ST         046-003         B020-04         \$14,300         \$5,720         \$5,720           01-03258         B02004046004         2005 PUTNAM ST         046-004         B020-04         \$121,300         \$48,520         \$48,520           01-03259         B02004047001         2024 PUTNAM ST         047-001         B020-04         \$5,600         \$2,240         \$2,240           01-03260         B02004047002         2018 PUTNAM ST         047-002         B020-04         \$2,300         \$920         \$920           01-03261         B02004047003         2014 PUTNAM ST         047-003         B020-04         \$2,300         \$920         \$920           01-03262         B02004047004         2105 GLYNN AV         047-004         B020-04         \$185,300         \$74,120         \$74,120           01-03263         B02004047005         2010 PUTNAM ST         047-005         B020-04         \$1,900         \$760         \$760           01-03264         B02004047006         2027 STACY ST         047-006         B02-04         \$271,500         \$108,600         \$108,600           01-03265         B02004047007         2109 GLYNN AV         047-007         B020-04         \$7,700         \$3,080         \$3,080								
01-03258         B02004046004         2005 PUTNAM ST         046-004         B020-04         \$121,300         \$48,520         \$48,520           01-03259         B02004047001         2024 PUTNAM ST         047-001         B020-04         \$5,600         \$2,240         \$2,240           01-03260         B02004047002         2018 PUTNAM ST         047-002         B020-04         \$2,300         \$920         \$920           01-03261         B02004047003         2014 PUTNAM ST         047-003         B020-04         \$2,300         \$920         \$920           01-03262         B02004047004         2105 GLYNN AV         047-004         B020-04         \$185,300         \$74,120         \$74,120           01-03263         B02004047005         2010 PUTNAM ST         047-005         B020-04         \$1,900         \$760         \$760           01-03264         B02004047006         2027 STACY ST         047-006         B020-04         \$271,500         \$108,600         \$108,600           01-03265         B02004047007         2109 GLYNN AV         047-007         B020-04         \$7,700         \$3,080         \$3,080           01-03266         B02004048001         2141 GLYNN AV         048-001         B020-04         \$43,100         \$17,240         \$17,2								
01-03259         B02004047001         2024 PUTNAM ST         047-001         B020-04         \$5,600         \$2,240         \$2,240           01-03260         B02004047002         2018 PUTNAM ST         047-002         B020-04         \$2,300         \$920         \$920           01-03261         B02004047003         2014 PUTNAM ST         047-003         B020-04         \$2,300         \$920         \$920           01-03262         B02004047004         2105 GLYNN AV         047-004         B020-04         \$185,300         \$74,120         \$74,120           01-03263         B02004047005         2010 PUTNAM ST         047-005         B020-04         \$1,900         \$760         \$760           01-03264         B02004047006         2027 STACY ST         047-006         B020-04         \$271,500         \$108,600         \$108,600           01-03265         B02004047007         2109 GLYNN AV         047-007         B020-04         \$7,700         \$3,080         \$3,080           01-03266         B02004048001         2141 GLYNN AV         048-001         B020-04         \$43,100         \$17,240         \$17,240           01-03321         B02105005001         2304 GLYNN AV         048-002         B020-04         \$27,300         \$10,920         \$10,920								
01-03260         B02004047002         2018 PUTNAM ST         047-002         B020-04         \$2,300         \$920         \$920           01-03261         B02004047003         2014 PUTNAM ST         047-003         B020-04         \$2,300         \$920         \$920           01-03262         B02004047004         2105 GLYNN AV         047-004         B020-04         \$185,300         \$74,120         \$74,120           01-03263         B02004047005         2010 PUTNAM ST         047-005         B020-04         \$1,900         \$760         \$760           01-03264         B02004047006         2027 STACY ST         047-006         B020-04         \$271,500         \$108,600         \$108,600           01-03265         B02004047007         2109 GLYNN AV         047-007         B020-04         \$7,700         \$3,080         \$3,080           01-03266         B02004048001         2141 GLYNN AV         048-001         B020-04         \$43,100         \$17,240         \$17,240           01-03267         B02004048002         2123 GLYNN AV         048-002         B020-04         \$27,300         \$10,920         \$10,920           01-03321         B02105005001         2304 GLYNN AV         005-001         B021-05         \$346,280         \$346,280      <								
01-03261         B02004047003         2014 PUTNAM ST         047-003         B020-04         \$2,300         \$920         \$920           01-03262         B02004047004         2105 GLYNN AV         047-004         B020-04         \$185,300         \$74,120         \$74,120           01-03263         B02004047005         2010 PUTNAM ST         047-005         B020-04         \$1,900         \$760         \$760           01-03264         B02004047006         2027 STACY ST         047-006         B020-04         \$271,500         \$108,600         \$108,600           01-03265         B02004047007         2109 GLYNN AV         047-007         B020-04         \$7,700         \$3,080         \$3,080           01-03266         B02004048001         2141 GLYNN AV         048-001         B020-04         \$43,100         \$17,240         \$17,240           01-03267         B02004048002         2123 GLYNN AV         048-002         B020-04         \$27,300         \$10,920         \$10,920           01-03321         B02105005001         2304 GLYNN AV         005-001         B021-05         \$347,200         \$138,880         \$138,880           01-03323         B02105005003         121 WARDE ST #1         005-003         B021-05         \$237,500         \$95,000								
01-03262         B02004047004         2105 GLYNN AV         047-004         B020-04         \$185,300         \$74,120         \$74,120           01-03263         B02004047005         2010 PUTNAM ST         047-005         B020-04         \$1,900         \$760         \$760           01-03264         B02004047006         2027 STACY ST         047-006         B020-04         \$271,500         \$108,600         \$108,600           01-03265         B02004047007         2109 GLYNN AV         047-007         B020-04         \$7,700         \$3,080         \$3,080           01-03266         B02004048001         2141 GLYNN AV         048-001         B020-04         \$43,100         \$17,240         \$17,240           01-03267         B02004048002         2123 GLYNN AV         048-002         B020-04         \$27,300         \$10,920         \$10,920           01-03321         B02105005001         2304 GLYNN AV         005-001         B021-05         \$865,700         \$346,280         \$346,280           01-03323         B02105005003         121 WARDE ST #1         005-003         B021-05         \$237,500         \$95,000         \$95,000								
01-03263         B02004047005         2010 PUTNAM ST         047-005         B020-04         \$1,900         \$760         \$760           01-03264         B02004047006         2027 STACY ST         047-006         B020-04         \$271,500         \$108,600         \$108,600           01-03265         B02004047007         2109 GLYNN AV         047-007         B020-04         \$7,700         \$3,080         \$3,080           01-03266         B02004048001         2141 GLYNN AV         048-001         B020-04         \$43,100         \$17,240         \$17,240           01-03267         B02004048002         2123 GLYNN AV         048-002         B020-04         \$27,300         \$10,920         \$10,920           01-03321         B02105005001         2304 GLYNN AV         005-001         B021-05         \$865,700         \$346,280         \$346,280           01-03322         B02105005002         2226 GLYNN AV         005-002         B021-05         \$347,200         \$138,880         \$138,880           01-03323         B02105005003         121 WARDE ST #1         005-003         B021-05         \$237,500         \$95,000         \$95,000							•	
01-03264         B02004047006         2027 STACY ST         047-006         B020-04         \$271,500         \$108,600         \$108,600           01-03265         B02004047007         2109 GLYNN AV         047-007         B020-04         \$7,700         \$3,080         \$3,080           01-03266         B02004048001         2141 GLYNN AV         048-001         B020-04         \$43,100         \$17,240         \$17,240           01-03267         B02004048002         2123 GLYNN AV         048-002         B020-04         \$27,300         \$10,920         \$10,920           01-03321         B02105005001         2304 GLYNN AV         005-001         B021-05         \$865,700         \$346,280         \$346,280           01-03322         B02105005002         2226 GLYNN AV         005-002         B021-05         \$347,200         \$138,880         \$138,880           01-03323         B02105005003         121 WARDE ST #1         005-003         B021-05         \$237,500         \$95,000         \$95,000								
01-03265         B02004047007         2109 GLYNN AV         047-007         B020-04         \$7,700         \$3,080         \$3,080           01-03266         B02004048001         2141 GLYNN AV         048-001         B020-04         \$43,100         \$17,240         \$17,240           01-03267         B02004048002         2123 GLYNN AV         048-002         B020-04         \$27,300         \$10,920         \$10,920           01-03321         B02105005001         2304 GLYNN AV         005-001         B021-05         \$865,700         \$346,280         \$346,280           01-03322         B02105005002         2226 GLYNN AV         005-002         B021-05         \$347,200         \$138,880         \$138,880           01-03323         B02105005003         121 WARDE ST #1         005-003         B021-05         \$237,500         \$95,000         \$95,000								
01-03266         B02004048001         2141 GLYNN AV         048-001         B020-04         \$43,100         \$17,240         \$17,240           01-03267         B02004048002         2123 GLYNN AV         048-002         B020-04         \$27,300         \$10,920         \$10,920           01-03321         B02105005001         2304 GLYNN AV         005-001         B021-05         \$865,700         \$346,280         \$346,280           01-03322         B02105005002         2226 GLYNN AV         005-002         B021-05         \$347,200         \$138,880         \$138,880           01-03323         B02105005003         121 WARDE ST #1         005-003         B021-05         \$237,500         \$95,000         \$95,000								
01-03267         B02004048002         2123 GLYNN AV         048-002         B020-04         \$27,300         \$10,920         \$10,920           01-03321         B02105005001         2304 GLYNN AV         005-001         B021-05         \$865,700         \$346,280         \$346,280           01-03322         B02105005002         2226 GLYNN AV         005-002         B021-05         \$347,200         \$138,880         \$138,880           01-03323         B02105005003         121 WARDE ST #1         005-003         B021-05         \$237,500         \$95,000         \$95,000								
01-03321         B02105005001         2304 GLYNN AV         005-001         B021-05         \$865,700         \$346,280         \$346,280           01-03322         B02105005002         2226 GLYNN AV         005-002         B021-05         \$347,200         \$138,880         \$138,880           01-03323         B02105005003         121 WARDE ST #1         005-003         B021-05         \$237,500         \$95,000         \$95,000								
01-03322         B02105005002         2226 GLYNN AV         005-002         B021-05         \$347,200         \$138,880         \$138,880           01-03323         B02105005003         121 WARDE ST #1         005-003         B021-05         \$237,500         \$95,000         \$95,000								
01-03323 B02105005003 121 WARDE ST #1 005-003 B021-05 \$237,500 \$95,000 \$95,000	01-03321	B02105005001		005-001	B021-05	\$865,700	\$346,280	\$346,280
		B02105005002	2226 GLYNN AV					\$138,880
01-03327 B02105005007 150 WARDE ST 005-007 B021-05 \$8,200 \$3,280 \$3,280	01-03323	B02105005003	121 WARDE ST #1	005-003	B021-05	\$237,500	\$95,000	\$95,000
	01-03327	B02105005007	150 WARDE ST	005-007	B021-05	\$8,200	\$3,280	\$3,280

Parcel   10   NA					Block	Market	Assessed	
19.19368   80.2202118001   2120 NEWCASTE ST   118.001   80.22.02   \$5.000   \$2.000   \$2.000   \$2.300   \$3.300								
19.09499   90.22021180002   2106 NEWCASTLE ST   118-002   8022-02   55.900   \$2.360   \$2.360   \$3.01-36361   30.2202118003   2104 NEWCASTLE ST   118-003   80.22-02   50   50   50   50   50   50   50								
10.1036/00   10.2021180/03   21.04 NEWCASTLE ST   118 0/3   18.02   0.20   5.0   5.0   5.0   5.0   1.0391   10.20250050000   2345 GEVNN AV   005-010   8025-05   5.312.800   5125.120   5125.120   10.10382   10.20550050011   2506 GEVNN AV   005-011   8025-05   5.177.100   570.840   577.800   577.800   577.700   511.800   511.600   570.800   577.800   577.700   511.800   511.600   570.800   577								
0.1-03941   0.02560050090   2334 GEVNIN AV								
0.1939/22   02.550050010   2696 GEVNIN AV   005-010   8025-05   \$177,100   \$70,840   \$70,840   \$10,83043   \$3,0550005011   2700 GEVNIN AV   005-011   8033-03   \$3,703-300   \$1,483,720   \$10,905-000   \$10,905-000   \$10,905-000   \$10,905-000   \$1,483,720   \$10,905-000   \$10,905-000   \$10,905-000   \$1,483,720   \$10,905-000   \$10,905-000   \$10,905-000   \$1,483,720   \$10,905-000   \$10,905-000   \$10,905-000   \$1,483,720   \$10,905-000								
0.1-03548   0.0250000011   2700 GIYNN AV								
01-05260   093300307001   3000 ROXBORD   057-001   8033-03   \$3,709.300   \$1,483.720   \$0.105261   \$0.105262   \$0.3305001005   3213 NORMAN ST   001-005   8033-05   \$345.00   \$17,126   \$17,156								
0.105261   0.03305001001   3202 GLYNN AV								. ,
0.105222   0.03305001005   313.10 (STANDAM N								•
19195256   B03305002001   3150 GLYNN AV								
10-105266   B03305002002								
101-05267   B03305002003   115 KALIFMAN ST   002-004   B033-05   S58,200   \$23,280   \$23,280   \$01-05268   B03305002005   211 NORMAN ST   002-005   B033-05   \$51,400   \$20,50								
10-195288   B03305002004   207 NORMAN ST   002-004   B033-05   \$51,400   \$20,560   \$20,560   \$0.10-65278   B03305002005   211 NORMAN ST   002-005   B033-05   \$49,300   \$51,320   \$51,320   \$21,32								
10-15269   80.3305002005   211 NORMAN ST   002-005   8033-05   \$49,300   \$19,720   \$21,320   \$01-05271   803305002007   211 NORMAN ST   002-007   8033-05   \$43,500   \$21,320   \$21,320   \$21,320   \$01-05272   803305002008   108 CRANDALL ST   002-007   8033-05   \$47,500   \$19,000   \$41,000   \$19								
01-05270   03305002006								
01-05271   033905002007   221 NORMAN ST   002-007   0033-05   \$47,500   \$19,000   \$19,000   01-05272   03305002008   108 CRANDALI ST   002-008   033-05   \$57,800   \$27,120								
101-05272   803305002008   108 CRANDALL ST   002-008   8033-05   \$67,800   \$27,120   \$27,120   \$27,120   \$01-05278   803305002009   3190 GLYNN AV   002-009   8033-05   \$51,300   \$28,520   \$28,520   \$28,520   \$28,520   \$28,520   \$28,520   \$28,520   \$28,520   \$28,520   \$28,520   \$28,520   \$28,520   \$28,520   \$28,520   \$25,400   \$25,50								
10.1-05273   80.3305002009   31.90 GLYNN AV   002-009   80.33-05   \$71,300   \$28,520   \$28,520   \$28,520   01.05276   80.3305003002   20.30 RANDALL ST   003-003   80.33-05   \$63,500   \$21,400   \$21,240   01.05278   80.3305003003   20.50 RANDALL ST   003-003   80.33-05   \$63,500   \$21,400   \$25,440   \$21,240   01.05278   80.3305003005   20.80 RANDALL ST   003-004   80.33-05   \$63,600   \$25,440   \$25,440   \$21,240   01.05278   80.3305003005   20.80 RANDALL ST   003-005   80.33-05   \$63,600   \$25,440   \$24,400   \$24,400   01.05280   80.3305003005   20.80 RANDALL ST   003-005   80.33-05   \$61,000   \$24,400   \$24,400   01.05281   80.3305003006   20.40 RANDALL ST   003-006   80.33-05   \$61,000   \$24,400   \$24,400   01.05281   80.3305003007   22.00 NORMAN ST   003-008   80.33-05   \$65,000   \$26,000   \$26,000   \$26,000   \$20,000								
01-05276         803305003002         203 CRANDALLST         003-002         8033-05         \$63,500         \$25,400         \$25,400           01-05278         803305003003         205 CRANDALLST         003-003         8033-05         \$53,100         \$21,240         \$21,240         \$21,240         \$21,240         \$21,240         \$21,240         \$21,240         \$21,240         \$21,240         \$21,240         \$21,240         \$21,240         \$21,240         \$21,240         \$21,240         \$21,240         \$21,240         \$25,080         \$25,080         \$25,080         \$25,080         \$25,080         \$25,080         \$25,080         \$25,080         \$25,080         \$25,080         \$25,080         \$25,080         \$25,080         \$25,080         \$25,080         \$25,000         \$26								
01-05277   B03305003003   205 CRANDALL ST   003-003   B033-05   \$53,100   \$21,240   \$21,240   \$21,240   \$21,240   \$21,240   \$21,240   \$21,240   \$21,240   \$21,240   \$21,240   \$21,240   \$21,240   \$21,240   \$21,240   \$21,240   \$25,440   \$25,440   \$25,440   \$21,240   \$21,240   \$21,240   \$21,240   \$21,240   \$21,240   \$21,240   \$21,240   \$24,400   \$24,500								
01-05278         B03305003004         209 CRANDALL ST         003-004         B033-05         \$63,600         \$25,440         \$25,440           01-05279         B03305003005         208 CRANDALL ST         003-005         B033-05         \$62,700         \$23,400         \$24,400           01-05281         B03305003007         220 NORMAN ST         003-006         B033-05         \$65,000         \$26,000         \$26,000           01-05282         B03305003008         224 NORMAN ST         003-008         B033-05         \$51,300         \$22,400         \$22,400           01-05283         B03305003009         208 NORMAN ST         003-009         B033-05         \$53,500         \$22,400         \$22,400           01-05284         B03305003010         224 NORMAN ST         003-001         B033-05         \$58,800         \$23,520         \$23,520           01-05287         B03305003011         224 NORMAN ST         003-011         B033-05         \$56,400         \$24,960         \$24,960           01-05288         B03305003013         216 NORMAN ST         003-011         B033-05         \$66,400         \$26,560         \$26,560           01-05289         B03305003015         215 CRANDALL ST         003-015         B033-05         \$66,400         \$26,56								
01-05279         B03305003005         208 CRANDALL ST         003-005         B033-05         \$62,700         \$25,080         \$25,080           01-05280         B03305003006         204 CRANDALL ST         003-006         B033-05         \$61,000         \$24,400           01-05281         B03305003007         220 NORMAN ST         003-007         B033-05         \$51,000         \$26,000         \$26,000           01-05282         B03305003009         224 NORMAN ST         003-008         B033-05         \$51,300         \$22,520         \$28,520           01-05284         B03305003001         204 NORMAN ST         003-010         B033-05         \$53,500         \$21,400         \$21,400           01-05284         B03305003011         202 NORMAN ST         003-011         B033-05         \$55,800         \$23,520         \$23,520           01-05287         B03305003011         220 NORMAN ST         003-011         B033-05         \$56,000         \$30,120         \$30,120           01-05288         B03305003013         216 NORMAN ST         003-011         B033-05         \$56,600         \$26,560         \$26,560           01-05287         B03305003013         215 CRANDALL ST         003-015         B033-05         \$10,000         \$400         \$400								
D1-05281   B03305003006   204 CRANDALL ST   003-006   B033-05   \$61,000   \$24,400   \$24,400   D1-05281   B03305003007   220 NORMAN ST   003-007   B033-05   \$55,000   \$26,000   \$20,000			208 CRANDALL ST	003-005				
01-05281         B03305003007         220 NORMAN ST         003-007         B033-05         \$65,000         \$26,000           01-05282         B03305003008         214 NORMAN ST         003-008         B033-05         \$71,300         \$28,520         \$28,520         \$28,520         \$28,520         \$28,520         \$21,400           01-05284         B03305003001         204 NORMAN ST         003-010         B033-05         \$58,800         \$23,520         \$23,520           01-05285         B03305003011         202 NORMAN ST         003-011         B033-05         \$58,800         \$23,520         \$23,520           01-05287         B03305003013         216 NORMAN ST         003-011         B033-05         \$66,400         \$24,960         \$24,960           01-05288         B03305003014         212 CRANDALL ST         003-014         B033-05         \$66,400         \$26,560         \$26,560           01-05289         B03305003016         BRUNSWICK 31520         003-015         B033-05         \$1,000         \$400         \$400           01-05291         B03305000402         120 KAUFMAN ST         004-002         B033-05         \$104,900         \$41,960         \$41,960         \$41,960         \$41,960         \$41,960         \$41,960         \$41,960	01-05280	B03305003006	204 CRANDALL ST	003-006	B033-05			
01-05283         B03305003009         208 NORMAN ST         003-009         B033-05         \$53,500         \$21,400         \$21,400           01-05284         B03305003010         204 NORMAN ST         003-010         B033-05         \$58,800         \$23,520         \$23,520           01-05287         B03305003011         202 NORMAN ST         003-011         B033-05         \$55,800         \$23,520         \$30,120           01-05287         B03305003013         216 NORMAN ST         003-013         B033-05         \$62,400         \$24,960         \$24,960           01-05288         B03305003015         212 CRANDALL ST         003-014         B033-05         \$6,000         \$24,960         \$40,90           01-05290         B03305003015         215 CRANDALL ST         003-016         B033-05         \$1,000         \$400         \$400           01-05291         B03305004002         120 KAUFMAN ST         004-002         B033-05         \$104,900         \$41,960         \$41,960           01-05292         B03305004002         120 KAUFMAN ST         004-002         B033-05         \$104,900         \$41,960           01-05293         B03305004002         120 KAUFMAN ST         004-002         B033-05         \$94,000         \$41,960	01-05281	B03305003007	220 NORMAN ST	003-007	B033-05	\$65,000	\$26,000	\$26,000
01-05284         B03305003010         204 NORMAN ST         003-010         B033-05         \$58,800         \$23,520         \$23,520           01-05285         B03305003011         202 NORMAN ST         003-011         B033-05         \$75,300         \$30,120         \$30,120           01-05287         B03305003013         216 NORMAN ST         003-014         B033-05         \$66,400         \$26,560         \$24,960           01-05288         B03305003015         215 CRANDALL ST         003-015         B033-05         \$1,000         \$400         \$400           01-05290         B03305003016         BRUNSWICK 31520         003-016         B033-05         \$10,000         \$41,960         \$41,960           01-05291         B03305004002         120 KAUFMAN ST         004-002         B033-05         \$104,900         \$41,960         \$41,960           01-05292         B03305004004         3000 GIVNN AV         004-002         B033-05         \$94,000         \$37,600         \$37,600           01-06714         B01201044006         1207 NEWCASTLE ST         044-006         B012-01         \$88,560         \$35,424           01-06778         B018021239025         B191 NORWICH ST         129-025         B018-02         \$39,000         \$15,640         \$15,640	01-05282	B03305003008	214 NORMAN ST	003-008	B033-05	\$71,300	\$28,520	\$28,520
01-05285         B0330503011         202 NORMAN ST         003-011         B033-05         \$75,300         \$30,120         \$30,120           01-05287         B0330503013         216 NORMAN ST         003-013         B033-05         \$62,400         \$24,960         \$24,960           01-05288         B03305003014         212 CRANDALL ST         003-015         B033-05         \$5,000         \$400         \$400           01-05290         B03305003016         BRUNSWICK \$1520         003-016         B033-05         \$5200         \$80         \$80           01-05291         B03305004002         120 KAUFMAN ST         004-002         B033-05         \$104,900         \$41,960	01-05283	B03305003009	208 NORMAN ST	003-009	B033-05	\$53,500	\$21,400	\$21,400
01-05287         B03305003013         216 NORMAN ST         003-013         B033-05         \$62,400         \$24,960         \$24,960           01-05288         B03305003014         212 CRANDALL ST         003-014         B033-05         \$66,400         \$26,560         \$26,560         \$26,560         \$26,560         \$26,560         \$26,560         \$26,560         \$26,560         \$26,560         \$26,560         \$26,560         \$26,560         \$20,00         \$41,960         \$41	01-05284	B03305003010	204 NORMAN ST	003-010	B033-05	\$58,800	\$23,520	\$23,520
01-05288         B03305003014         212 CRANDALL ST         003-014         B033-05         \$66,400         \$26,560         \$26,560           01-05289         B03305003015         215 CRANDALL ST         003-015         B033-05         \$1,000         \$400         \$400           01-05290         B033050030016         BRUNSWICK 31520         003-016         B033-05         \$200         \$80         \$80           01-05291         B03305004002         120 KAUFMAN ST         004-002         B033-05         \$104,900         \$41,960         \$41,960           01-05292         B03305004004         3000 GLYNN AV         004-004         B033-05         \$94,000         \$37,600         \$37,600           01-06714         B01201044006         1207 NEWCASTLE ST         044-006         B012-01         \$88,560         \$35,424         355,424         355,424         355,424         356,400         \$15,640         \$15,640         \$15,640         \$10-106778         B01802129025         1910 NORWICK 31520         003-017         B033-05         \$12,700         \$55,880         \$55,880           01-06797         620000062         3400 PARKWOOD DR         000-062         0062-00         \$1,441,300         \$576,520         \$576,520         \$136,800         \$136,800         \$136	01-05285	B03305003011	202 NORMAN ST	003-011	B033-05	\$75,300	\$30,120	\$30,120
01-05289         B03305003015         215 CRANDALL ST         003-015         B033-05         \$1,000         \$400         \$400           01-05290         B03305003016         BRUNSWICK 31520         003-016         B033-05         \$200         \$80         \$80           01-05291         B03305004002         120 KAUFMAN ST         004-002         B033-05         \$104,900         \$41,960         \$41,960           01-05292         B03305004004         3000 GLYNN AV         004-004         B033-05         \$94,000         \$37,600         \$37,600           01-06714         B01201044006         1207 NEWCASTLE ST         044-006         B012-01         \$88,560         \$35,424         \$35,424           01-06778         B01802129025         1910 NORWICH ST         129-025         B018-02         \$39,100         \$15,640         \$15,640           01-06797         B03305003017         BRUNSWICK 31520         003-017         B033-05         \$12,700         \$5,080         \$576,520           01-06804         B01502120030         1 SAINT ANDREWS CT         120-030         B015-02         \$342,000         \$136,800         \$136,800           01-06805         B01502120028         3 SAINT ANDREWS CT         120-028         B015-02         \$10,000         \$44,	01-05287	B03305003013	216 NORMAN ST	003-013	B033-05	\$62,400	\$24,960	\$24,960
01-05290         B03305003016         BRUNSWICK 31520         003-016         B033-05         \$200         \$80         \$80           01-05291         B03305004002         120 KAUFMAN ST         004-002         8033-05         \$104,900         \$41,960         \$41,960           01-05292         B03305004004         3000 GLYNN AV         004-004         B033-05         \$94,000         \$37,600         \$37,600           01-06714         B01201044006         1207 NEWCASTLE ST         044-006         B012-01         \$88,560         \$35,424         \$35,424           01-06778         B01802129025         1910 NORWICH ST         129-025         B018-02         \$39,100         \$15,640         \$15,640           01-06791         B03305003017         BRUNSWICK 31520         003-017         8033-05         \$12,700         \$5,080         \$5,080           01-06797         6200000062         3400 PARKWOOD DR         000-062         006-00         \$141,300         \$576,520         \$576,520           01-06804         B01502120029         2 SAINT ANDREWS CT         120-029         B015-02         \$136,800         \$136,800           01-06805         B01502120028         3 SAINT ANDREWS CT         120-028         B015-02         \$100,000         \$44,000	01-05288	B03305003014	212 CRANDALL ST	003-014	B033-05	\$66,400	\$26,560	\$26,560
01-05291         B03305004002         120 KAUFMAN ST         004-002         B033-05         \$104,900         \$41,960         \$41,960           01-05292         B03305004004         3000 GLYNN AV         004-004         B033-05         \$94,000         \$37,600         \$37,600           01-06714         B01201044006         1207 NEWCASTLE ST         044-006         B012-01         \$88,560         \$35,424         \$35,424           01-06797         B0305003017         BRUNSWICK \$1520         003-017         B033-05         \$12,700         \$5,680         \$5,680           01-06797         6200000062         3400 PARKWOOD DR         000-062         0062-00         \$1,441,300         \$576,520         \$576,520           01-06804         B01502120030         1 SAINT ANDREWS CT         120-030         B015-02         \$342,000         \$136,800         \$136,800           01-06805         B01502120028         3 SAINT ANDREWS CT         120-029         B015-02         \$150,000         \$60,000         \$44,000           01-06806         B01502120027         4 SAINT ANDREWS CT         120-027         B015-02         \$206,400         \$82,560         \$82,560           01-06808         B01502120025         5 SAINT ANDREWS CT         120-025         B015-02         \$2	01-05289	B03305003015	215 CRANDALL ST	003-015	B033-05	\$1,000	\$400	\$400
01-05292         B03305004004         3000 GLYNN AV         004-004         B033-05         \$94,000         \$37,600         \$37,600           01-06714         B01201044006         1207 NEWCASTLE ST         044-006         B012-01         \$88,560         \$35,424         \$35,424           01-06778         B01802129025         1910 NORWICH ST         129-025         B018-02         \$39,100         \$15,640         \$15,640           01-06791         B03305003017         BRUNSWICK 31520         003-017         B033-05         \$12,700         \$5,080         \$5,080           01-06797         6200000062         3400 PARKWOOD DR         000-062         0062-00         \$1,441,300         \$576,520         \$576,520           01-06804         B01502120030         1 SAINT ANDREWS CT         120-030         B015-02         \$150,000         \$60,000         \$60,000           01-06805         B01502120028         3 SAINT ANDREWS CT         120-028         B015-02         \$10,000         \$44,000           01-06806         B01502120027         4 SAINT ANDREWS CT         120-028         B015-02         \$206,400         \$82,560         \$82,560           01-06808         B01502120026         5 SAINT ANDREWS CT         120-026         B015-02         \$298,600         \$11	01-05290	B03305003016	BRUNSWICK 31520	003-016	B033-05	\$200	\$80	\$80
01-06714         B01201044006         1207 NEWCASTLE ST         044-006         B012-01         \$88,560         \$35,424         \$35,424           01-06778         B01802129025         1910 NORWICH ST         129-025         B018-02         \$39,100         \$15,640         \$15,640           01-06791         B03305003017         BRUNSWICK 31520         003-017         B033-05         \$12,700         \$5,080         \$5,080           01-06797         6200000062         3400 PARKWOOD DR         000-062         0062-00         \$1,441,300         \$576,520         \$576,520           01-06804         B01502120030         1 SAINT ANDREWS CT         120-030         B015-02         \$342,000         \$136,800         \$136,800           01-06805         B01502120029         2 SAINT ANDREWS CT         120-029         B015-02         \$150,000         \$60,000           01-06806         B01502120028         3 SAINT ANDREWS CT         120-028         B015-02         \$210,000         \$44,000           01-06807         B01502120027         4 SAINT ANDREWS CT         120-027         B015-02         \$206,400         \$82,560           01-06808         B01502120025         6 SAINT ANDREWS CT         120-025         B015-02         \$220,000         \$88,000								\$41,960
01-06778         B01802129025         1910 NORWICH ST         129-025         B018-02         \$39,100         \$15,640         \$15,640           01-06791         B03305003017         BRUNSWICK 31520         003-017         B033-05         \$12,700         \$5,080         \$5,080           01-06797         6200000062         3400 PARKWOOD DR         000-062         0062-00         \$1,441,300         \$576,520         \$576,520           01-06804         B01502120029         1 SAINT ANDREWS CT         120-030         B015-02         \$342,000         \$136,800         \$136,800           01-06805         B01502120029         2 SAINT ANDREWS CT         120-028         B015-02         \$150,000         \$60,000         \$44,000           01-06806         B01502120028         3 SAINT ANDREWS CT         120-028         B015-02         \$210,000         \$44,000         \$44,000           01-06807         B01502120027         4 SAINT ANDREWS CT         120-027         B015-02         \$206,400         \$82,560         \$82,560           01-06808         B01502120025         6 SAINT ANDREWS CT         120-026         B015-02         \$298,600         \$119,440         \$119,440           01-06810         B01502120024         7 SAINT ANDREWS CT         120-025         B015-02	01-05292	B03305004004	3000 GLYNN AV		B033-05		\$37,600	\$37,600
01-06791         B03305003017         BRUNSWICK 31520         003-017         B033-05         \$12,700         \$5,080         \$5,080           01-06797         6200000062         3400 PARKWOOD DR         000-062         0062-00         \$1,441,300         \$576,520         \$576,520           01-06804         B01502120039         1 SAINT ANDREWS CT         120-030         B015-02         \$342,000         \$136,800         \$136,800           01-06805         B01502120029         2 SAINT ANDREWS CT         120-029         B015-02         \$150,000         \$60,000         \$44,000           01-06806         B01502120028         3 SAINT ANDREWS CT         120-028         B015-02         \$210,000         \$44,000         \$44,000           01-06807         B01502120027         4 SAINT ANDREWS CT         120-027         B015-02         \$206,400         \$82,560         \$82,560           01-06808         B01502120026         5 SAINT ANDREWS CT         120-026         B015-02         \$298,600         \$119,440         \$119,440           01-06810         B01502120025         6 SAINT ANDREWS CT         120-025         B015-02         \$220,000         \$88,000         \$88,000           01-06811         B01502120024         7 SAINT ANDREWS CT         120-024         B015-02								
01-06797         620000062         3400 PARKWOOD DR         000-062         0062-00         \$1,441,300         \$576,520         \$576,520           01-06804         B01502120030         1 SAINT ANDREWS CT         120-030         B015-02         \$342,000         \$136,800         \$136,800           01-06805         B01502120029         2 SAINT ANDREWS CT         120-029         B015-02         \$150,000         \$60,000         \$60,000           01-06806         B01502120028         3 SAINT ANDREWS CT         120-028         B015-02         \$110,000         \$44,000         \$44,000           01-06807         B01502120027         4 SAINT ANDREWS CT         120-027         B015-02         \$206,400         \$82,560         \$82,560           01-06808         B01502120026         5 SAINT ANDREWS CT         120-026         B015-02         \$298,600         \$119,440         \$119,440           01-06810         B01502120024         7 SAINT ANDREWS CT         120-025         B015-02         \$220,000         \$88,000         \$88,000           01-06811         B01502120024         7 SAINT ANDREWS CT         120-024         B015-02         \$469,500         \$187,800         \$187,800           01-06813         B01502120021         30 SAINT ANDREWS CT         120-023         B015								
01-06804         B01502120030         1 SAINT ANDREWS CT         120-030         B015-02         \$342,000         \$136,800         \$136,800           01-06805         B01502120029         2 SAINT ANDREWS CT         120-029         B015-02         \$150,000         \$60,000         \$60,000           01-06806         B01502120028         3 SAINT ANDREWS CT         120-028         B015-02         \$110,000         \$44,000         \$44,000           01-06807         B01502120027         4 SAINT ANDREWS CT         120-027         B015-02         \$206,400         \$82,560         \$82,560           01-06808         B01502120026         5 SAINT ANDREWS CT         120-026         B015-02         \$298,600         \$119,440         \$119,440           01-06809         B01502120025         6 SAINT ANDREWS CT         120-025         B015-02         \$298,600         \$88,000         \$88,000           01-06810         B01502120024         7 SAINT ANDREWS CT         120-024         B015-02         \$469,500         \$187,800         \$187,800           01-06811         B01502120023         8 SAINT ANDREWS CT         120-023         B015-02         \$469,500         \$187,800         \$120,960           01-06813         B01502120021         30 SAINT ANDREWS CT         120-023         B								
01-06805         B01502120029         2 SAINT ANDREWS CT         120-029         B015-02         \$150,000         \$60,000         \$60,000           01-06806         B01502120028         3 SAINT ANDREWS CT         120-028         B015-02         \$110,000         \$44,000         \$44,000           01-06807         B01502120027         4 SAINT ANDREWS CT         120-027         B015-02         \$206,400         \$82,560         \$82,560           01-06808         B01502120026         5 SAINT ANDREWS CT         120-026         B015-02         \$298,600         \$119,440         \$119,440           01-06809         B01502120025         6 SAINT ANDREWS CT         120-025         B015-02         \$220,000         \$88,000         \$88,000           01-06810         B01502120024         7 SAINT ANDREWS CT         120-024         B015-02         \$469,500         \$187,800         \$187,800           01-06811         B01502120023         8 SAINT ANDREWS CT         120-023         B015-02         \$302,400         \$120,960         \$120,960           01-06813         B01502120021         30 SAINT ANDREWS CT         120-021         B015-02         \$208,800         \$83,520         \$83,520           01-06814         B015021200101         12 SAINT ANDREWS CT         120-020         B								
01-06806         B01502120028         3 SAINT ANDREWS CT         120-028         B015-02         \$110,000         \$44,000         \$44,000           01-06807         B01502120027         4 SAINT ANDREWS CT         120-027         B015-02         \$206,400         \$82,560         \$82,560           01-06808         B01502120026         5 SAINT ANDREWS CT         120-026         B015-02         \$298,600         \$119,440         \$119,440           01-06809         B01502120025         6 SAINT ANDREWS CT         120-025         B015-02         \$220,000         \$88,000         \$88,000           01-06810         B01502120024         7 SAINT ANDREWS CT         120-024         B015-02         \$469,500         \$187,800         \$187,800           01-06811         B01502120023         8 SAINT ANDREWS CT         120-023         B015-02         \$302,400         \$120,960         \$120,960           01-06813         B01502120021         30 SAINT ANDREWS CT         120-021         B015-02         \$208,800         \$83,520         \$83,520           01-06814         B01502120010         12 SAINT ANDREWS CT         120-020         B015-02         \$167,300         \$66,920         \$66,920           01-06815         B01502120018         13 SAINT ANDREWS CT         120-018         B								
01-06807         B01502120027         4 SAINT ANDREWS CT         120-027         B015-02         \$206,400         \$82,560         \$82,560           01-06808         B01502120026         5 SAINT ANDREWS CT         120-026         B015-02         \$298,600         \$119,440         \$119,440           01-06809         B01502120025         6 SAINT ANDREWS CT         120-025         B015-02         \$220,000         \$88,000         \$88,000           01-06810         B01502120024         7 SAINT ANDREWS CT         120-024         B015-02         \$469,500         \$187,800         \$187,800           01-06811         B01502120023         8 SAINT ANDREWS CT         120-023         B015-02         \$302,400         \$120,960         \$120,960           01-06813         B01502120021         30 SAINT ANDREWS CT         120-021         B015-02         \$208,800         \$83,520         \$83,520           01-06814         B01502120020         11 SAINT ANDREWS CT         120-020         B015-02         \$167,300         \$66,920         \$66,920           01-06815         B01502120019         12 SAINT ANDREWS CT         120-019         B015-02         \$200,500         \$80,200         \$80,200           01-06816         B01502120018         13 SAINT ANDREWS CT         120-018							. ,	
01-06808         B01502120026         5 SAINT ANDREWS CT         120-026         B015-02         \$298,600         \$119,440         \$119,440           01-06809         B01502120025         6 SAINT ANDREWS CT         120-025         B015-02         \$220,000         \$88,000         \$88,000           01-06810         B01502120024         7 SAINT ANDREWS CT         120-024         B015-02         \$469,500         \$187,800         \$187,800           01-06811         B01502120023         8 SAINT ANDREWS CT         120-023         B015-02         \$302,400         \$120,960         \$120,960           01-06813         B01502120021         30 SAINT ANDREWS CT         120-021         B015-02         \$208,800         \$83,520         \$83,520           01-06814         B01502120020         11 SAINT ANDREWS CT         120-020         B015-02         \$167,300         \$66,920         \$66,920           01-06815         B01502120019         12 SAINT ANDREWS CT         120-019         B015-02         \$200,500         \$80,200         \$80,200           01-06816         B01502120018         13 SAINT ANDREWS CT         120-018         B015-02         \$140,300         \$56,120         \$56,120           01-06817         B01502120017         14 SAINT ANDREWS CT         120-018 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>								
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01-06810         B01502120024         7 SAINT ANDREWS CT         120-024         B015-02         \$469,500         \$187,800         \$187,800           01-06811         B01502120023         8 SAINT ANDREWS CT         120-023         B015-02         \$302,400         \$120,960         \$120,960           01-06813         B01502120021         30 SAINT ANDREWS CT         120-021         B015-02         \$208,800         \$83,520         \$83,520           01-06814         B01502120020         11 SAINT ANDREWS CT         120-020         B015-02         \$167,300         \$66,920         \$66,920           01-06815         B01502120019         12 SAINT ANDREWS CT         120-019         B015-02         \$200,500         \$80,200         \$80,200           01-06816         B01502120018         13 SAINT ANDREWS CT         120-018         B015-02         \$140,300         \$56,120         \$56,120           01-06817         B01502120017         14 SAINT ANDREWS CT         120-017         B015-02         \$200,500         \$80,200         \$80,200           01-06818         B01502120016         15 SAINT ANDREWS CT         120-016         B015-02         \$36,400         \$14,560         \$14,560           01-06819         B01502120014         17 SAINT ANDREWS CT         120-015								
01-06811         B01502120023         8 SAINT ANDREWS CT         120-023         B015-02         \$302,400         \$120,960         \$120,960           01-06813         B01502120021         30 SAINT ANDREWS CT         120-021         B015-02         \$208,800         \$83,520         \$83,520           01-06814         B01502120020         11 SAINT ANDREWS CT         120-020         B015-02         \$167,300         \$66,920         \$66,920           01-06815         B01502120019         12 SAINT ANDREWS CT         120-019         B015-02         \$200,500         \$80,200         \$80,200           01-06816         B01502120018         13 SAINT ANDREWS CT         120-018         B015-02         \$140,300         \$56,120         \$56,120           01-06817         B01502120017         14 SAINT ANDREWS CT         120-017         B015-02         \$200,500         \$80,200         \$80,200           01-06818         B01502120016         15 SAINT ANDREWS CT         120-016         B015-02         \$36,400         \$14,560         \$14,560           01-06819         B01502120015         16 SAINT ANDREWS CT         120-015         B015-02         \$36,400         \$14,560         \$14,560           01-06820         B01502120014         17 SAINT ANDREWS CT         120-014         B0								
01-06813         B01502120021         30 SAINT ANDREWS CT         120-021         B015-02         \$208,800         \$83,520         \$83,520           01-06814         B01502120020         11 SAINT ANDREWS CT         120-020         B015-02         \$167,300         \$66,920         \$66,920           01-06815         B01502120019         12 SAINT ANDREWS CT         120-019         B015-02         \$200,500         \$80,200         \$80,200           01-06816         B01502120018         13 SAINT ANDREWS CT         120-018         B015-02         \$140,300         \$56,120         \$56,120           01-06817         B01502120017         14 SAINT ANDREWS CT         120-017         B015-02         \$200,500         \$80,200         \$80,200           01-06818         B01502120016         15 SAINT ANDREWS CT         120-016         B015-02         \$36,400         \$14,560         \$14,560           01-06819         B01502120015         16 SAINT ANDREWS CT         120-015         B015-02         \$36,400         \$14,560         \$14,560           01-06820         B01502120014         17 SAINT ANDREWS CT         120-014         B015-02         \$36,400         \$14,560         \$14,560           01-06821         B01502120013         18 SAINT ANDREWS CT         120-013         B015								
01-06814         B01502120020         11 SAINT ANDREWS CT         120-020         B015-02         \$167,300         \$66,920         \$66,920           01-06815         B01502120019         12 SAINT ANDREWS CT         120-019         B015-02         \$200,500         \$80,200         \$80,200           01-06816         B01502120018         13 SAINT ANDREWS CT         120-018         B015-02         \$140,300         \$56,120         \$56,120           01-06817         B01502120017         14 SAINT ANDREWS CT         120-017         B015-02         \$200,500         \$80,200         \$80,200           01-06818         B01502120016         15 SAINT ANDREWS CT         120-016         B015-02         \$36,400         \$14,560         \$14,560           01-06819         B01502120015         16 SAINT ANDREWS CT         120-015         B015-02         \$36,400         \$14,560         \$14,560           01-06820         B01502120014         17 SAINT ANDREWS CT         120-014         B015-02         \$36,400         \$14,560         \$14,560           01-06821         B01502120013         18 SAINT ANDREWS CT         120-013         B015-02         \$36,400         \$14,560         \$14,560           01-06831         B00707053006         BRUNSWICK 31520         053-006         B007-07 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>								
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01-06816         B01502120018         13 SAINT ANDREWS CT         120-018         B015-02         \$140,300         \$56,120         \$56,120           01-06817         B01502120017         14 SAINT ANDREWS CT         120-017         B015-02         \$200,500         \$80,200         \$80,200           01-06818         B01502120016         15 SAINT ANDREWS CT         120-016         B015-02         \$36,400         \$14,560         \$14,560           01-06819         B01502120015         16 SAINT ANDREWS CT         120-015         B015-02         \$36,400         \$14,560         \$14,560           01-06820         B01502120014         17 SAINT ANDREWS CT         120-014         B015-02         \$36,400         \$14,560         \$14,560           01-06821         B01502120013         18 SAINT ANDREWS CT         120-013         B015-02         \$36,400         \$14,560         \$14,560           01-06831         B00707053006         BRUNSWICK 31520         053-006         B007-07         \$9,525         \$3,810         \$3,810           01-06836         B01501004002         1601 NEWCASTLE ST         004-002         B015-01         \$500,000         \$200,000								
01-06817         B01502120017         14 SAINT ANDREWS CT         120-017         B015-02         \$200,500         \$80,200         \$80,200           01-06818         B01502120016         15 SAINT ANDREWS CT         120-016         B015-02         \$36,400         \$14,560         \$14,560           01-06819         B01502120015         16 SAINT ANDREWS CT         120-015         B015-02         \$36,400         \$14,560         \$14,560           01-06820         B01502120014         17 SAINT ANDREWS CT         120-014         B015-02         \$36,400         \$14,560         \$14,560           01-06821         B01502120013         18 SAINT ANDREWS CT         120-013         B015-02         \$36,400         \$14,560         \$14,560           01-06831         B00707053006         BRUNSWICK 31520         053-006         B007-07         \$9,525         \$3,810         \$3,810           01-06836         B01501004002         1601 NEWCASTLE ST         004-002         B015-01         \$500,000         \$200,000								
01-06818         B01502120016         15 SAINT ANDREWS CT         120-016         B015-02         \$36,400         \$14,560         \$14,560           01-06819         B01502120015         16 SAINT ANDREWS CT         120-015         B015-02         \$36,400         \$14,560         \$14,560           01-06820         B01502120014         17 SAINT ANDREWS CT         120-014         B015-02         \$36,400         \$14,560         \$14,560           01-06821         B01502120013         18 SAINT ANDREWS CT         120-013         B015-02         \$36,400         \$14,560         \$14,560           01-06831         B00707053006         BRUNSWICK 31520         053-006         B007-07         \$9,525         \$3,810         \$3,810           01-06836         B01501004002         1601 NEWCASTLE ST         004-002         B015-01         \$500,000         \$200,000								
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01-06821         B01502120013         18 SAINT ANDREWS CT         120-013         B015-02         \$36,400         \$14,560         \$14,560           01-06831         B00707053006         BRUNSWICK 31520         053-006         B007-07         \$9,525         \$3,810         \$3,810           01-06836         B01501004002         1601 NEWCASTLE ST         004-002         B015-01         \$500,000         \$200,000         \$200,000								
01-06831         B00707053006         BRUNSWICK 31520         053-006         B007-07         \$9,525         \$3,810         \$3,810           01-06836         B01501004002         1601 NEWCASTLE ST         004-002         B015-01         \$500,000         \$200,000								
01-06836 B01501004002 1601 NEWCASTLE ST 004-002 B015-01 \$500,000 \$200,000 \$200,000								
01-06839 B01802138019 1818 NORWICH STREET LN 138-019 B018-02 \$3,200 \$1,280 \$1,280	01-06836	B01501004002	1601 NEWCASTLE ST	004-002	B015-01			
	01-06839	B01802138019	1818 NORWICH STREET LN	138-019	B018-02	\$3,200	\$1,280	\$1,280

# City of Brunswick Tax Allocation District #1: Historic Core

				Block	Market	Assessed	
Parcel ID	PIN	Address	Lot Num	Nu	Val	Val	Tax Val
01-06843	B01502144027	1729 NORWICH STREET LN	144-027	B015-02	\$1,700	\$680	\$680
01-06846	B01201032014	1427 NEWCASTLE ST	032-014	B012-01	\$27,396	\$10,958	\$10,958
01-06849	6300000009	22 TERRY CREEK RD	000-009	0063-00	\$406,500	\$162,600	\$162,600
01-06850	6300000010	13 TERRY CREEK RD	000-010	0063-00	\$500,000	\$200,000	\$200,000
01-06876	B01201038014	1322 BAY ST	038-014	B012-01	\$60,300	\$24,120	\$24,120
01-06893	B01704092004	7 GLYNN AV	092-004	B017-04	\$170,300	\$68,120	\$68,120
01-06899	6200000067	2916 GLYNN AV	000-067	0062-00	\$1,186,400	\$474,560	\$474,560
01-06903	6300000011	5 TERRY CREEK RD	000-011	0063-00	\$315,000	\$126,000	\$126,000
01-06946	630000012	20 TERRY CREEK RD #34000	000-012	0063-00	\$50,000	\$20,000	\$20,000
01-06973	B01201028004	706 GLOUCESTER ST	028-004	B012-01	\$84,915	\$33,966	\$33,966
01-07005	B01501010010	1514 NEWCASTLE ST	010-010	B015-01	\$52,900	\$21,160	\$21,160
01-07019	6200000069	2 TOWERS PLZ #605	000-069	0062-00	\$143,600	\$57,440	\$57,440
01-07020	B01502144028	1718 NORWICH STREET LN	144-028	B015-02	\$9,700	\$3,880	\$3,880
01-07021	B01704111008	2303 GLOUCESTER ST	111-008	B017-04	\$61,700	\$24,680	\$24,680
01-07024	B01501002018	1624 NEWCASTLE ST	002-018	B015-01	\$331,900	\$132,760	\$132,760
01-07025	B01501002019	1626 NEWCASTLE ST	002-019	B015-01	\$178,498	\$71,399	\$71,399
01-07029	B01501018014	1519 ALBANY ST	018-014	B015-01	\$13,000	\$5,200	\$5,200
01-07032	B01604105012	1515 LEE ST	105-012	B016-04	\$1,440	\$576	\$576
01-07038	B01501002021	1602 NEWCASTLE ST	002-021	B015-01	\$46,110	\$18,444	\$18,444
01-07041	B00907052003	833 BAY ST	052-003	B009-07	\$105,400	\$42,160	\$42,160
01-07042	B00907052002	901 BAY ST	052-002	B009-07	\$609,000	\$243,600	\$243,600
01-07046	B01201043006	1208 NEWCASTLE ST	043-006	B012-01	\$198,400	\$79,360	\$79,360
01-07048	B01201033013	209 MONCK ST	033-013	B012-01	\$85,146	\$34,058	\$34,058
01-07057	B01201041009	1321 REYNOLDS ST	041-009	B012-01	\$7,350	\$2,940	\$2,940
01-07069	B01704111009	1510 GOODYEAR AV	111-009	B017-04	\$136,400	\$54,560	\$54,560
01-07092	B01604107005	1808 F ST	107-005	B016-04	\$22,100	\$8,840	\$8,840
01-07119	B01502120036	30 SAINT ANDREWS CT #34000			\$0	\$0	\$0
01-07131	B01301022019	BRUNSWICK 31520	022-019	B013-01	\$2,000	\$800	\$800
01-07145	B01802138021	1825 WOLFE ST #.5	138-021	B018-02	\$5,900	\$2,360	\$2,360
01-07153	B03305002011	3120 GLYNN AV	002-011	B033-05	\$162,000	\$64,800	\$64,800
01-07219	B01502120037	9 SAINT ANDREWS CT #102	120-037	B015-02	\$0	\$0	\$0
01-07224	B01306007018	1606 GLOUCESTER ST	007-018	B013-06	\$0	\$0	\$0
01-07253	B02004046005	2701 J ST #14000	046-005	B020-04	\$610,200	\$244,080	\$244,080
01-07294	B01501017014	7 CARRIAGE HOUSE PL #100	017-014	B015-01	\$92,700	\$37,080	\$0
01-07336	B02505005013	2698 GLYNN AV	005-013	B025-05	\$225,000	\$90,000	\$90,000
		CITY OF BRUNSWICK RIGHT OF WAY			· · ·	· ·	· · ·
01-07390	B02505005014	TBN ST			\$0	\$0	\$0
01-07670	B01306008019	1407 STONEWALL ST	008-019	B013-06	\$0	\$0	\$0
01-07676	B01207010003	901 GEORGE ST	010-003	B012-07	\$241,900	\$96,760	\$0
01-07678	B01201039004	1311 NEWCASTLE ST	039-004	B012-01	\$12,300	\$4,920	\$4,920
01-07682	B01306008020	1405 STONEWALL ST	008-020	B013-06	\$0	\$0	\$0
01-07694	B01201041010	1309 REYNOLDS ST #17000	041-010	B012-01	\$1,000	\$400	\$400
01-07699	B01201038015	201 MANSFIELD ST	038-015	B012-01	\$244,300	\$97,720	\$97,720
01-07714	6200000076	2900 GLYNN AV	000-076	0062-00	\$464,900	\$185,960	\$185,960
01-07718	B03305002012	209 NORMAN ST #17000			\$0	\$0	\$0
01-07719	B03305004005	ROADS WITHIN OAK PARK			\$0	\$0	\$0
01-07755	B01201045007	1220 BAY ST			\$0	\$0	\$0
01-07761	B01201043007	1212 NEWCASTLE ST			\$0	\$0	\$0
		.15 AC CLOSED EGMONT ST OLD					
01-07764	B01501014007	TOWN			\$0	\$0	\$0

## Appendix C.

# **Brunswick City Council**

Mayor Cornell Harvey

Mayor Pro Tem Julie T. Martin

Commissioner Johnny Cason

Commissioner Dr. Felicia Harris

Commissioner Vincent Williams

## **Glynn County Commissioners**

Chairman Bill Brunson

Vice-Chairman Michael Browning

Commissioner Peter Murphy

Commissioner Richard Strickland

Commissioner Allen Booker

Commissioner Mark Stambaugh

Commissioner Bob Coleman

# **Glynn County Board of Education**

Superintendent Dr. Virgil Cole

Board Member Marcus Edgy

Board Member Millard Allen

Board Member John Madala

Board Member Hank B. Yeargan

Board Member Mike Hulsey

Board Member Jerry Mancil



I. Introduction

Nary Ross Waterfront Park Master Plan | 2015

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# INTRODUCTION

# **BACKGROUND**

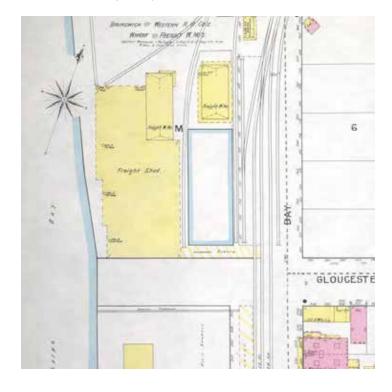
Founded in 1771, the City of Brunswick has an important history dating back to pre-Revolutionary times. Its grid-like street pattern reminiscent of its British heritage was laid out similar to General James Oglethorpe's plan for Savannah. This urban form still exists today and is one of the many colonial aspects that give the City its charm and character. It is one of the gateway cities to the Golden Isles, a string of barrier islands whose vast golden marshes separate them from the mainland.

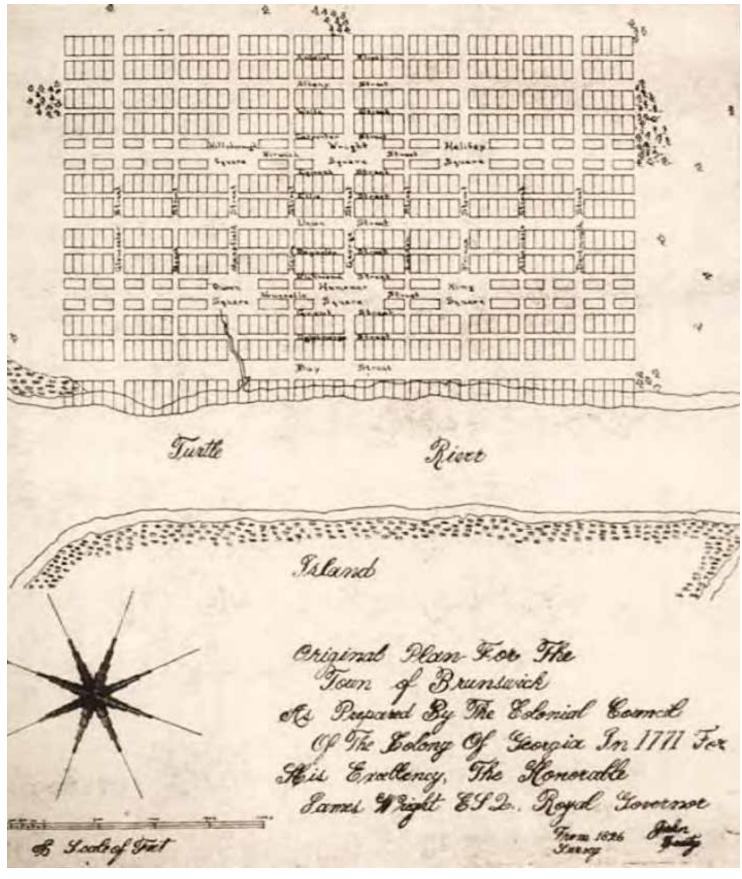
Nestled within the Golden Isles, the Brunswick water-front has served as one of the economic backbones of the City's commerce for more than 200 years. Its deep waterways and shelter from the open sea, have contributed to its success as a thriving seaport. In addition to its international seaport, Brunswick's waterfront was instrumental in World War II as it was a manufacturing facility for the famed Liberty Ships that supplied the U.S. Navy with wartime supplies throughout the war.

Today, the waterfront is predominately industrial with sporadic pockets of private developments and marinas fronting the Brunswick and East Rivers. Mary Ross Waterfront Park resides along the East River and is the terminus for one of Brunswick's prominent streets, Gloucester Street. The waterways surrounding Brunswick are truly one of the environmental gems of the Golden Isles area. Mary Ross Waterfront Park has a front-row seat of this magnificent natural resource but doesn't currently embrace its full potential as a waterfront destination.

Separated by US341 (Bay Street) and many industrial uses, it has an undeniable disconnect from the hub of activity that is occurring in Downtown Brunswick just blocks away. With its waterfront location and close proximity to the downtown core, Mary Ross Waterfront Park stands to be an iconic destination, waterfront gateway to Brunswick, and a much needed physical and cultural connection to downtown. This master plan is the first step in helping the park live up to its full potential. The City of Brunswick was awarded a Coastal Incentive Grant by the Department of Natural Resources which funded this effort.

Below: The site of today's MRWP circa 1893.





# **CONTEXT AND HISTORY**

Mary Ross Waterfront Park should be a regional destination and an local amenity that links downtown Brunswick to the sea at the East River. It should bring the community together and provide places that celebrate the region's history, culture, natural resources, and people.

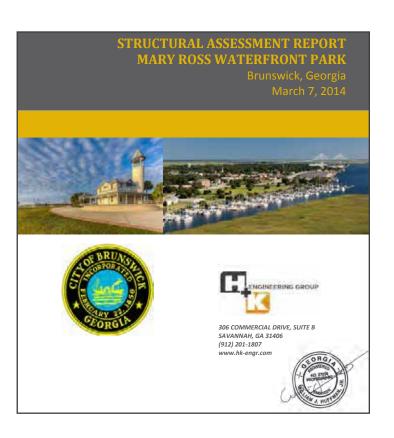
The Mary Ross Water Park (MRWP) Master Plan looks to the future of the Park as a vibrant expression of the region and a valuable asset to the City of Brunswick. A redesigned and upgraded riverfront park will provide both active spaces for entertainment and passive spaces for reflection. It will also become a catalyst for redevelopment in downtown Brunswick.

While there have been various changes and improvements to the park over the years, there has not been a comprehensive master plan to provide direction for the park's future until now. Many of the facilities are outdated and in disrepair, infrastructure is failing, and the use of the park is likely at an all time low. The efforts of the Mary Ross Waterfront Master Plan will take on the role of not only reinventing the park but will provide a long term strategy for its completion.

Phase I of the overall master planning process involved completing a structural study on the major infrastructure within the park to determine their integrity and to establish a preliminary cost for deficient items. The Structural Assessment Report of Mary Ross Waterfront Park was conducted by H+K Engineering Group out of Savannah, Georgia and completed in March of 2014. The report was a separate contract than the MRWP Master Plan but provided a baseline assessment of the Park and was referenced throughout the master plan project.

The Mary Ross Waterfront Park Master Plan (Phase

II) began months after the completion of Phase I and was the more comprehensive study of the park as a whole. It defined specific uses, developed concepts around those uses, conducted public outreach, established development priorities, and defined costs and potential sources of revenue for a future revitalized park. The resulting master plan is a comprehensive look at the future of MRWP as it looks to serve Brunswick, the community, and visitors of the Golden Isles for the next several decades.





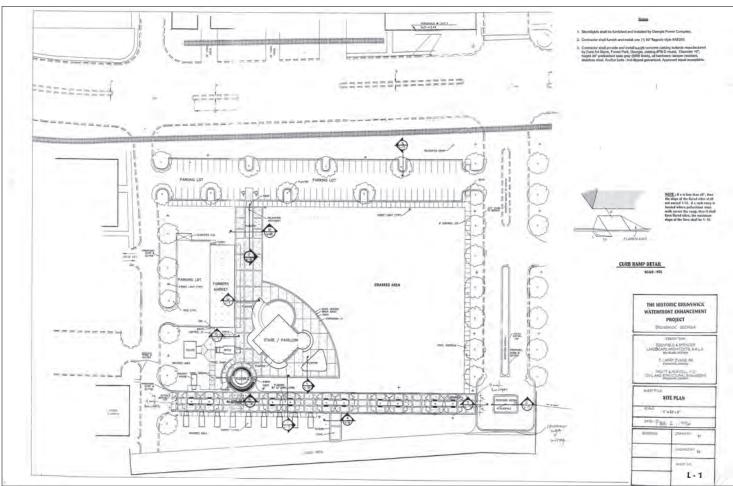






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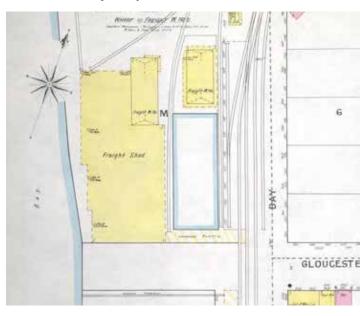


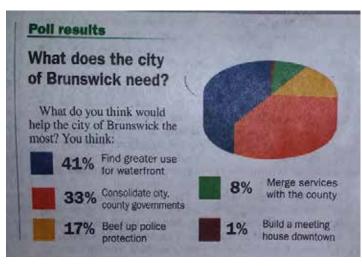


# **GUIDING PRINCIPLES**

The City of Brunswick needed a master plan for MRWP that addresses site specific constraints and opportunities, plans for physical and programmatic improvements, engages the community for a community driven plan. It also needed to provide a comprehensive road map to future developments and improvements in the coming future, and facilitates MRWP becoming a local and regional waterfront destination.

Below: The site of today's MRWP circa 1893.





Several overarching project goals for this project led the approach and development of the master plan.

- Address the goals and objectives as stated in the Coastal Incentive Grant application
- Explore options and develop a sensible strategy in dealing with the waterfront infrastructure and use
- Develop and vet multiple concepts for the park's future attractions and uses
- Provide a comprehensive strategy for engaging the public and project stakeholders and facilitate events to gather community/stakeholder input in the design process
- Critically study multi-modal connectivity within the park and accessibility to the park from Downtown Brunswick and from the East River
- Review GDOT's plans for Bay St. and provide further recommendations both along Bay St. and the crossing Bay St.
- Limit development impacts to the East River Estuary
- Establish a comprehensive set of Design Guidelines that will govern all future improvements to the park
- Consider implementing sustainable best practices in future park improvements
- Construct an Implementation Plan that establishes facility priorities, cost estimates, and strategic phasing plan that will help the City implement a multi-phased project and raise capital funding through grants, local taxes, public-private partnerships, and private donations.

# **PROCESS**

# **A Collaborative Planning Process**

The master plan process was a collaborative effort between the design team, City staff, stakeholders, and the community throughout the course of the Mary Ross Waterfront Park project. The process to develop the Master Plan was guided by informed community members as well as technical experts, with opportunities for stakeholder groups, communities of interest, and the general public to be involved early in the planning process.

# Effective Community and Stakeholder Engagement

A successful public and stakeholder outreach and participation program was accomplished through several objectives:

- Capitalize on the past work and existing support of local interest groups that use the park as an opportunity to celebrate the cultural and natural resources present in the park and surrounding context.
- Reach a broad spectrum of people to ensure that they understand the project goals and methods, and that all critical issues are considered and addressed in the outcome;
- Capture the interest of the news media to increase the reach of public education and community awareness;
- Engage key stakeholders and affected property owners at a stage and in a forum that addresses concerns, and elicits their full participation, and their support of the process and outcomes of the project;

- Develop a clear understanding of user needs and interests in the property including residents and tourists:
- Demonstrate broad citizen and stakeholder support for the project outcomes.

# **Design that Responds to People and Place**

Our team had a deep understanding of the significance of the site as a natural resource, place of gathering and recreation, and potential tourist destination. Equally important, we recognized that the current community and cultural history of the site is significant to the design and planning of the park's future use. We approached the design of the park and it's connectivity to the surrounding community with a sensitivity and respect for the local "sense of place" through the use of materials and design elements that reflect the natural and cultural landscape of the Golden Isles. We designed park improvements and programmatic uses that enhance and take advantage of these values, and help accommodate a broad range of users while protecting the site's environment so that the benefits of access to nature and escape from urban life are protected.







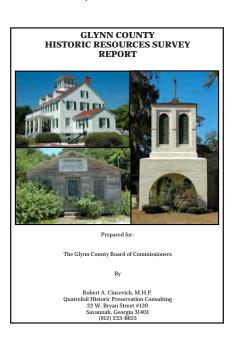


# PREVIOUS STUDIES AND BACKGROUND REPORTS

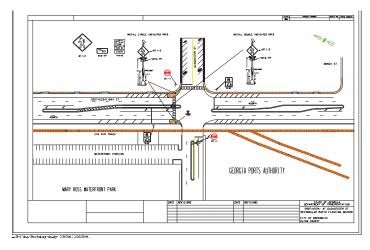
Prior to beginning the project, a plethora of relevant studies and background information was reviewed in order to gain a comprehensive understanding of site, context, and past planning efforts.

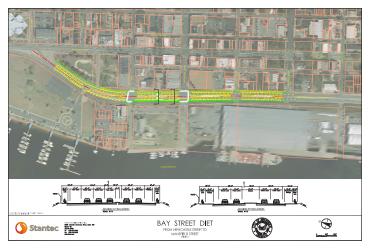
- Brunswick and the Golden Isles Charrette "Gateways into the County" 2009
- · Golden Isles Visitor Guide
- An Initiative for PUD's in the Coastal Georgia Region
- Natural Resources Protection Model Ordinances for Coastal Georgia
- Georgia Coastal Regional Character Design Guidelines
- Georgia Coastal Comprehensive Plan
- Regional Plan of Coastal Georgia
- City of Brunswick Urban Redevelopment Plan
- City of Brunswick Comprehensive Plan
- City of Brunswick Consolidated Plan 2012-2014
- Glynn County Long Range Transportation Plan
- Gateway Brunswick Study
- Coastal Georgia Greenway studies
- Coastal Vision 2050
- GC Historic Resources Survey Report

- Bicycle and Pedestrian Program Study for Glynn County
- Coastal Georgia Regional Bicycle and Pedestrian Plan
- · Coastal Georgia Rails to Trails Plan 2007
- Glynn County Comprehensive Plan Update -Community Assessment
- 2011 CRC Regional Plan
- · Hazard and Resilience Plan for the Coast of GA
- Initiatives for the Preservation of Significant Lands in Coastal GA
- Green Infrastructure Planning Guidelines for Coastal GA
- Comprehensive Economic Development Strategy
- Brunswick Blueprint II
- Coastal Georgia Greenway Marketing Study and Economic Impact





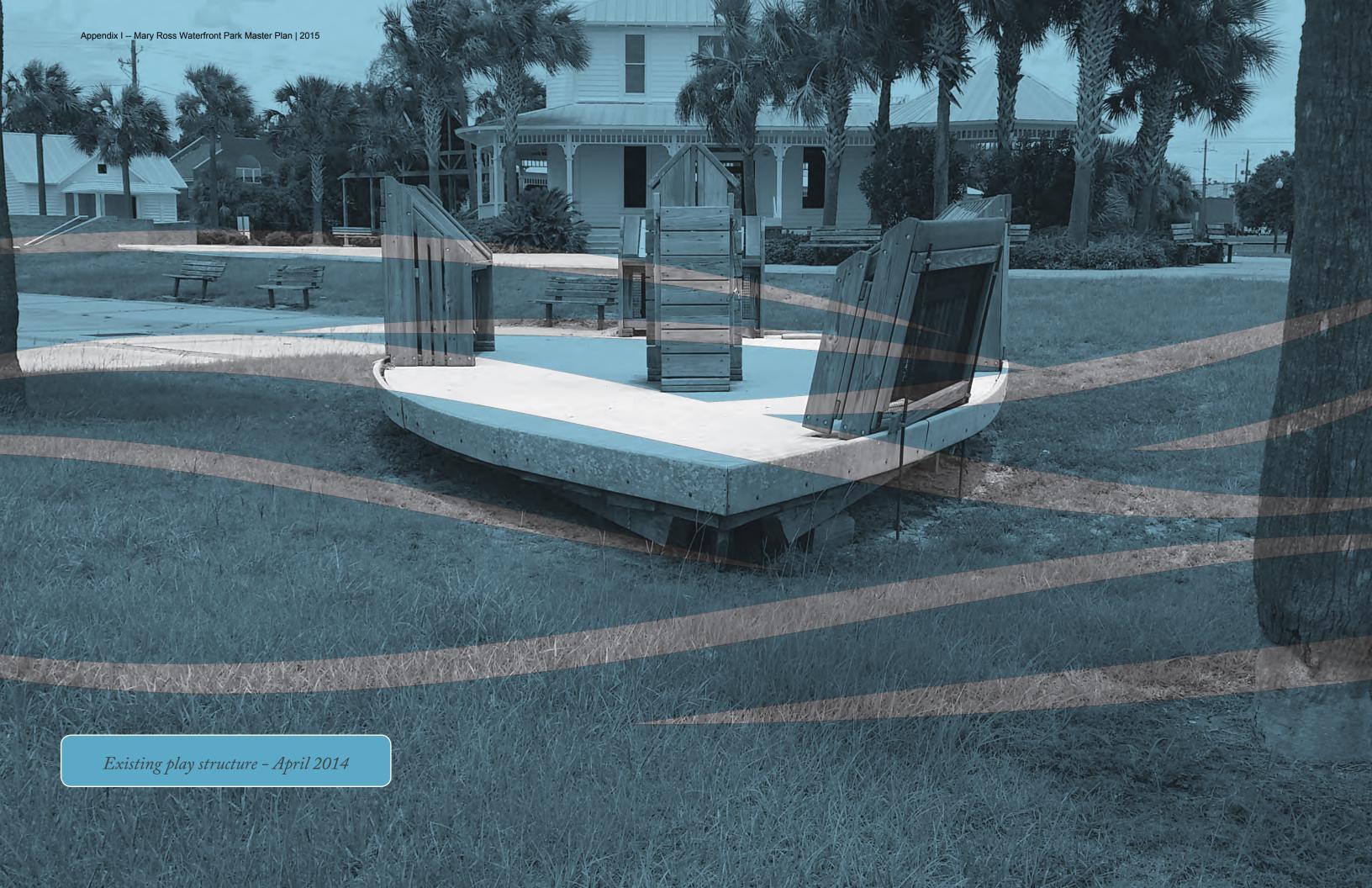












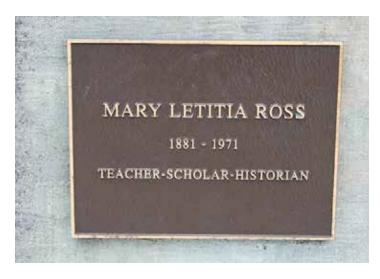
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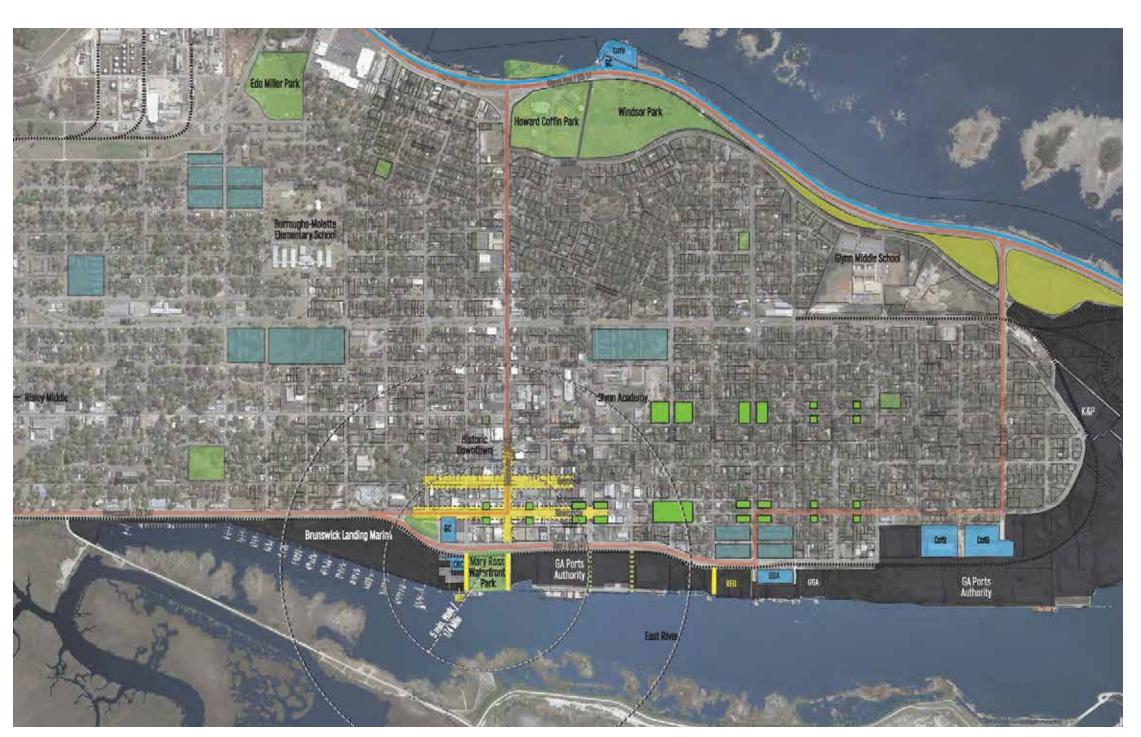
# II. DISCOVERY

# A DIAMOND IN THE ROUGH

MRWP has a superior location, spectacular views, and boundless potential to become the jewel of Brunswick. Despite its existing redeeming qualities, the park is faced with many challenges inhibiting it from becoming the premier waterfront destination that it could be. During initial research and observations, many obstacles related to the park and surroundings were identified and addressed in the master planning process. Additional challenges were revealed throughout the planning and design process via research, site investigation, stakeholder discussions, and community input. Responding to the challenges and issues of the park was a key part of the planning and design process for the park, its connection to Downtown Brunswick, and the surrounding context.



Existing Mary Ross commemorative plaque









# MRWP 2015: CHALLENGES & OPPORTUNITIES

# **Connectivity**

#### Challenges

There are a host of challenges concerning connectivity both within the park and its surroundings. Currently, MRWP's pedestrian circulation is incomplete, does not meet ADA standards in many cases and lacks sensible directional paths that offer direct routes to its programmatic elements such as continuous sidewalks to the waterfront. Additionally, Bay St. /WE 341 and an active CSX rail line establish a major physical barrier for pedestrians wanting to walk from the downtown core.

#### **Opportunities:**

Providing the park with contiguous, ADA compliant walkways that respond to future activity nodes and programs within the park will greatly improve upon the park's navigational challenges. GDOT's proposed crossing improvements will help pedestrians to cross Bay St. but further mechanisms should be explored to create a seamless and encouraging route to the park from the downtown core. Road diets, bike facilities, sidewalks, streetscape enhancements, and wayfinding signage would further strengthen the connection of downtown and MRWP.



There are no direct pedestrian routes to the waterfront.

# Bay St. / US 341 separates the park from downtown



# **Park Programs**

#### Challenges:

The park is undeniably underutilized on a day-to-day basis but features seasonal and weekly reoccurring programs that populate the park during certain times. The park's industrial context, lack of consistent daily programming, and inadequate facilities that cater to all user types all contribute to the park's low utilization.

## Opportunities:

Providing more programs and infrastructure that encourage daily use such as children's play areas, comfortable "outdoor rooms", public waterfront activities, and recreational programs. Educational areas, waterfront dining, retail shops, and proper marketing would also be effective in attracting visitors to the park.

An undersized play area does not currently attract many visitors





A deserted waterfront on a Saturday afternoon

# **Safety**

### **Challenges:**

According to the Structural Assessment Report for the MRWP, numerous items were identified related to public safety on the dock and additional safety hazards were noted during site observations within the park and on potential park connections to downtown. The necessary dock repairs and the safety concerns of pedestrians crossing Bay Street surfaced as the more difficult safety issues to address. Both items will be costly and will require extensive coordination and possible negotiation with various regulatory agencies such as the DNR and GDOT.



#### Opportunities:

In order to address the waterfront dock concerns, there are several questions that have to be answered first in order to determine a viable and appropriate solution.

- What is the best use of the dock?
- Is all of the dock worth repairing or just a portion?
- Should the dock even be kept?

A combination of community-based input, programmatic design, and cost must be carefully weighed to determine the appropriate outcome.

Current GDOT plans for crossing improvements at Gloucester and 'F' Streets along Bay Street are a definite improvement but they do not fully address travel speeds, a potential road diet, potential roadside parking for events, and bike / pedestrian movement laterally along Bay Street.

# 92' of roadway width on Bay Street



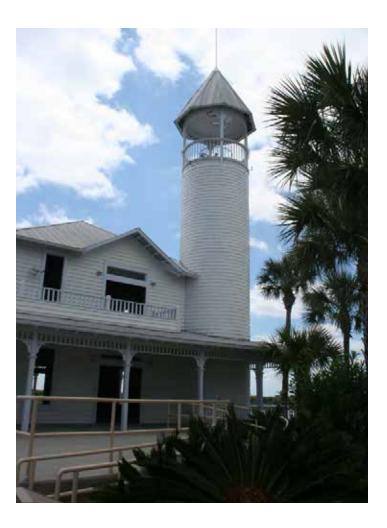
## Infrastructure

#### Challenges:

The park's current infrastructure while an asset in some instances may not be in others. Some of the park's infrastructure components are under utilized, misused, missing, in need of repair / replacement, liabilities, or should be removed or even relocated.

# Opportunities:

Evaluation of the dock, gazebo, pavilion, existing plazas, furnishings, sculpture, and historical artifacts had to be carefully examined to establish their potential, relevance, and role in establishing MRWP as a premier local and tourist destination.













# **Aesthetics**

#### Challenges:

The overall aesthetic of the park and its immediate surroundings might be considered under whelming by many and definitely impacts marketability, user experience, and ultimately park utilization. The overall landscape is minimalistic in comparison to the scale of the park. With only 12 shade trees placed along the street and parking area, the park is dominated by turf and hardscape exposed to the harsh summer sun.

#### **Opportunities:**

Providing attractive and noticeable gateways, using varied materials, developing a unified native land-scape palette, adding shade trees, enhancing the dock appearance, establishing comprehensive design guidelines, and creating comfortable attractive spaces will help to make MRWP a talked about destination.









# Sustainability

#### Challenges:

The park's current design and configuration could improve on its response to the local climate, encourage biodiversity, and follow sustainable best practices.

### **Opportunities:**

- Use local sustainable/recycled and salt resistant materials
- Provide more natural shade to combat summer heat
- Reduce the park's nearly 3.3 acres of impervious surfaces (acreage includes dock)
- Provide methods to limit stormwater runoff especially during summer
- Use of energy efficient fixtures
- Possible reestablishment of a portion of the natural shoreline (Living Shoreline project)
- Increase biodiversity through more vegetative areas and native plant choices
- Promote and accommodate sustainable methods of travel to and from the park
- Visibly educate visitors about sustainable practices
- Irrigate through well water

Potential implementation of some of these practices can be used for Education, Public Awareness, Ecotourism, and to show Brunswick's commitment to the environment.





II. Discovery

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# **SITE PHOTOS**































# **COMMUNITY-DRIVEN DESIGN EFFORT**

# **Community-Driven Design Effort**

The following is a brief summary of the public outreach efforts conducted in order to gather community input and ideas about the Mary Ross Waterfront Master Plan project. The goal for the project was to have a design process that was community-driven and produced an outcome that local residents and businesses will have a sense of ownership in developing the future of Mary Ross Waterfront Park. The design team worked closely with the City of Brunswick and Stakeholders to gather input from the community from a variety of different methods in order to reach a broad cross-section of local residents, businesses, and tourists. Every feasible effort was made to reach out to the maximum amount of people in the most efficient way possible.

Four major outreach methods were utilized to inform the community and provide different ways in which the community could express their opinions and ideas about the project. In addition to these components, a kick-off meeting for the project has held for the project team and stakeholders as well as an additional stakeholder meeting with adjacent property owners was held to gather their opinions and for their support of the project.



# **Online Information and Data Collection**

A custom website was built to provide project background information, news and updates, virtual tour of the park, online questionnaire, and the opportunity to request specific information or consultation about the project.

# **Newspaper Articles**

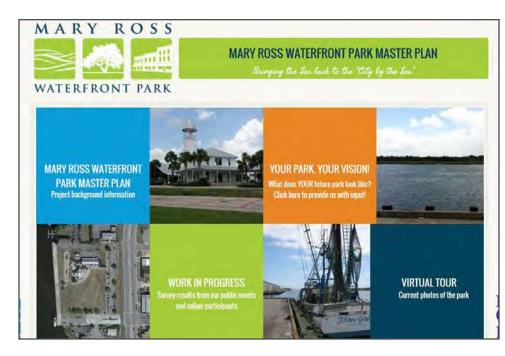
A total of 5 newspaper articles were run in the Brunswick News about the project, our public visioning events, and other ways for the public to provide input on the project. Each newspaper article was distributed to ten's of thousands of readers in addition to their online subscribers.

# Community Visioning Event #1 - 11.7.2014

The first Visioning Event was held in a commercial space in Downtown Brunswick in conjunction with the monthly First Friday Event that typically draws 1,500+ people. During the event, several methods for community participants to engage the design team were provided.

# Community Visioning Event #2 - 12.4.2014

The focus of this event was to educate people about the project, listen to their wants, and document the participants ideas. Instead of asking participants to fill out a questionnaire, they were given stickers and asked place them next to the activities or amenities featured on posters that they would like to see at MRWP. These activities and amenities were included in the paper and online questionnaire but were represented pictorially for this event.





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# VISIONING EVENT #1 RESULTS

	# Votes	%
Splash park	9	90%
Amphitheater	9	90%
Iconic gateway or program	7	70%
Waterfront dining	6	60%
Farmer's Market	6	60%
Comfortable seating areas	6	60%
Interpretive exhibits	5	50%
Play areas	5	50%
Enhanced lighting	5	50%
Picnic areas	4	40%
Retail shops	4	40%
Water taxi to Jekyll or St. Simons	3	30%
Shade trees or structures	3	30%
Fishing pier	3	30%
Short-term docks	3	30%
Dedicated event space	3	30%
Kayak / SUP/ Canoe launch	2	20%
Boat ramp	2	20%
Passive recreational games	2	20%
Large open space	2	20%
Kayak, SUP, sailboat rentals	2	20%
Observation platforms / Overlooks	1	10%
Sculpture / Art	1	10%
Sailing school	0	0%
Disc golf course	0	0%
Living Shoreline exhibit	0	0%
Daily programmed activities (yoga, art classes)	0	0%
Outdoor fitness area	0	0%
Garden-like spaces	0	0%
Food Truck events	0	0%
Art studios	0	0%

# VISIONING EVENT #2 RESULTS

	# Votes	%
Splash park	9	90%
Amphitheater	9	90%
Iconic gateway or program	7	70%
Waterfront dining	6	60%
Farmer's Market	6	60%
Comfortable seating areas	6	60%
Interpretive exhibits	5	50%
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Outdoor fitness area	0	0%
Garden-like spaces	0	0%
Food Truck events	0	0%
Art studios	0	0%

# COMBINED RESULTS

ACTIVITY OR AMENITY	TOTAL VOTES	_
Mixed-use development - dining / shopping / businesses	185	<u>S</u>
More trees / vegetation	147	Ψ
Recreational waterfront access (small crafts)	106 \$	
Continued host of farmer's market	101	
Recreational businesses	92	S
Amphitheater or venue	81	S
Water-based transit	80	· <b>S</b>
Childrens play areas	66	<b>Y</b>
Comfortable seating areas and spaces	65	
Iconic / enhanced lighting	65	
Picnic areas	64	_
Conditioned event space	54	<b>S</b>
Dedicated fishing areas / improved infrastructure for fishing	51	Ψ
Iconic structure or program	51	
Observation platforms / overlooks	44	
Lawn area	44	
Cultural arts component	44	
Accessible gathering space / plaza	42 \$	
Daily programmed activities (yoga, art classes)	41	
Interactive water element	38	
Partial restoration of natural shoreline	36	
Active recreational uses	35	
Public short-term docks	31	
Interpretive educational or cultural exhibits	29	
Passive recreational games	14	

\$=POTENTIAL INCOME TO MAINTAIN PARK







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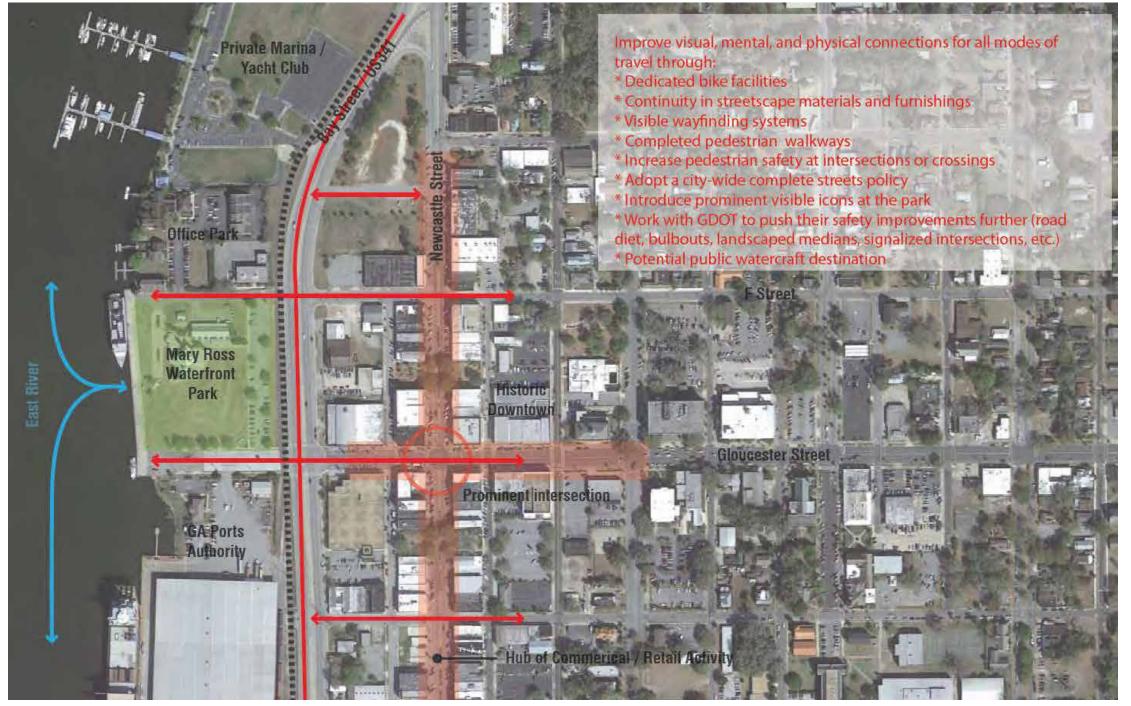
# III. A PARK REINVENTED

TRANSFORMATIVE STRATEGIES FOR IMPROVING CONNECTIVITY FROM DOWNTOWN TO MRWP

# VISION: FROM PARK TO DESTINATION!

One of the primary goals for this master plan was to make MRWP a local and regional destination that attracts residents and tourists to its many activities and amenities on a daily basis. It will not be just another pretty park but will be Brunswick's crown jewel on the water. It will embody the natural environment of the East River, local flora, and the built form of the City. The park is intended to be a destination of many different programs, activities, places, and amenities.

As the closest waterfront park to downtown, MRWP's importance is exponentially greater than its size. Although only four plus acres is size, it will be a highly successful attraction for the City of Brunswick once it has been renovated. Brunswick has a tag line of the "City by the Sea" but the current connection of the City to the sea needs improvement. MRWP stands to be the key gateway connection to the East River and the sea from downtown Brunswick and will improve the physical and mental connection between the two. In a sense, MRWP's success as an improved waterfront destination for Brunswick will help "Bring the Sea back to the City by the Sea."









Appendix I -- Mary Ross Waterfront Park Master Plan | 2015

#### MARY ROSS WATERFRONT PARK MASTER PLAN

# TRANSFORMATIVE STRATEGIES

At the beginning of the project some initial strategic goals on how to transform MRWP into a successful destination were established. All were vetted and many remained as strategies in developing the final master plan.

### Improve the Park's most valuable asset...the waterfront

- Create an inviting environment along the waterfront
- Provide opportunities for visitors to engage the water
- Encourage waterfront recreation
- Accommodate visitors and potential patrons arriving by water

# Facilitate private development opportunities in and around park to attract visitors

- Possible tax incentives
- Zoning modifications or Waterfront District
- Waterfront dining and retail
- Engage the downtown core

# Improve pedestrian connections

- Provide multiple pedestrian friendly connections from Downtown
- Implement a sensible path network within the park
- Plan for future linear connections along the waterfront

# Design / Plan for the community

- Public outreach events will generate community ideas, address concerns, and earn public and stakeholder support for the project
- Encourage public involvement in the planning, implementation, and maintenance of the park
- · Community-driven programming

### Reuse, repair, and repurpose existing infrastructure

- Transform existing dock into a vibrant riverfront amenity
- Repair the existing dock to meet current codes
- Convert the existing Gazebo to a fully-operational event facility
- Structurally modify the pavilion to accommodate a wider variety of uses
- Reconfigure parking

# The new Brunswick waterfront should be sustainable and address current and future environmental implications

- Role model for future developments within the Golden Isles
- Utilize sustainable best practices and materials in creative ways

# Activate the park

Hourly, Daily, Weekly, Monthly, Yearly events and activities

 The park needs to be locally, regionally, and nationally significant to draw all varieties of people

# Ensure the park is readily accessible to visitors

- Provide ADA compliant facilities (sidewalks, parking, etc.)
- Plan for future parking demands

### Increase safety in and around the park

- Provide safe vehicular and pedestrian routes to and from the park
- Utilize Crime Prevention Through Environmental Design (CPTED) techniques
- Activate the park by providing amenities that will consistently attract visitors daily and nightly
- Possible Brunswick Police Department substation within the park

# Develop educational opportunities concerning the history, culture, and natural resources of the Golden Isles

- Active learning opportunities (learning labs)
- Cultural events (Gullah Geechee)
- Brunswick's port and city history

# Design a park that is inviting, comfortable, functional, and addresses of Brunswick's culture, history, and environment

Provide seasonal shade

- Use native plants that tell the story of our climate
- Strategically partition the open space to create quality spatial outdoor rooms
- Establish a cohesive streetscape that addresses the existing character of Downtown

Initial strategic goals were the results of extensive site inventory and investigation



# A New Identity

Rebranding the park was one of the transformative strategies used in the master plan. Since the park was being reinvented, the logo was reinvented as well.

Drawing inspiration from one of the goals of the project, reconnecting downtown to the park and the East River, three pictograms were created representing the triad and their future unity.

The old MRWP logo was appropriate for its time but the reinvention of the park warrants a new approach.



Existing informational kiosk does not brand the park in a favorable manor



INSPIRATION FOR THE NEW LOGO



THE REINVENTED LOGO AND BRAND

MARY ROSS
C=95 M=65 Y=48 K=36



WATERFRONT PARK

THE REINVENTED COLOR PALETTE

C=11 M=0 Y=31 K=0 1

C=63 M=18 Y=14 K=0 1

C=55 M=12 Y=80 K=2 1







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SHOWERE

# PROGRESS THROUGH PROCESS

Preliminary design stages involved countless studies exploring circulation patterns, new programmatic elements, spatial relationships, and functionality.

The following illustrate the progression of the plan from sketch to preliminary concept plan.

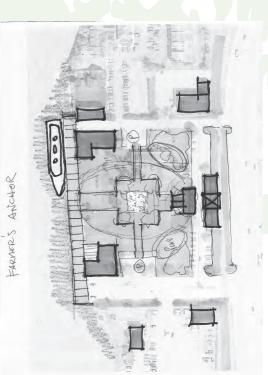
Right: Plan and section sketch of potential streetscape and roadway improvements that incorporate complete streets principles.

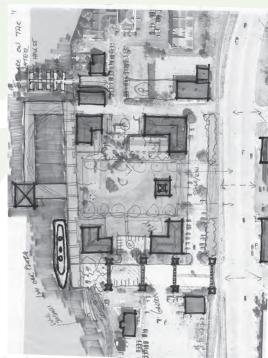
Bottom Row: Preliminary concept sketches.





EXICTING

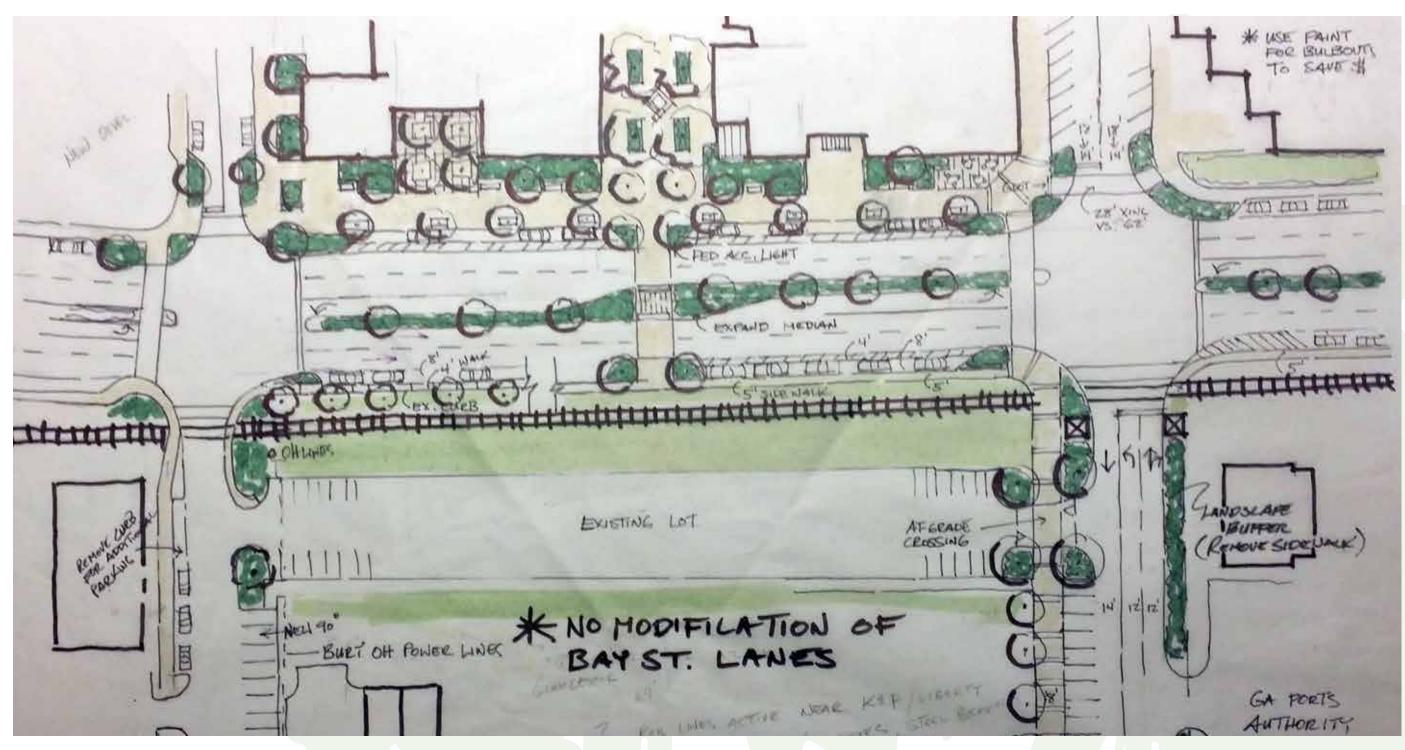






III. A Park Reinvented

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Plan sketch of various options in improving multi-modal connectivity, aesthetics, and parking.





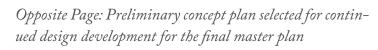


Page Appendix I -- Mary Ross Waterfront Park Master Plan | 2015 **PLAN LAKE GREENWOOD** 









Left columns: 3D study models

Bottom: One of the preliminary concept plans

















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# THE PLAN

After analyzing and vetting alternatives for the park, a preliminary concept plan was approved by City Council for the final design direction for the design development of the final master plan. The preliminary concept plan was rectilinear in nature, similar to the surrounding built environment but MRWP should be a unique destination. Brunswick's grid-based street pattern dictates MRWP's exterior rectilinear form like the Historic Squares of Brunswick. However, the decision was made to create a different form within the park's interior as a juxtaposition of the park's rectilinear perimeter.

Based upon human circulation behaviors and the desire for unique placemaking opportunities, the preliminary concept plan was altered to feature a more curvilinear circulation network and informal spatial configuration.

Inspired by the fluidity of the ocean and the meandering form of the East River that MRWP fronts, the park's layout and placement of amenities create a more interesting park experience through less formal and fluid spaces. The park itself is an intertwined network of outdoor rooms conducive for a variety of activities.









# **Places to Cool Off**



**Places to Celebrate Culture** 



**Places to Swing** 

Places to see Marine Wildlife



**Places to Catch Dinner** 



**Places to use Local Materials** 



**Places to Collect Stormwater** 

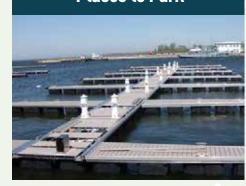


**Places for Special Events** 

Places to Walk on the Water

**Places for Tots** 

**Places to Park** 



**Places for Maritime Visitors** 











**Places with Information** 



**Places to Stretch** 



**Places to Catch a Show** 



**Places to Learn about Sailing** 





**Places to Grab a Bite** 



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"Placemaking is a multi-faceted approach to the planning, design and management of public spaces. Placemaking capitalizes on a local community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and well being."

- Project for Public Spaces www.PPS.org

# **PLACEMAKING**

The final master plan for Mary Ross Waterfront Park used the design practice of 'Placemaking' to provide a variety of spaces suitable for all ages.

PLACES TO STROLL
PLACES TO PLAY
PLACES FOR EVENTS
PLACES TO RELAX
PLACES WITH SHADE
PLACES FOR DAILY ACTIVITIES
PLACES TO ENJOY THE
WATERFRONT

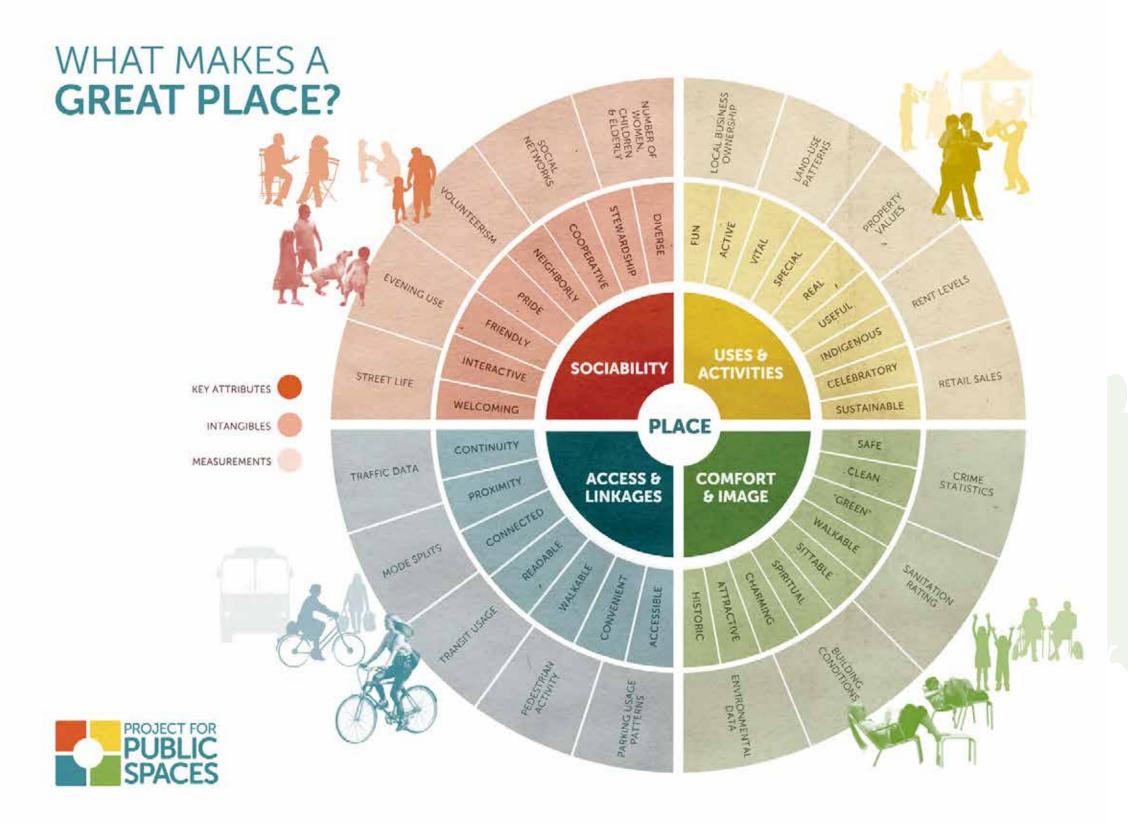


Diagram developed by the Project for Public Spaces.

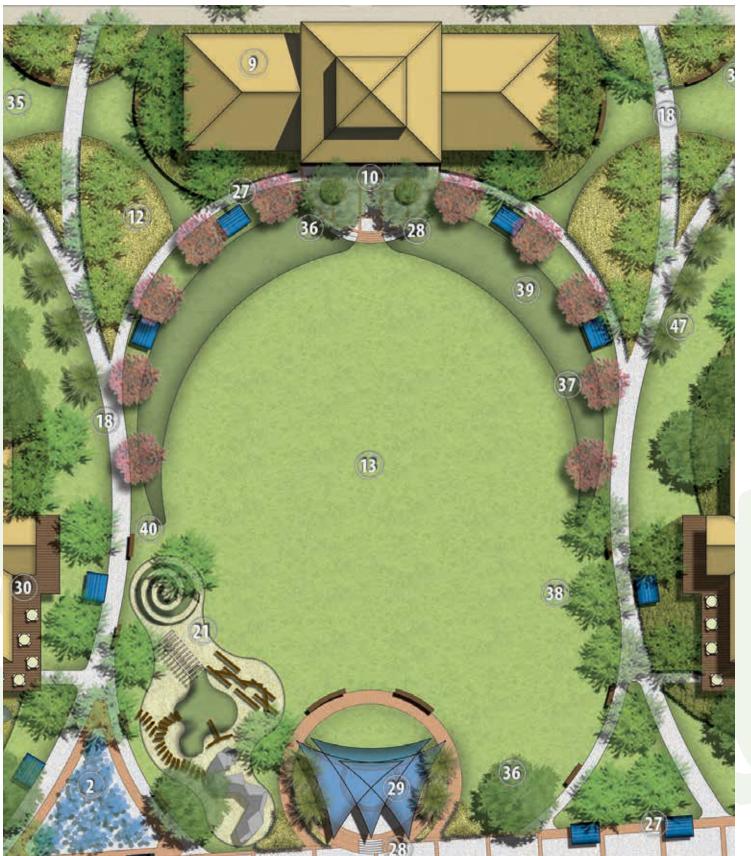






# **PARK AMENITIES**

- 1 Dockside Observation Deck with Open-Air Pavilion
- 2 Children's Sprayground (Interactive water feature)
- 3 Structural Improvements for Existing Dock
- 4 Gloucester Festival Street & Plaza
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## **Central Waterfront Green**

The center of the park is anchored by a 60,000 sf. flexible open space capable of hosting a variety of special events. It serves as a central common space to the park programs organized concentrically around it. With sweeping southwesterly views of the East River and a riverfront Covered Events Stage, it's the perfect flexible space for passive and active recreational uses, seasonal events, or hosting concerts for crowds nearing 5,000 guests.

Tree-lined tabby walkways circle the open space providing an accessible route to all park goers. Covered bench swings surround the perimeter of the Green providing multiple locations to sit, swing, and enjoy the breeze or observe other activities within the park.

The northeast edge of the park adjacent the existing parking lot will be slightly raised in elevation in order to provide an amphitheater-like space that faces the East River and Events Stage. A gentle sloping lawn area descends from the raised landscape and tapers into the large open lawn space of The Green. Anchored atop the raised northeastern edge is the new



Appendix I -- Mary Ross Waterfront Park Master Plan | 2015

iconic building for the park, the Gateway Pavilion. The pavilion buffers the park interior from the parking lot and serves as the 'front door' to the park and an architectural icon contributing to the park's new identity.

The Green is flanked by the Ocean Center on the northwest and a Mixed-use Development to the southeast providing and intimate comfortable space despite the large open space. Each of the buildings will cater to a variety of activities throughout the day and night and will provide a constant hub of activity surrounding The Green.

Adjacent the Event Stage on the waterfront sits a 8,000 sf. Children's Exploration Play Area. This unique marine-themed playscape will provide recreational facilities suitable for all ages and will become a sought after destination for the community. Sitting alongside the Play Area is a 3,000 sf. Sprayground (interactive water feature) that provides necessary respite from the hot summer sun.



























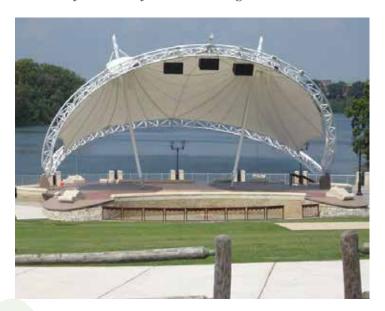


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#### MARY ROSS WATERFRONT PARK MASTER PLAN

Aerial perspective of the Covered Events Stage (foreground), Waterfront Green, and Gateway Pavilion (background). The backside of the Events Stage features terraced seating overlooking the East River.







Aerial perspective of the park from downtown

Perspective view from the southeast side of the Waterfront Green looking towards the Gateway Pavilion and Plaza. The sloped lawn of the Waterfront Green sits in the foreground.



Perspective view of the Events Stage. Accessible seat walls and circular path in the foreground provide the option for more intimate events.













The flexible nature of the Waterfront Green lends itself to many daily uses as well as special events and seasonal uses. Potential uses might include:

## Daily Uses:

- General active & passive recreational uses
- School field trips
- Swinging
- Outdoor reading
- Picnicking
- Sunning
- Bocce ball
- Tossing a ball
- Dog Walking
- Outdoor classes (yoga, zumba, etc.)

# Special Uses:

- Weddings
- Stewbilee
- Rhythm on the River
- Screen on the Green (movie night)
- Dance performances, plays,
- Outdoor concerts
- Art shows
- Chili Cook-off
- Second Sunday
- Fundraisers
- Church in the Park
- Family reunions
- Fishing tournaments
- Kids camps
- Regattas
- Cultural festivals (Gullah Geechee, etc.)

# Seasonal or Multi-day Uses:

- Haunted Park / Pumpkin Patch
- Rotating art / sculpture exhibits
- Maritime vessel tours
- Holiday lights
- Santa / Christmas tree

Adjacent to the Waterfront Promenade and the Exploration Play Area, the Sprayground consists of flush mounted jets embedded that propel water up in the air at various heights and intervals. It will be ADA accessible and will look like a hardscape plaza when not in use. The Sprayground is set apart from the surrounding hardscape by a band of brick pavers. The fountains will be lit at night and will become a substantial focal feature in the evenings.



The Gateway Pavilion consists of two 3,000 sf. flex spaces that can be open-air or feature floor to ceiling windows making the building predominately transparent. An iconic tower-like structure is the centerpiece with an open-air clearstory at it's base allowing for framed views to the Events Stage and the East River. The facility is set up to be used on a permanent or temporary basis for a variety of uses and is designed to provide a source of rental income for the City. The bisected flex spaces allow for multiple uses concurrently or as one potential use like a wedding reception. The future restrooms for the park would be housed adjacent to the main open air foyer and available year round.

Potential programs the could temporarily or permanently occupy these spaces: farmer's market, bizarre, art studios, conferences, educational classes, traveling exhibits, wedding receptions, community meetings









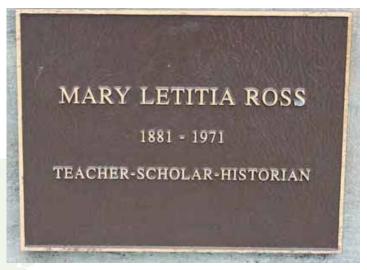
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### **Park Entry Plazas**

Two formal park entrances anchor the eastern and northern corners of the park. These small plazas are ceremonial in marking the entrance into MRWP. Brick aprons form a formal border around the plaza edge. Entering a plaza, one is greeted by a semi-circular seat wall bisected by an 8' tabby path leading into the park. These plazas will have ample lighting drawing attention to the park entrances at night. The eastern plaza adjacent Gloucester Street should feature a new monument honoring Mary Letitia Ross. These plazas could also feature interpretive signage about the local history of Brunswick waterfront, the Liberty Ships, and the site history of the park and its transformation.







A view through the Garden-Like Spaces into the interior of the park from the northern Park Entry Plaza.



A view from 'F' Street looking through an open view corridor into The Green.

### **Garden-Like Spaces**

When entering the park from either one of the Park Entry Plazas, one passes through a threshold and enters sequence of outdoor rooms or garden-like spaces. These areas of the park are heavily shaded and understory plantings cover gentle mounded planting areas surrounding the paths. These mounded planters add interest in the topography and shape these outdoor rooms. Seat walls are nestled into the mounded slopes and provide passive seating areas perfect for reading a book or a quiet conversation with a friend.

#### **Gloucester Street Transformation**

At nearly 66 ft. wide with four travel lanes and a median, the portion of the Gloucester Street southwest of Bay Street is prime for a significant road diet. Following Complete Streets principles, the median could be removed, the travel lane widths reduced, and one of the westbound travel lanes removed to provide a generous reallocation of pavement from the vehicle to the pedestrian.

A 12 ft. wide Promenade flanks the northern side of Gloucester. Additionally, the road diet would provide new 90 degree designated parking spaces along Gloucester. The Promenade provides a safe and direct pedestrian connection from downtown to the waterfront.

By making minor changes to the GA Ports Authority's office parking lot entrance, a new gateway to MRWP and the Brunswick Waterfront can be created. Iconic gateway monuments would flank both sides of Gloucester just past the first entrance to the GA Ports Authority creating a threshold for entering a new streetscape environment. A shared street or Festival Street is created for the remainder of Gloucester before the city dock. The curbless festival street features 90 degree parking on both sides

and new street trees planted in 10' x 20' miniature rain gardens. These infiltration planters would capture and hold stormwater runoff to prevent polluted greywater from flowing directly into the ocean. The Festival Street also features enhanced paving to provide a more pedestrian feel to the plaza-like street.

The terminus of the new Gloucester Festival Street is a drop-off and pick-up plaza at the dock. Shadowing the plaza are iconic canvas shade structures that resemble the form of a sea bird in flight. Removable bollards prevent vehicles from encroaching on the dock. This plaza would be a prime spot for food trucks to gather throughout the week.

Photos below: precedent imagery for promenade and festival streets











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Left: Proposed Gloucester Festival Street

Bottom: Existing view of Gloucester Street west of Bay





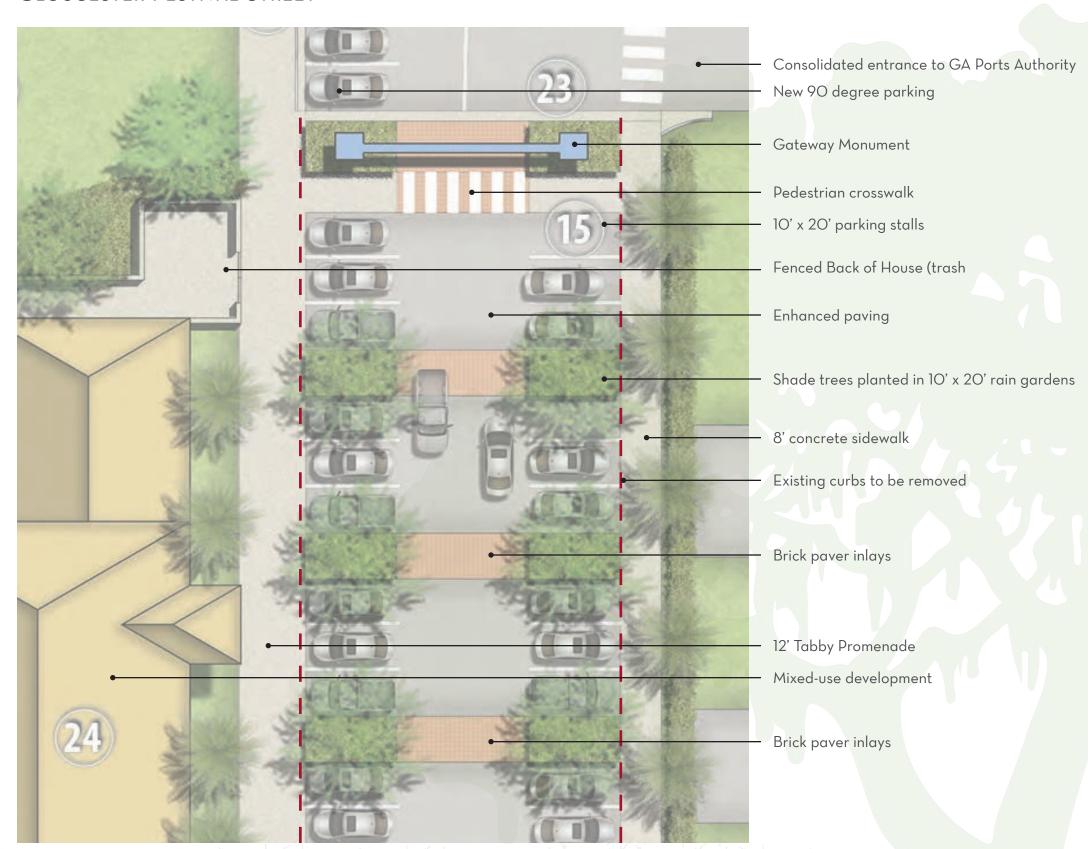


Left: Existing terminus of Gloucester Street

Far Left: Proposed Gloucester Plaza and Pick-up/Drop-off

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# GLOUCESTER FESTIVAL STREET



# **Mixed-use Development**

A multi-story mixed-use building occupies the prime southern corner of the park and will have an emphasis on waterfront dining and retail. Other uses such as a police substation, small offices, or condos could also be incorporated in the development. The building(s) should have a footprint no greater than 9,000 sf. and it's height governed by existing code.

A public / private partnership or a sole proprietor other than the City will likely implement this project. The introduction of commerce to the waterfront will be tremendous asset in activating the park throughout the day and could generate income to offset park maintenance costs.





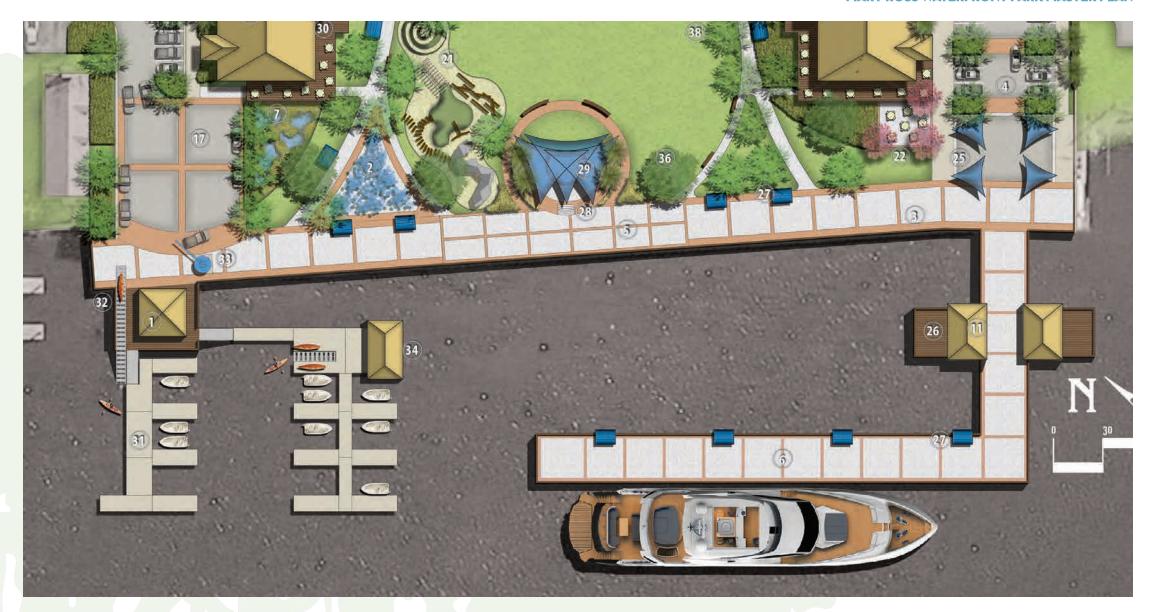


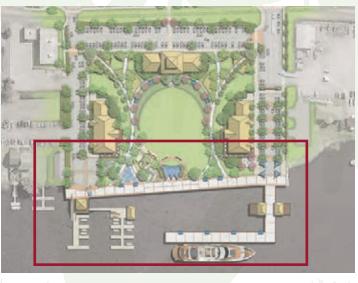




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#### **Waterfront Promenade**

The existing dock will be repaired and upgraded to a first-class pedestrian promenade that will attract locals and visitors alike. After the necessary repairs are made, the dock will be given a new identity through the addition of the following:

- Brick pavers as accents to a new tabby overlay on the existing concrete dock
- Covered bench swings
- · Shade trees whose canopy will overhang the

promenade

- Benches and / or seat walls
- Emergency call stations
- Safety and Iconic lighting
- Interpretive signage
- Railings
- Accessible fishing stations

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Right: Existing view of the dock looking towards Sidney Lanier Bridge

Below: Perspective of the proposed Waterfront Promenade











#### **The Brunswick Pier**

Once built, the Brunswick Pier will be another key amenity contributing to the success of MRWP and for the City of Brunswick. Brunswick will join the ranks of St. Simons Island and Jekyll Island with an impressive pier which will become a destination in itself but will have a symbiotic relationship with MRWP.

The 425 lf. pier is 30' wide and is L-shaped due to the Federal shipping channel that sits approximately 150 ft. off the city dock at it's closest point. The current dock provides nearly 600 lf. of waterfront access for fishing, crabbing, viewing, etc. but the addition of the pier will add an additional 1,030 lf. of waterfront access providing ample space to service the future visitors of the park and waterfront. For comparison, the St. Simons Island pier is nearly 1,200 lf. around its perimeter and Jekyll's is approximately 2,000 lf.

The pier will be the future docking location of the cruise liners that currently visit Brunswick approximately forty times per year. The repaired city dock will also offer other large visiting vessels a waterfront parking space. There's a great opportunity for temporary floating museums as visiting historic vessels could come and dock for an extended period of time and offer tours of the boat. The pier's sheltered location from the open waters of the sea make it a perfection docking location.

The pier itself will feature covered swings, accessible fishing stations, planters, lighting, covered seating, and separate fishing decks or 'nooks' out of the way of other pier goers. The pier will soon become a icon of the Brunswick waterfront and the use of iconic lighting fixtures would allow it to be visible from the Sidney Lanier Bridge. It will be lighted beacon for downtown Brunswick.







Character imagery for the pier and lighting.













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Left: In addition to providing an opportunity to get out over the water and view the East River, freighter traffic, and Sidney Lanier bridge, it also provides a great view back to the Waterfront Promenade and the activities within Mary Ross Waterfront Park.

Bottom Left: A view back from the pier down Gloucester to downtown. The fishing nooks and covered seating flank each side of the pier in the foreground.

Bottom: A bird's eye perspective of the new pier, promenade, and park.











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### **Floating Docks and Boat Launch**

The western corner of the park and promenade will eventually function as an nautical point of arrival and departure via the East River. It will feature 22 boat slips that will be a place for daytime boat parking for small watercraft such as sail boats, kayaks, small fishing boats, etc. The floating docks will also feature a special kayak launch and a small dockside shade structure where sailing instructors or boat safety classes could take place out of the sun. There won't be overnight parking or fuel station but a single-point Boat Hoist could be installed on the promenade to provide a downtown location for launching small watercraft.

A new waterfront plaza at the terminus of 'F' Street would serve as the pick-up and drop-off location for boaters and park visitors on the northern side of MRWP. Immediately adjacent to 'F' Street Plaza and Waterfront Promenade, a 40 ft. by 40 ft. wooden Observation Deck and Covered Pavilion protrudes out over the East River. It is a perfect spot for an over water picnic, boat watching, or a covered meeting place with a great view.

Along the edge of the Observation Deck, a kayak and stand up paddle board launch will provide an easy way to get cumbersome vessels down to the water.











III. A Park Reinvented

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Left and Above: Precedent imagery of floating docks, kayak launches, and a Single Point Boat Hoist

Upper Right: view of 'F' Street Plaza and Waterfront Promenade













#### **Ocean Center**

Anchoring the western corner of MRWP is a multipurpose building with a variety of educational, cultural, and community oriented uses housed within one building. The primary use for the Center is a learning lab focused on the coastal environment of the Golden Isles. It's a facility that has interactive exhibits, saltwater aquarium, educational classes, lending library, conference room, and observation decks overlooking the East River and the Park.

Other potential uses that would be compatible for the Ocean Center building include:

- Visitor's Center for the City of Brunswick
- Kayak / Sailboat rental office
- Kayak / SUP lockers
- Dockmaster's office
- Police Substation
- Non-profit
- Community Center
- Small Events space
- Restaurant incubator spaces
- Small offices
- Coffee or Snack Shop

As with the mixed-use development on the opposite side of the park, the building would have a footprint no greater than 9,000 sf. and it's height governed by existing code.



















The Hatteras Island Ocean Center is a place for EVERYBODY to enjoy the ocean and wetlands, play, learn and have fun.



your family's time on Hatteras Island, we offer a wide variety of recreational and educational programs for children ages 5 and up that occur on a weekly schedule. We also offer a series of evening talks geared toward adults, based on the availability of our speakers.

Please see the schedule on our website **www.hioceancenter.org**.

Program space is limited, so book now.

Visit our two exhibit areas: Ocean Center Hall and Beacon Place to learn about Hatteras Island's dynamic ecosystem.

Place







A PLACE FOR ALL OF US...



#### EASY PADDLESPORTS ACCESS

Opens 1 hour after sunrise Closes 1 hour after sunset

MARSH WALK • CRABBING ECOLOGY EXHIBITS

PROGRAMS & EVENTS FOR KIDS AND ADULTS

Open all year – 10-6 in season



Email: info@hioceancenter.org

Phone: 252.564.9575

(Please allow many rings as sometimes this number gets forwarded several times.)

f hioceancenter

Hatteras Island Ocean Center, Inc. is a nonprofit, 501(c)(3) corporation.

# **ACTIVITY AND EVENT PROGRAMMING**

In addition to the primary uses and activities within the park, there should be an ongoing stewardship organization, that is continually planning for events and experiences to attract a diverse range of people to the Mary Ross Waterfront Park. These might include:

- · Cultural Art Programming (exhibitions, installations, concerts, performances, Gullah Geechee Performance, etc)
- Educational Programming (tours, events, stories, experiences, ecology, history, local culture, classes, play, etc)
- · Community Programming (festivals, markets, holidays, seasonal activities, etc)
- · Recreational Programming (regattas, fishing tournament, fitness classes, bocce ball tournament, kids camps, etc.)
- · Income Producing Events (rental and leasing of space to private entities for special events)









#### Wednesday Thursday Tuesday



Tue, 8:00-9:00 Beginner's Birding FREE Lean the basics of birding while you explore our natural area.



Photography FREE Tips and tricks for taking beautiful photos with your own camera or cell



Thu. 11:15-1:15 Stand-Up Paddleboarding for Beginners Explore a salt marsh while you learn to SUP.



GreenScene

May 17th • 10am-2pm



Tue. 1:00-2:00 Nature & Art Create a piece of



Wed. 2:00-4:00 Kayak Nature



Science with Tall FREE













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# IV. DESIGN FRAMEWORK

The Design Framework section is a set of design guidelines to help govern the further design development of the park as it comes to fruition. Prior to implementation of the park, more in-depth designs and engineering must occur at which time the concepts of this master plan will be further refined.

# **ARCHITECTURE**

The architectural style for the future structures in the park should be low country or coastal vernacular for a timeless aesthetic and to be consistent with the regional architectural style of the coast.

Typical elements might include:

- Shingle siding
- Board and Batton siding
- Lap siding
- Brick
- Tabby
- Covered porch
- Shingle or Metal Roof



















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# "What is Coastal WildScaping?

Coastal WildScaping is a process to restore and preserve the biodiversity of our coastal habitats. A common definition of landscaping is modifying a natural landscape. The principles of WildScaping are somewhat the reverse; they include reintroducing parts of our natural landscapes (habitats) that are missing and removing introduced exotic/invasive species.

Coastal WildScaping creates and sustains beautiful landscapes that make a functional contribution to the biodiversity of the Southern Coastal Plain. One garden, one yard, one green-space may seem small, but think of the natural world as a living mosaic and your garden as an integral connecting piece. You will see that each home's landscape and managed land has an influence on the rest of the natural world. A wide diversity of native plants and wildlife is essential, not only to our health, but to our survival.

Our gardens, managed landscapes and natural areas are a part of the coastal ecosystems that sustain humans and the life around us. We must keep them in good working order. Tending land in this crowded world carries both moral and ecological responsibilities that we must not ignore."

Coastal Wildscapes www.coastalwildscapes.org

# VEGETATION

The vegetation of MRWP is meant to be an educational component of the park as much as it will be used for shade, screening, and aesthetics. Many urban parks today do not adhere to a plant palette consisting of native flora or appropriate flora for the environment. MRWP will be unique as the landscape will be composed mostly of native and vegetation that is biologically appropriate for the Southern Coastal Plain. A practice also known as 'Coastal Wildscaping'.

Within reason, this practice should be used for the plantings of MRWP so that the landscape will provide visitors with a glimpse of our natural environment that exists outside of the urban context. MRWP should be in a sense an informal, low-maintenance botanical garden. Various plantings throughout the park should have placards labeling the Latin and the common names so that the visitors can learn about our flora. The vegetation of MRWP is intended to be not only educational but sustainable. Irrigation for the park should come from an abandoned well that is located at the northern tip of the park so that potable water is wasted.

The following plant palette adhere's to the best practice of Coastal Wildscaping and is recommended for the majority of the parkscape. It is anticipated that some of the material in the palette might not reasonably suffice for various applications so substitutions may be made in these instances.

# TREES - EVERGREEN

# **SHADE & SPECIMEN TREES**

Live Oak (Quercus virginiana)

Southern Red Cedar (Juniperus virginiana var. silicicola)

Southern Magnolia (Magnolia grandiflora) Cabbage Palm (Sabal palmetto)



Live Oak (Quercus virginiana)

# **UNDERSTORY TREES**

Dahoon Holly (Ilex cassine)
American Holly (Ilex opaca)
Wild Olive (Osmanthus americanus)
Carolina Cherry (Prunus caroliniana)

# TREES - DECIDUOUS

# **SHADE & SPECIMEN TREES**

Red Maple (Acer rubrum)

American Beech (Fagus grandifolia)

Green Ash (Fraxinus pennsylvanica)

Blackgum (Nyssa sylvatica)

White Oak (Quercus alba)

Southern Red Oak (Quercus falcata)

Overcup Oak (Quercus lyrata)

Shumard Oak (Quercus shumardii)

Carolina Willow (Salix caroliniana)

# **UNDERSTORY TREES**

Red Buckeye (Aesculus pavia)
Redbud (Cercis canadensis)
Fringe Tree (Chionanthus virginicus)
Dogwood (Cornus florida)
Two-wing Silverbell (Halesia diptera)
Red Mulberry (Morus rubra)
American Snowbell (Styrax americana)



Red Maple (Acer rubrum)

Appendix I -- Mary Ross Waterfront Park Master Plan | 2015



Redbud (Cercis canadensis)

# SHRUBS - EVERGREEN

Sea Ox-eye (Borrichia frutescens)
Inkberry (Ilex glabra)
Yaupon Holly (Ilex vomitoria)
Florida Anisetree (Illicium floridanum)
Wax Myrtle (Morella cerifera)
Dwarf Palmetto (Sabal minor)
Saw Palmetto (Serenoa repens)



Inkberry (Ilex glabra)

# SHRUBS - DECIDUOUS

Devil's Walkingstick (Aralia spinosa) Smallflower Pawpaw (Asimina parviflora) Beautyberry (Callicarpa americana) Coastal Chinquapin (Castanea alnifolia) Buttonbush (Cephalanthus occidentalis) Sweet Pepperbush (Clethra alnifolia) Toughleaf Dogwood (Cornus asperifolia) Mayhaw (Crataegus aestivalis) Parsley Hawthorn (Crataegus marshallii) Witch Hazel (Hamamelis virginiana) Oakleaf Hydrangea (Hydrangea quercifolia) Sweetspire (Itea virginica) Fevertree (Pinckneya bracteata) Chickasaw Plum (Prunus angustifolia) Coastal Azalea (Rhododendron atlanticum) Southern Pixterbloom Azalea (Rhododendron cane-

scens)
Winged Sumac (Rhus copallina)
Carolina Rose (Rosa carolina)
Swamp Rose (Rosa palustris)
Elderberry (Sambucus nigra)
Southern Arrowwood (Viburnum dentatum)
Small-leaf Arrowwood (Viburnum obovatum)



Coastal Azalea (Rhododendron atlanticum)

# FERNS

Maidenhair Fern (Adiantum pedatum)
Ebony Spleenwort (Asplenium platyneuron)
Lady Fern (Athyrium filix-femina)
Sensitive Fern (Onoclea sensibilis)
Cinnamon Fern (Osmundo cinnamomea)
Royal Fern (Osmundo regalis)
Christmas Fern (Polystichum acrostichoides)
Southern Shieldfern (Thelypteris kunthii)
Netted Chainfern (Woodwardia areolata)
Virginia Chainfern (Woodwardia virginica)



Maidenhair Fern (Adiantum pedatum)

# VINES - EVERGREEN

Yellow Jessamine (Gelsemium sempervirens)
Trumpet Honeysuckle (Lonicera sempervirens)
Climbing Fetterbush (Pieris phyllyreifolia)
Climbing Buckthorn (Sageretia minutiflora)

# **VINES - DECIDUOUS**

Cross Vine (Bignonia capreolata)
Trumpet Vine (Campsis radicans)
Swamp Leather Flower (Clematis crispa)
Vase-vine (Clematis reticulata)
Virgin's Bower (Clematis virginiana)
Carolina Coralbead (Cocculus carolinus)
Pink Tievine (Ipomoea cordatotriloba)
Scarletcreeper (Ipomoea hederifolia)
Man of the Earth (Ipomoea pandurata)
Saltmarsh morning-glory (Ipomoea sagittata)
Angle Pod (Matalea gonocarpos)
Virginia Creeper (Parthenocissus quinquefolia)
Purple Passionflower (Passiflora incarnata)
Yellow Passionflower (Passiflora lutea)
American Wisteria (Wisteria frutescens)



Trumpet Honeysuckle (Lonicera sempervirens)







# PERENNIALS

White Snakeroot (Ageratina altissima)

Fly Poison (Amianthium muscitoxicum)

Fringed Blue Star (Amsonia ciliata)

Wild Columbine (Aquilegia canadensis)
Green Dragon (Arisaema dracontium)

Sandhill Milkweed (Asclepias humistrata)

Butterfly Milkweed (Asclepias tuberosa)

Wild White Indigo (Baptisia alba)

Vanillaleaf (Carphephorus odoratissimus)

Green and Gold (Chrysogonum virginianum)

Coreopsis (Coreopsis grandiflora)

Button Eryngo (Eryngium yuccifolium)

Showy Aster (Eurybia spectablis)

Slender Goldentop (Euthamia caroliana)

Dune Sunflower (Helianthus debilis)

Rain Lily (Hymenocallis caroliana)

Carolina Indigo (Indigofera caroliniana)

Shaggy Blazing Star (Liatris pilosa)

Dense Blazing Star (Liatris spicata)

Sea Lavender (Limonium carolinianum)

Sundail Lupine (Lupinus perennis)

Lady Lupine (Lupinus villosus)

Beardtongue (Penstemon australis)

Carolina Phlox (Phlox carolina)

Trailing Phlox (Phlox nivalis)

Partridgeberry (Mitchella repens)

Spotted Beebalm (Monarda punctata)

Showy Primrose (Oenothera speciosa)

Blackeyed Susan (Rudbeckia hirta)

Cutleaf Cone Flower (Rudbeckia lacinata)

Azure Sage (Salvia azurea)

Scarlet Sage (Salvia coccinea)

Old Field Goldenrod (Solidago nemoralis)

Sweet Goldenrod (Solidago odora)

Seaside Goldenrod (Solidago sempervirens)

Bluejacket (Tradescantia ohiensis)

Wingstem (Verbesina occidentalis)

Tall Ironweed (Veronia angustifolia)

Atamasco Lily (Zephyranthes atamasca)

# ANNUALS

Purple False Foxglove (Agalinis purpera)
Bluestem Poppy (Argemone albiflora)
Firewheel (Gaillardia pulchella)
Southern Beeblossom (Gaura angustifolia)
Evening Primrose (Oenothera biennis)
Annual Phlox (Phlox drummondii)



Southern Blue Flag (Iris virginica)

# COASTAL PERENNIALS FOR MOIST / WET AREAS

Green Dragon (Arisaema dracontium) Swamp Milkweed (Asclepias incarnata)

Golden Canna (Canna flaccida)

Swamp Sunflower (Helianthus angustifolius)

Muck Sunflower (Helianthus simulans)

Marsh Heliotrope (Heliatropium curassavicum)

Scarlet Rosemallow (Hibiscus coccineus)

Crimsoneyed Rosemallow (Hibiscus moscheutos)

Rain Lily (Hymenocallis caroliniana)

Southern Blue Flag (Iris virginica)

Seashore Mallow (Kosteletzkya virginica) S

Catesby's Lily (Lilium catesbaei)

Sea Lavender (Limonium carolinianum) S

Cardinal Flower (Lobelia cardinalis)

Purple Lobelia (Lobelia elongata)

American Lotus (Nelumbo lutea)

American White Waterlily (Nymphaea odorata)

Savannah Meadowbeauty (Rhexia alifanus)

Marsh Rose Gentian (Sabatia docecandra)

Bulltongue Arrowhead (Sagittaria lancifolia) Broadleaf Arrowhead (Sagittaria latifolia)

Blue-eyed Grass (Sisyrinchium angustifolium)

Seaside Goldenrod (Solidago sempervirens)  ${\sf S}$ 

Yellow Hatpins (Syngonanthus flavidulus)

# INVASIVE PLANTS TO AVOID

Giant reed (Arundo donax)

Camphor Tree (Cinnamomum camphora)

Water Hyacinth (Eichhornia crassipes)

Cogon Grass (Imperata cylindrical)

Japanese Climbing Fern (Lygodium japanicum)

Chinaberry Tree (Melia azedarach)

Common Reed (Phragmites australis)

Golden Bamboo (Phyllostachys aurea)

Rattlebox (Sesbania punicea)

Tamarisk (Tamarix gallica)

Chinese Tallow/Popcorn Tree (Triadica sebifera)

Tung-oil Tree (Vernicia fordii)

Beach Vitex (Vitex rotundifolia)

Chinese Wisteria (Wisteria sinensis)

Mimosa/Silktree (Albizia julibrissin)

Mexican Butterflyweed (Asclepias curassavica)

Asparagus Fern (Asparagus staceus)

Bermuda Grass (Cynodon dactylon)

Autumn Olive (Elaeagnus sp)
English Ivy (Hedera helix)

Lantana (Lantana camara)

Shrubby Lespedeza (Lespedeza bicolor)

Japanese Privet (Ligustrum japonicum)

Chinese privet (Ligustrum sinense)

Japanese Honeysuckle (Lonicera japonica)

Japanese Stilt Grass (Microstegium vimineum)

Zebragrass (Miscanthus sinensis)

Princess Tree (Paulownia tomentosa)

Mutiflora Rose (Rosa multiflora)

Nandina (Nandina Thunberg)

Kudzu (Pueraria Montana)

Cocklebur (Xanthium strumarium)

# HARDSCAPE

The paved surfaces of MRWP should differentiate from other ordinary paved surfaces such as asphalt and concrete. The hardscape is crucial in providing a unique experience for the park. The following materials are recommended to be used in combination for the hardscape of MRWP.











TABBY CONCRETE PAVERS



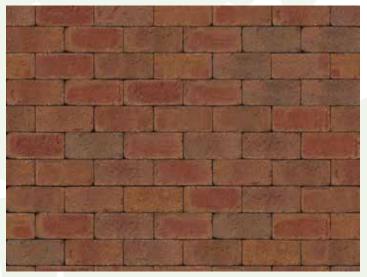








Concrete Pavers with Tonal Variations



LIMITED USE OF CONCRETE AS ACCENTS









# SITE FURNISHINGS

If feasible, site furnishings that are commonly sold as product families (benches, bollards, trash receptacles, bike racks, lighting), should be purchased from the same manufacturer and within the same product family to maintain a consistent aesthetic throughout the park. If not feasible, these furnishings should have a consistent color, finish, and design vernacular. All materials used in the park must be rust resistant.

### SEATING

Providing seating at key rest areas and viewpoints encourages people of all ages to use the park and its amenities for extended durations by ensuring that they have a place to rest. Four types of seating cover the park: seat walls, benches, picnic tables, and bench swings. Each vary in function and each type strategically placed throughout the park. All seating amenities shall be designed and located to meet accessibility standards.

# BICYCLE PARKING

Providing bicycle racks allow for visitors to safely parking their bikes and it encourages the use of multimodal transportation. Bike racks should be installed in no less that four different locations throughout the park.

### PEDESTRIAN-SCALE LIGHTING

Pedestrian-scale lighting improves safety by increasing visibility during non-daylight hours. It also enhances the aesthetic of the pathway.

# TRASH RECEPTACLES

Trash and dog waste receptacles help encourage park users to keep the park free from debris. It is recommended that both types of receptacles be placed throughout the park as well as key access points.

# SEAT WALLS

Seat walls should be made from recycled or reclaimed local materials if feasible and are intended to have artistic or sculptural feel to them. They could have an artistic expression or a more subdued aesthetic. The following illustrate several unique seat walls.













# **BENCHES**

Due to the hot nature of our climate, benches should feature wood or recycled plastic seating materials with a metal or aluminum frame. The wood / plastic seating material will allow for greater comfort during the hotter months. Benches should be provided throughout the adjacent to walkways, within the plazas, along the Waterfront Promenade, and on the Brunswick Pier.

Companies like Maglin, Forms + Surfaces, and Landscape Forms typically have family product lines.





# PICNIC TABLES

As with benches, picnic tables should have wood or recycled plastic seating material so that they are comfortable in hot temperatures. The style should match the benches as well.





# BOLLARDS

The use of bollards in the master plan is lining the terminus of Gloucester and 'F' Streets to prevent vehicular access onto the Waterfront Promenade. The bollards that do not need to be removeable (along the sides of the plazas could have a lighting component to them like the images below. Other bollards that are removable for maintenance or fire access would not have lights.





# TRASH RECEPTACLES

Trash receptacles including recycling receptacles should be placed throughout the park to minimize debris and litter.





# PEDESTRIAN LIGHTING

Pedestrian scale light fixtures should be installed near benches, bicycle racks, along pathways, and the Waterfront Promenade.













# **BIKE RACKS**

Only bike racks that provide an opportunity for more than two lockable locations should be used such as the ones below.





# STREET LIGHTING

Street lighting is a key organizing element that defines the daytime and nighttime street environment, and enhances pedestrian safety and security. Street lighting should be designed to light the all streetscape and parking areas. The lights should be LED fixtures for a better quality of light and less light pollution. They should be architecturally compatible with the other furnishings of the park.



# ICONIC LIGHTING

A key component in transforming the identity of MRWP at night can be achieved through speciality lighting that gives the park an iconic characteristic. The use of colored lights in specific areas could provide a unique and noticeable effect during the evening hours. The use of a specialty lights should be primarily used along the Waterfront Promenade, the Pier, and in concentrated areas such as the Gloucester Street Plaza, the Pier, or on the Covered Events Stage. All specimen live oaks should have uplighting such as the picture on the right.

Some lighting that is used seasonally such as wrapping trees during the holidays could also be considered iconic and recommended as it will add noticeable character to the park and will attract additional visitors.











# **SWINGS**

The park features many Covered Bench Swings and will be a huge draw for visitors. These Swings could either be traditional in nature or could be slightly more sculptural. Budget will likely dictate the final direction but either swing typology should have some sort of shade structure incorporated for use in the hotter months.







# CANVAS SHADE STRUCTURES

Canvas shade structures can used in a variety of ways within the park to create architectural shade. The sculptural nature of these structures can provide interesting and iconic elements within the landscape while providing much needed shade in our environment. During a threat of a hurricane or major storm event, the canvas can be easily removed to prevent damage unlike typical shade structures. Their sail-like material and appearance are thematically appropriate for the waterfront park.

They can be uplit at night to create iconic light elements. Their colors should be consistent throughout the park and using one of the colors from the MRWP color palette is recommended.



















# EXPLORATION PLAY AREA

The Exploration Play Area is one of the park's main daily attractions and removed from any value engineering to avoid implementing a 'typical playground' which will not have the same impact. This is one of the catalyst attractions that should draw families from around the county and visiting tourists. The Play Area needs to provide activities for varied ages and should have comfortable seating areas adjacent to the Play Area. Measures to provide ample shade should be incorporated into the playscape design.

Landscape Structures (www.playlsi.com) is a one of the leading manufacturers of custom playscapes and would be a valuable resource for the design of the MRWP Exploration Play Area.

















# SPRAYGROUND

The Sprayground is intended to be both an iconic fountain as well as an interactive splash park. The fountains should be designed to have various program settings so that it can function both ways throughout the year.













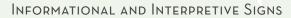


# SIGNAGE

A comprehensive and cohesive signage system will be crucial to creating a unified and memorable identity for the park.

# GATEWAY ENTRANCE MONUMENTS

Park entry monuments should be large enough to be seen at a distance from a moving vehicle and should be well lit at night. The entry monument at the beginning of the Gloucester Festival Street is intended to be the main entry and should be an iconic sculptural structure capable of being seen from a great distance.



Interpretive installations and signs enhance the park experience by providing information about the history, environment, and culture of the area. Installations may provide educational information while creating a unique and memorable experience. Interpretive signs should use similar materials, forms and colors as other sign elements found throughout the park in order to provide a unified park aesthetic.













Appendix I -- Mary Ross Waterfront Park Master Plan | 2015

# **NEXT STEPS**

# PHASING STRATEGY

The master plan considers the proposed Mary Ross Waterfront Park as a multi-phased project. While the full desired outcomes and anticipated benefits of the park will likely not be fully realized until the entire build-out of the park is complete, but social and economic impacts will be felt by the community as soon as construction commences.

Significant cost savings can be gained by designing, permitting, and constructing major portions of the project or as a single project. However, it is likely that financial constraints will dictate the project be completed in several phases as funding becomes available.

The phasing strategy proposed represents realistic goals for project implementation, assuming there is local and regional support and cooperation. Regardless of available funds or willing parties, it is necessary to prioritize construction into functional segments for development.

It breaks the project up into multiple phases and focuses more on the introduction of programs in stages in order to activate the waterfront and park but with an initial emphasis on attracting visitors to the waterfront. It also phases different park sections so that only pieces of the park are affected during construction and the remainder of the park can sustain continued use. This approach allows for incremental improvements which could work well in a scenario in

which funding might occur over a long period of time. In contrast, the more of elements of the park that can be implemented all at once the greater the immediate impact will be for the community.

# **PROJECT PHASES**

# An Accessible and Usable Waterfront

Phases 1 & 2 consist of addressing key safety issues that are an immediate liability to the City of Brunswick, making repairs to deteriorating infrastructure, and creating an inviting and hospitable waterfront where one can enjoy and connect with the natural beauty of the seascape and the Golden Isles habitat.

# Phase 1 - "Safety First"

This phase entails making the safety and structural improvements to the existing dock that were recommended in the structural report dated March 7, 2014 by H+K Engineering Group. This phase would focus on addressing mainly safety and structural issues with the existing dock. Work in this phase under four different categories:

- Code Issues Requiring Immediate Work These repairs include items that may not meet current code requirements and should be immediately addressed. Major structural deficiencies, ADA code compliance, concrete repairs, improperly constructed and dangerous conditions are included in this category.
- · Life Safety Issues These repairs relate to re-

pairs of concrete decks, walkways, and unsafe areas such as voids behind the wall. These repairs result from deferred maintenance but are needed to prevent harm to the general public, staff, customers and service people.

- Engineering Recommendations These items related to large scale issues such as the additions of items or replacement systems. These items are needed as part of the proper design of such systems and should be in the near term.
- **Deferred Maintenance** These items involve all types of repairs that should be performed as part of a proper on-going maintenance program.



# Phase 2 - "Waterfront Face lift"

In this phase, a noticeable change in the park's identity will emerge. The waterfront will essentially be getting a 'face lift' by using the existing infrastructure of the improved dock from Phase 1 and incorporating aesthetic, programmatic, and functional infrastructure to redefine the waterfront character. Key elements in this phase include:

Accessible pedestrian route from the waterfront to downtown

 New identity for the terminus of Gloucester St. and balancing it's use between vehicular and pedestrians (Festival Street)

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- Visual focus and connection from the waterfront to downtown
- Temporary event space (Food Trucks, Art Shows and Exhibits, etc.)
- Designated parking in close proximity to the waterfront
- World-class waterfront promenade that is comfortable, safe, and attractive
- · Encouraged day and nighttime use
- · A glimpse of the great improvements yet to come



# **Reinventing the Park**

After establishing a desirable place to go along the waterfront in the first two phases, Phases 3 - 5 transform the park interior through placemaking, introducing a variety of new programs and amenities, and a complete aesthetic overall of the park. These phases coupled with the improvements of Phase 1 - 2 will es-







tablish MRWP as Brunswick's premier waterfront destination sitting just steps from downtown.

# Phase 3 - "New Park Amenities"

MRWP today is underutilized partially due to the lack of amenities and 'things to do'. Phase 2 remedies this situation by introducing unique and highly desirable amenities that cater to a variety of age groups on a daily basis. Additionally, some of the parks 's existing amenities are preserved for continued use such as the covered pavilion.

Key elements in this phase include:

- Removal of existing Gazebo, Children's Play Structure, Hardscape surrounding Gazebo, and Vehicular Plaza in front of the Gazebo
- Interactive Sprayground (Splash Park)
- · Children's Exploratory Play Ground
- Covered Event Stage / Waterfront Pavilion
- Additional waterfront parking via a temporary gravel parking lot on 'F' Street



# Phase 4 - "Waterfront Destination"

Through the community outreach process for the master plan, one of the most desired activities or programs identified by the community were "waterfront dining and shopping". Successful waterfront destinations around the world often feature a variety of uses that attract visitors and patrons throughout the day. Providing an opportunity for mixed-use businesses within the park will attract not only park goers but others seeking a unique dining or shopping experience. The core element of this phase involves establishing a mixed-use development anchoring the park. This development should service a variety of users and will attract people to the park morning, noon, and night. This phase assumes a private developer will furnishing the building and infrastructure with only marginal costs to the City.



# Phase 5 - "Core Park Transformation"

Phase 5 will be the most visible transformation of the park. It will completely redefine the park from the once sparse looking landscape into a shaded oasis along the East River. Shade trees and other landscaping will be planted in select areas in the earlier phases but this phase affects the greatest area of the park and hosts the majority of the planting areas.

- Removal of existing pavilion, adjacent parking lot, and existing hardscape
- Relocate Liberty Ship Plaza and monument to Sidney Lanier Park
- Restrooms remain but new walkways added to address new circulation
- Regrading and reshaping the park's existing topography
- New walkways, lighting, furnishings, and landscape
- Park entry plazas (2)
- Reconfiguration of 'F' Street / Additional Parking
- 'F' Street Plaza
- Original MRWP Parking lot enhancements



# **Major Structures**

Phase 6 is anticipated to be the final phase of the master plan buildout. Many of the elements in this phase are move involved and more expensive than many of the improvements of the previous phases. As several of design elements featured in this phase will require significant fund raising, planning, and permitting, they are suited for later implementation than the other elements of the park.

Key elements in this phase include:

- Brunswick Pier and amenities
- · Waterfront observation deck
- · Boat / Kayak launch
- Floating docks
- Ocean Center
- Gateway Pavilion



V. Maring Forward V. Mary Ross Waterfront Park Master Plan | 2015

# PLANNING LEVEL COST ESTIMATES

The following are planning level cost estimates for the construction of the various phases of the project. These are rough estimates and more accurate cost estimates should be performed by a professional cost estimator.

PHASE 1 = \$305,000

PHASE 2 = \$1,950,000

PHASE 3 = \$1,100,000

PHASE 4 = \$200,000

PHASE 5 = \$1,600,000

PHASE 6 = \$7,100,000

# TOTAL ESTIMATED COST = \$12, 255,000

Note: These estimates include estimated design and engineering costs and include a 10% contingency and 4% construction management fee.

# **ACTION STEPS**

The implementation of the MRWP Master Plan will require a comprehensive approach that includes multiple sources of funding, partnerships, design, construction, and management. It will also take the dedication of City staff and a commitment to the vision established by the steering committee and this plan.

# 1. Master Plan Adoption

The City's adoption of the master plan should be the first step in the implementation process. Adoption confirms the City's position on the success of the project and the desire to move forward. Most importantly, having an adopted plan is critical in securing funding from federal, state, and private agencies.

# 2. Organize Implementation Committee

The MRWP Implementation Committee could be a subset of the existing Steering Committee or other interested stakeholders. Their role would be to prioritize short-term and long-term implementation/phasing strategies and to determine funding mechanisms. While the group would not carry authority for decision making, they would still play a critical coordinating role. Meetings should evaluate implementation progress and set goals to be achieved before the following meeting.

# 3. Continue Building Partnerships

Build strategic partnerships between City Departments and between the City and public/private partnerships related to funding, implementation and management.

# 4. Consider Multiple Funding Sources and Facility Development options

Multiple approaches should be taken to support the MRWP development. Because of significant capital

costs and future potential function of the park, partnerships with other public and private agencies are essential. Partnership opportunities can be useful when a combination of funding sources is needed. Potential partners can include downtown businesses, business and civic organizations, local major employers, corporate sponsors, and non-profit groups. It is likely a combination of funding sources would be used to reduce the reliance on one financing technique.

# 5. Identify Scope for Future Tasks

The following list of action items will set the implementation process in motion. As the City moves toward a funding strategy, the conceptual design should be revisited to determine current needs, current uses, future uses, zoning, design guidelines, and Parks and Recreation standards. The following list should be included as future tasks.

- · Pre-Design of park program elements
- · Detailed Phasing Plan
- Cost Estimates from a professional cost estimator for site and facility program elements
- Construction Documentation following park program funding
- Operations and maintenance

# 6. Begin Priority Projects

Immediate attention to the higher priorities will have a large impact on public support, bicycling and walking in Dublin, and tourism. The Implementation Committee should identify a logical timeline for executing a design and implementation contract for Phase 1 work.











**Altama Community Transformation District** Corridor Plan | Adopted January 30, 2012



# **ACT District Vision**

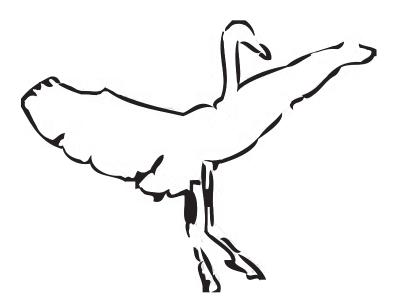
# **ACT District Vision**

The ACT District is a welcoming, desirable destination to live, work, and play with a unique sense of place that is recognized as a clean, safe, stable, walkable, bikeable, and affordable community, with abundant greenspace and parks. The ACT District has a diversity of residents with renewed and modern commercial, health, and education facilities, providing employment, shopping, and entertainment opportunities.

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# Introduction



**introduction:** (n) a preliminary presentation of general ideas and information, serving as an overview of more specific information to follow.

# Introduction | Project Background, Purpose & Focus



# Background

The Brunswick-Glynn County Archway Partnership identified Planning for Growth as one of the community's top priorities. As a result, the Growth Task Force (GTF) was created to address growth issues and explore redevelopment opportunities across the community.

One area of the community identified by the GTF as ripe for revitalization is a 1,600 acre region along Altama Avenue referenced in this plan as the Altama Community Transformation (ACT) District. The main campuses for the College of Coastal Georgia, the Southeast Georgia Health System, the site for the new Brunswick High School, multiple neighborhoods, and commercial and industrial establishments are located within the ACT District. The prospects for future population growth, the expansion plans of the College, the Southeast Georgia Health System, and Glynn County Board of Education, as well as the interests of business and property owners for a vibrant, thriving community underpin the need to revitalize this area of Brunswick.

During the Fall of 2010, a group of University of Georgia (UGA) Public Service and Outreach (PSO) faculty met with the GTF to discuss how UGA might contribute to the efforts to revitalize the ACT. As a result of those conversations, UGA proposed a phased approach to creating a design plan for the ACT District. Given the size and diverse character of the District, a phased approach ensures that the overall design aligns with the unique and desirable attributes of the different character areas within the ACT. This Phase 1 plan is focused along the Altama Avenue Corridor, and while the design plan is specific to this corridor and its surroundings, the public engagement information and resulting design concepts can be transferred to the remainder of the District as appropriate.

# Project Purpose and Focus

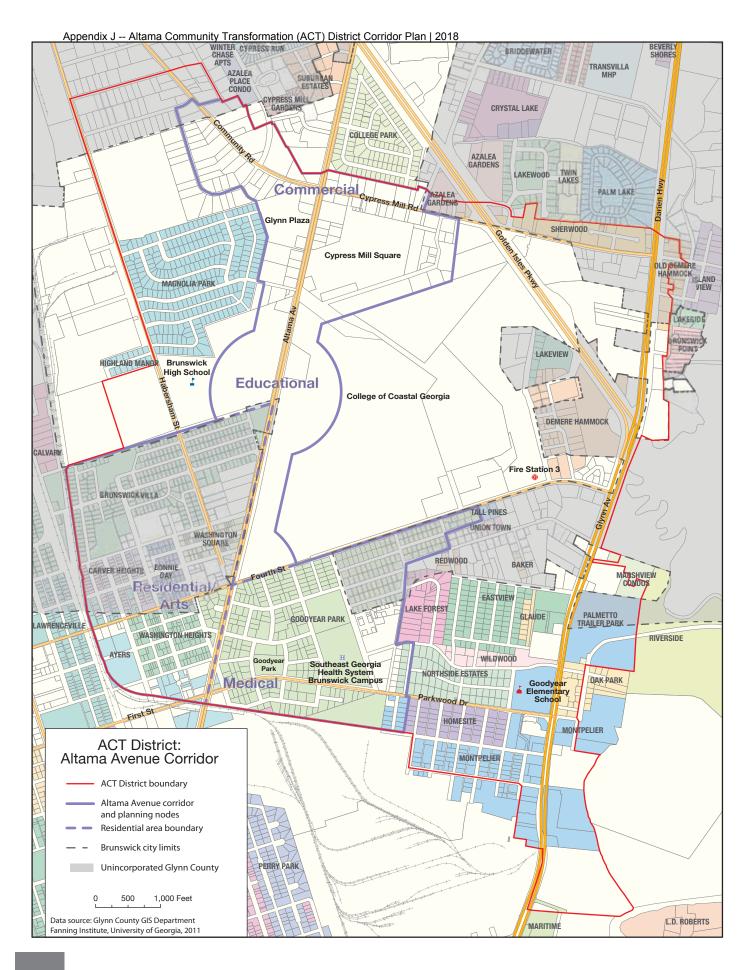
The purpose of Phase 1 was to assist a diverse committee of stakeholders including members of the GTF and ACT District stakeholders (residents, local business owners, representatives of key institutions, etc.) as they created a design for the Altama Avenue Corridor and an implementation plan outlining the strategies and actions necessary to implement the design. Research and analysis of previous planning efforts was conducted as well as extensive stakeholder input and engagement to best inform the development of the corridor design and implementation plan.

In recognition of the value of building broad-based support for the project, customized education and training programs for elected officials and key ACT stakeholders regarding funding options were developed and delivered during the planning project. The Carl Vinson Institute of Government will serve as a resource to assist with updating land use and development ordinances to encourage redevelopment.

The focus of the project is outlined below. It addresses the goals and objectives of the Growth Task Force as represented in the Executive Summary of the ACT District whitepaper dated August 9, 2010.

The plan focuses on:

- 1. Corridor Design addressing:
  - a. Zoning and land use issues;
  - b. Streetscape including street trees, lighting, sense of entry, way-finding signage, sidewalks, and pedestrian crossings;



# Introduction | Project Area & Components

- c. Architectural building design concepts and sample standards (materials, styles, heights, fenestration, etc.);
- d. Historic preservation (no commercial or residential properties of historic significance found in Phase 1 area);
- e. Greenspace and recreation;
- f. Infill construction (residential and commercial);
- g. Right-of-way design and use (lane layout, access and traffic design, control and calming alternatives); and
- h. Alternative transportation including pedestrian accessibility and safety, transit, and bicycles.

# 2. Housing:

- a. Uses; single family; and/or multi-family; and
- b. Condition issues and solutions.

# 3. Economic Development:

- a. Redevelopment opportunities; and
- b. Businesses best suited for the corridor given traffic flow, College and Southeast Georgia Health System growth, new Brunswick High School campus, and residential areas.

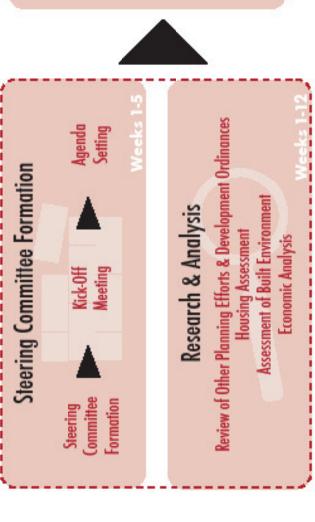
# Project Area

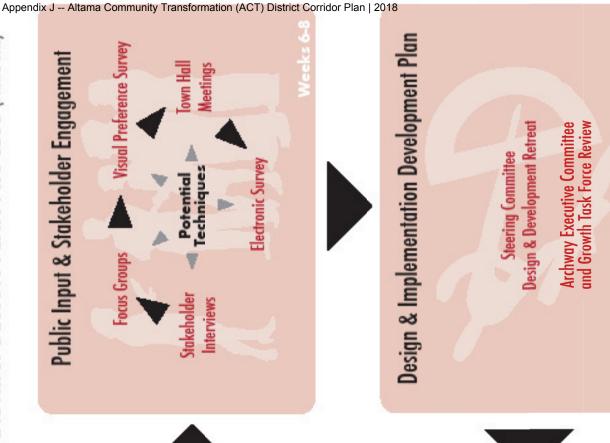
This Phase 1 plan takes into account the ACT District as a whole, but the primary project area is the Altama Avenue right-of-way corridor from the intersection with Community Road to the north to the intersection with Parkwood Drive to the south. To develop design concepts that can be transferable to the remainder of the District, Phase 1 also includes planning and design for the diverse areas along and adjacent to the Altama Avenue right-of-way. The project area includes sub-area planning nodes that have separate and distinct characters and need planning focused on the specific nodes of the plan. These are shown on the map (See p. 6) and include a commercial redevelopment node around the intersection of Altama Avenue and Community Road; an Education node centered on the intersection of the entrances to the new Brunswick High School and the College of Coastal Georgia; a Residential/Arts node at the intersection of Altama and Fourth; and finally a node at the intersection of Altama at Fourth and Parkwood focused on the Southeast Georgia Health System and surrounding neighborhoods.

# Project Components (See Plan Process, p.8) The ACT planning process consisted of three primary parts:

- 1. Research and Analysis: To provide the appropriate background information, the UGA team researched and analyzed existing plans impacting the ACT District. The team also conducted an examination of existing housing types and styles as well as condition. Research on environmental constraints and an analysis of the current business climate was done to ensure that the corridor design plan was based on the actual conditions and needs found in the District.
- 2. Public Input and Stakeholder Engagement: These were critical elements to the overall plan for the corridor. The UGA team worked extensively with stakeholders from the corridor and gathered input from the Archway Executive Committee, the Growth Task Force, and community members in multiple ways including: personal interviews, focus groups, a town hall meeting, and informal conversations with corridor users.
- 3. Design and Implementation Plan Development: The UGA team worked with the Archway Executive Committee, the Growth Task Force, and the Design Steering Committee to develop the final elements of the plan which are contained in this report.

# ALTAMA COMMUNITY TRANSFORMATION DISTRICT DESIGN PLAN PROCESS (PHASE ONE)







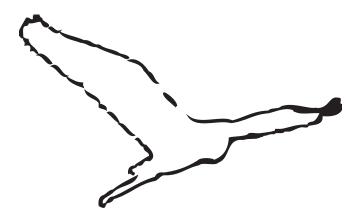
# Introduction | Planning Nodes

# Commercial Node a. Commercial redevelopment including mall area; b. Residential and multi-use development; and c. Transportation issues including traffic flow, pedestrian accessibility, and alternative forms of transportation including transit and bicycles. **Education Node** a. Relationship of the College and Brunswick High School entrances and their impact on the overall corridor, including the safe movement of pedestrib. Commercial redevelopment; School construction plans related to access to the corridor for both the College and Brunswick High School; and d. Transportation issues including traffic flow, pedestrian accessibility, and alternative forms of transportation including transit and bicycles. esidential/Arts Node a. Relationship of the College and the new performing arts center to Altama and Fourth Street; b. Commercial redevelopment; c. Residential neighborhoods; d//Transportation issues including traffic flow, pedestrian accessibility, and alternative forms of transportation including transit and bicycles; and e. Potential for residential development. Medical Node a. Residential neighborhoods; b. Transportation issues including traffic flow, pedes-

trian accessibility, and alternative forms of transportation including transit and bicycles; and

c. Emergency vehicle accessibility.

# ACT District Vision & Priorities



**vision:** (n) a vivid conception or anticipation of what is to come.

# ACT District Vision & Priorities

The vision of the future for the ACT District and the priorities and implementation strategies found in this chapter were established by the ACT Design Steering Committee based on their review of the information from the research, stakeholder engagement, and public input conducted during the six month planning process.

# **ACT District Vision**

The ACT District is a welcoming, desirable destination to live, work, and play with a unique sense of place that is recognized as a clean, safe, stable, walkable, bikeable, and affordable community, with abundant greenspace and parks. The ACT District has a diversity of residents with renewed and modern commercial, health, and educational facilities, providing employment, shopping, and entertainment opportunities.

# ACT District Priorities and Implementation Strategies

The ACT Design Steering Committee identified the following strategies at their planning session in July 2011. At that session, the Committee reviewed the research, stakeholder engagement, and public input and identified these implementation priorities. They are in order of significance as determined by the Committee.

- 1. Construct bike lanes; plant landscaping and street trees; repair and connect sidewalks; and install way finding signage and lighting along the Altama Corridor. Identify which of the three right-of-way configurations is most desired, recognizing that this may be a combination with different concepts implemented along different sections of the Altama Corridor.
  - a. Responsible Party:
    - i. GTF and Archway Executive Committee work with city and county officials and citizens to recommend right-of-way concepts; and
    - ii. City and County responsible for funding and construction.
  - b. Timetable for Implementation:
    - i. Contingent upon when funding is available and action by government authorities; and
    - ii. Project timetable is estimated at 510 days (see pre-engineering report in Appendix C) including all fieldwork, engineering, and construction.

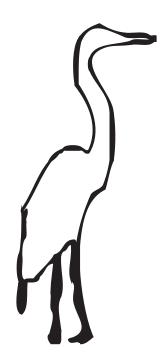
- c. Budget: Dependent on which of the three rightof-way configuration options is selected. The preengineering report that is included in Appendix C shows itemized elements and pricing of each option. The following are estimates and will change based on final engineering and construction plans:
  - i. Option A (only bike lane striping) \$170,000;
  - ii. Option A-1 (bike lane striping, sidewalks, lighting, street trees, and site furnishings) \$2,900,000;
  - iii. Option B \$3,200,000; and
  - iv. Option C \$5,140,000.
- d. Partners: City and County governing authorities including grant writers, planners, and engineers; and
- e. Obstacles: Availability of funding.
- 2. Publicize current "approved" plan for intersection of new Brunswick High School and the College.
  - a. Responsible Party: City, Board of Education, and College of Coastal Georgia.
  - b. Timetable for Implementation: As soon as possible.
  - c. Budget: Minimal, to conduct public input, but additional funds may be needed for any redesign based on the public input.
  - d. Partners: City, Board of Education, College of Coastal Georgia, GTF, and Archway Executive Committee.
  - e. Obstacles:
    - i. Lack of public knowledge of intersection plans;
    - ii. Design may conflict with ACT design plan; and
    - iii. How does a different design affect the approved plan?
- 3. Construct new College of Coastal Georgia and Brunswick High School intersection.
  - a. Responsible Party:
    - i. City: Median and traffic light;
    - ii. Board of Education;
    - iii. College of Coastal Georgia; and
    - iv. College Place Methodist Church.
  - b. Timetable for Implementation: Coordinate with construction and opening of new Brunswick High School.
  - c. Budget: Funding sources:
    - i. Board of Education;
    - ii. College of Coastal Georgia; and
    - iii. City.

# ACT District Vision & Priorities

- d. Partners: Board of Education, College of Coastal Georgia, and City
- e. Obstacles:
  - i. Coordinating funding;
  - ii. Economic stress; and
  - iii. Congruency with bike lane and other improve ments in the ACT District Plan.
- 4. Research and implement Financial and Zoning Incentives to refurbish and reinvest in commercial properties.
  - a. Responsible Party: UGA partners, City, County, and GTF.
  - b. Timetable for Implementation: To Be Determined.
  - c. Budget: Funding options:
    - i. City and County; and
    - ii. Brunswick and Glynn County Development Authority.
  - d. Partners: UGA, City, and County and their planners, Merchants, Development Authority, Chamber of Commerce, GTF, and Archway Executive Committee.
  - e. Obstacles: Funding for research study.
- 5. Form joint City-County task force to create zoning overlay for the Altama Corridor that includes permitted uses and architectural design standards for new development along the corridor.
  - a. Responsible Party: City, County, and Coastal Regional Commission.
  - b. Timetable for Implementation:
    - i. Draft ordinance—6 to 9 months from start; and
    - ii. Adoption—12 months from start.
  - c. Budget: minimize necessity of additional funds by using city and county planning staff.
  - d. Partners: City, County, Archway, and other UGA partners.
  - e. Obstacles:
    - i. Push back from landowners; and
  - f. Perception that development standards may deter new business.
- 6. Conduct study to develop ways to increase access into and out of the ACT District.
  - a. Responsible Party: City and County agree to develop Request for Proposals.

- b. Timetable for Implementation: Unknown at this time.
- c. Budget: sources—B.A.T.S. (Brunswick Area Transportation Study), SPLOST, T-SPLOST, and other sources.
- d. Partners: City, County, Southeast Georgia Health System, College of Coastal Georgia, area merchants, property owners, and residents.
- e. Obstacles:
  - i. Funding; and
  - ii. Resistance from neighbors.

# Land Use, Economic Development, & Housing



**recommendation:** (n) a representation to induce acceptance or favor for a particular action, concept or idea.

# Land Use, Economic Development, & Housing

This chapter contains the recommendations from the UGA team focused on Land Use, Economic Development, and Housing. They were developed based on information gleaned from the research, stakeholder engagement, and public input elements of the ACT District planning process.

# Land Use and Zoning

Municipalities and counties are authorized to exercise planning and zoning powers under the state constitution and laws. Thus, only the Brunswick City Commission and the Glynn County Commission may enact changes to their zoning ordinances. State law establishes zoning procedures that must be followed to rezone any property. The Carl Vinson Institute of Government will provide technical assistance to update land use and zoning to help implement the plan.

Some of the proposed transportation design changes to Altama Avenue may not require zoning changes but any changes to requirements, such as lot size, building dimensions and materials, permitted uses of the property and density of occupancy, building setbacks from the street, sidewalks, curb removal or cuts, landscaping improvements and buffers, parking and loading restrictions, and signage, require amendment of the zoning code of the jurisdiction where the property is located. UGA, through the Vinson Institute, will work with the city and county to determine the specific zoning changes that may be needed to implement the proposed redevelopment of properties and streetscape along Altama Avenue. Because Altama Avenue is located within both the City of Brunswick and unincorporated Glynn County, it is recommended that the two governments adopt zoning classifications that are compatible and have similar requirements on comparable properties located within the ACT in order to support redevelopment of the Altama Avenue Corridor.

In order for the ACT District Corridor to redevelop in the future as a walkable area, with an identifiable character, the zoning regulations must be changed to achieve those results. Walkability has many characteristics: compact building, mixing of uses (commercial, residential, office, and institutional), sidewalks and pedestrian safety zones, street trees, commercial offerings scaled to the user, and connectivity between all transportation networks. However, simply slowing traffic down by enclosing the corridor with buildings at zero lot-line setback, street trees, and concealing parking lots

behind buildings, will create an environment that is pedestrian-friendly, inviting, and identifiable as its own destination.

While pieces of other City of Brunswick zoning classifications are applicable, a new classification is suggested for the main corridors, especially parcels fronting Altama Avenue, Cypress Mill Road, Parkwood Drive, and Fourth Street. This new classification should include text that is particularly reflective of the intent of the existing Planned Development-Traditional Neighborhood District (PD-TN) and Local Commercial District (LC), respectively. The following is taken from that existing language:

- a. Encourage mixed-use, compact development that is pedestrian in scale, sensitive to the environmental characteristics of the land, and facilitates the efficient use of services within the City of Brunswick;
- b. Have residences, shopping, employment, and recreational uses located within close proximity with each other and efficiently organized to provide for the daily needs of the residents:
- c. Provide for a range of housing types within pedestrianoriented, human-scale neighborhoods; and
- d. Provide efficient interconnected circulation systems for pedestrians, non-motorized vehicles, and motorists that serve to functionally and physically integrate the various land activities.

The regulations which apply within this district are designed to encourage the formation and continuance of a stable, healthy, and compatible environment for uses that are located so as to provide nearby residential areas with convenient shopping and service facilities, reduce traffic and parking congestion, avoid the development of "strip" business districts, and to discourage industrial and other encroachment capable of adversely affecting the localized commercial character of the district.

In addition to working with existing zoning and land use regulations, new concepts should be considered along the Altama Avenue Corridor. The conceptual design images on pages 70 through 75 show possible interpretation of the following concepts.

- The narrower streets, walkable block lengths, mature landscaping, and vegetation of the neighborhoods on both sides of Altama Avenue within the ACT Corridor Nodes possess their own character and are not in need of traffic-calming or substantial regulation changes. However, if redevelopment along the corridors is going to occur, these neighborhoods do need regulations for appropriately scaled infill development and protection from encroachment of other/incompatible uses in areas off the main corridors.
- Encourage multi-family residential uses as a transitional buffer area, providing protection to existing neighborhoods from the commercial and mixed use developments that front along Altama Avenue and other commercial corridors in the ACT District.
- Large parcels such as Cypress Mill Square should have an interconnected pattern of streets introduced to create more street-frontage, break up large paved areas and to create walkable blocks. This infrastructure investment will have the greatest impact on the character of new development in the area.
- All buildings along the major corridors should have zero lot line setback fronting the street (and side street, if a corner parcel).
- All buildings should have windows and serviceable doors on the street front façade (and side street, if a corner parcel) with pedestrian access to the street.
- To facilitate redevelopment of the District, redevelopment, reuse, construction, repair or remodeling that meets or exceeds 10 to 25% of the value/cost of the building or structure acted upon should trigger application of the terms of the revised zoning.
- Existing commercial density should be increased. Consider a floor area ratio to increase density and compact building design.
- Minimum of six foot sidewalks should be required of all redevelopment and construction on all corridors.
- Parking should be located on either the side or behind the buildings fronting Altama Avenue and other commercial corridors in the District. No surface lots or street-front parking should be allowed in area meant to be pedestrian friendly.
- Parking lot standards should include requirements for pedestrian pathways, landscaping, shade trees, and pervious paving.

- Commercial and office buildings with residential uses on upper floors should be encouraged. Residential use should not be allowed on the ground floor of buildings that front Altama Avenue and other commercial corridors in the ACT District.
- Multi-family residential should also be zero lot line setback and have pedestrian access to the street.
- Consider design standards, a pattern book or at least, generally acceptable and unacceptable materials list for redevelopment, reuse, construction, repair, or remodeling.
- Signage should be pedestrian in scale.

As the corridor and District redevelop inline with these concepts into a more walkable live-work-play community, it will be attractive to a diverse array of individuals and families some of which the ACT Corridor community expressed interest in attracting to the District. These include young professionals, college students, and empty nesters looking for more amenities, less house and yard, and proximity to work, school and the heart of the Golden Isles. This plan should be used to attract those types of residents to the ACT District.

# **Economic Development**

When fostering the redevelopment of the Altama Community Transformation (ACT) District - 1600-acres of what is considered to be prime real estate for Glynn County - there is an exciting opportunity to better position this area to be of greater service for those frequenting the corridor. Currently, the District includes a mix of commercial, residential, and light industrial development - most of which developed before the conversion of the College of Coastal Georgia from a two-year commuter College to the four-year degree granting, residential institution that it has become today. Other anchors for the District include the growing Southeast Georgia Health System and soon-to-be constructed Brunswick High School. Given these major developments, community leaders are interested in knowing (1) what types of businesses might find it advantageous to locate in the District to be near these anchors and (2) what supportive infrastructure is needed to make the District a viable location for such businesses.

To help answer these questions, a targeted economic development assessment was conducted by the Georgia Small Business Development Center (SBDC), a unit of UGA's Pub-

# Land Use, Economic Development, & Housing

lic Service and Outreach. This assessment included two key components. One of the components involved a series of four facilitated discussion groups to ascertain community perceptions and concerns regarding the local retail market and other conditions within the District. These four groups included: residents, College students, merchants, and Southeast Georgia Health System and College administrators and employees.

The other key component involved a business gap analysis to explore whether certain business sectors (retail trade, accommodations, food service) are potentially oversupplied or undersupplied in the District when compared to comparable areas. The primary objective of these research endeavors was to provide some insight into the potential types of businesses – among those in line with the economic development vision expressed by community stakeholders – which may be attracted to the District given the transformations underway.

# What Community Stakeholders Shared

Nearly three-dozen stakeholders participated in the discussion groups facilitated by SBDC. Overall, these stakeholders – residents, students, merchants or College or Southeast Georgia Health System employees – appear to be in general agreement concerning their views and perceptions of the District. Following is a summary of key findings from these facilitated group discussions.

- Most of the stakeholders viewed the College expansion positively, both in terms of physical changes and in enrollment growth.
- Many stakeholders viewed the Archway Partnership as a potential key catalyst for spurring positive changes in the District.
- There is a general expectation that the initial design work portion (and resulting changes) of the project will result in many positive outcomes for the community. There seems to be a climate of anticipation about the entire project, and the possible positive effects.
- One major general concern was the effect of any growth and the tension which might result. Unintended consequences of unplanned growth were of some concern within the resident group. Congestion was named as a specific concern.

- When asked to name what types of new developments they'd like to see in the corridor, several stakeholders (representing all four groups) suggested more entertainment options, especially those geared toward serving College students and young residents. Consistent across groups, they observed how there was little to access in the way of entertainment in the area.
- When asked to identify types of new businesses to encourage for the District, some stakeholders suggested seeking those businesses which are commonly found in other college towns that is, businesses which cater to college-age (and other) consumers. Some mentioned specific examples such as delis and other restaurants, coffee shops, and gaming and other entertainment venues such as putt-putt golf and batting cages. In other words, the stakeholders generally expressed their belief that the District is well positioned for an expansion of retail offerings and activities.

### Recommendations

The ACT District Corridor has the potential to be revitalized in significantly meaningful ways which will truly be life-changing for the community. Following is a summary of key recommendations for supporting and enabling this revitalization.

- Foster collaboration among local entities (i.e., Chamber of Commerce, City of Brunswick, Glynn County, etc) to establish a proactive and defined plan (i.e., possible incentives, other enticements) for attracting and retaining business prospects. A strategically coordinated local area marketing plan (and even a "branding" project) would be helpful for achieving aggregate growth in the corridor. More targeted retail is particularly recommended, with possible incentives (e.g., façade grants) or rebates/ tax breaks to encourage store front improvements and property upkeep.
- Create a "sense of place" for the Altama Corridor Transformation District. Utilizing tools to ensure consistent form-based design standards throughout the District will be key for creating a consistent sense of place. Developing standards for and enhancing area signage will help identify and brand the District. Signage for the

main entrance to the College will reinforce its role as a key anchor. Disguising or otherwise adjusting the huge expanses of blacktop and concrete that comprise the mall/retail parking areas (the Southeast Georgia Health System's lot is an example of how it could be achieved) will help improve the psychological connectivity among places within the corridor. Other amenities of the Health System Campus including the Medical Mall, Pharmacy, Medical Supply, ophthalmology, walking path, and art gallery are examples of how to create a sense of place. Active and immediate consideration to address the local transportation needs is also recommended, either as a community transit system or as a College-based bus program.

- Incorporate pedestrian-friendly elements into the District. More and better sidewalks would eliminate some of the issues related to walkability, connectivity, and access to retail establishments by the pedestrian market. Attractive streetscapes and attention to curb cuts and areas for loading and unloading (particularly on the College campus) would assist in making the area more attractive and conducive to walkability. The new population of residential students is likely to result in an increased volume of foot traffic in areas connected or close to the campus so special attention should be paid toward maintaining safe and well managed pedestrian pathways in such areas.
- Leverage the College and Southeast Georgia Health System campuses for greater community use. The Health System campus has a cafeteria and coffee shop on site to accommodate the needs of that community. The College also has a campus cafeteria. While students and faculty are the primary customer for this amenity, the cafeteria is being marketed and leveraged for wider community use.
- Encourage the success of existing and new businesses in the corridor. Technical assistance (such as that offered by the local Small Business Development Center and other organizations) can provide the expertise to assist in developing viable business plans and executing workable marketing ideas. This support might assist in reducing the constant turnover of businesses that enter and leave the area with regularity as was reported by stakeholders.
- Prioritize commercial infill development, along with general maintenance of existing properties, both occupied

- and empty. Substantial comments centered on the closed and neglected commercial space in the corridor. Attention to revitalization/redevelopment, initially through simple maintenance and repair/refurbishment, would make the area more attractive to the various stakeholders (particularly shoppers and potential retailers). Perhaps incentives or fines (code enforcement) would be sufficient to motivate general upkeep of current property (both occupied and empty) in the corridor.
- Further investigate with state-level retail experts the future development potential of business sectors which fit the community's vision for economic development in the District. Consulting with retail experts as an immediate next step could provide some additional insights on the District's potential and the region's market for these business sectors. Given the anticipated growth of the College, efforts should be made to explore the potential for those business types which are commonly found in college campus communities. Those businesses which also fall within the sectors identified as potentially undersupplied in this assessment should receive particular attention.

# Housing

The housing assessment presents current conditions of the ACT District and offers possible strategies to consider for improving the health of the neighborhoods adjacent to the corridor. Data sources used for this analysis include the U.S. Census 2010, the U.S. Census 2000, the American Community Survey (ACS) 2005-2009, the Glynn County Tax Assessor's parcel data, and the City of Brunswick 2009 Housing Survey data. Census Block Group data are aggregated to present information for the District. Please note that Census geographies do not match the District boundaries exactly, and Census boundaries changed from 2000 to 2010. In addition, the ACS data, which utilizes the Census 2000 boundaries, are estimates.

An overview of general demographics of the ACT District indicates a diverse population. According to the 2010 Census, the area comprised about 5,200 people, including about 37% white, 53% black, and 8% Hispanic. The median age was 40 years old; 34% of households included persons at least 65 years old; and 31% of the households included persons under the age of 18. Compared to the City of Brunswick, the ACT Dis-

# Land Use, Economic Development, & Housing

trict has a larger percentage of white residents, a smaller percentage of black and Hispanic residents, a larger percentage of households with elderly residents, and a smaller percentage of households with children less than 18 years old.

In 2000, the poverty rate for the ACT District was 19%, lower than the City of Brunswick's rate of 30%, but higher than the state rate of 13%. A few Census Block Groups that overlap with the District had poverty rates greater than 40% (5013 & 7003). According to the ACS 2005-2009 estimates, the estimated median household income in the District was higher than the City of Brunswick, about \$37,000 compared to roughly \$27,000. These incomes are lower than the state median, almost \$50,000. Nearly 23% of homeowners and 50% of renters in the District are cost burdened, paying 30% or more of gross income on housing costs.

The percentage of all housing units that were vacant (unoccupied) increased from 2000 to 2010 in Georgia, Brunswick and the ACT District. In the ACT District, nearly 14% of units were vacant. At 53%, the homeownership rate in the ACT District was much lower than the state's rate of 66%, but significantly higher than the City of Brunswick's homeownership of just 40%. According to the ACS 2005-2009 estimates, the vast majority of housing units in the District were single-family detached units (84%) and only 5% multi-family with 5 or more units.

According to the Glynn County Tax Assessors online database, median single family home values in ACT neighborhoods ranged from about \$34,000 in Brunswick Villa to roughly \$114,000 in Northside Estates/Lakeside in 2010. Brunswick Villa is the largest neighborhood with nearly 400 homes. Values in most neighborhoods are down from 2008-2009, but neighborhoods east of Altama Avenue around Fourth St. and Parkwood Dr. have seen the largest decline. In general, the number of home sales in the ACT District has declined from 2006 to 2010. In Northside Estates/Lakeside and Eastview this trend reversed in 2008 and increased in 2009 and 2010. According to the City of Brunswick 2009 Housing Survey, there are numerous dilapidated and uninhabitable homes and vacant lots in Washington Heights. An informal windshield survey of Brunswick Villa and surrounding neighborhoods in the County indicate similar conditions.

### Findings and Recommendations

Neighborhoods in the Medical/Parkwood area are changing. This area has relatively active home/property sales; a mix of home values; overall good housing conditions; and changing demographics because of students moving into the area.

- Convene meeting of stakeholders, practitioners, and residents, to discuss the housing situation and plan a vision for the future.
- Major employers could provide employee assisted homebuyer programs to encourage employees to live in these neighborhoods.
- Promote the Georgia Dream Homeownership Program and the PEN (Police, Educators, and Nurses) Down Payment Assistance Program.

The redevelopment of the Altama Corridor into a live-work-play community will be attractive to young professionals, and their housing wants and needs should be considered and implemented. Future demand is also anticipated for off-campus student housing.

- Consider mixed use development along Altama Avenue with commercial on first floor and apartments suitable for students and young professionals above. See pages 70 through 75 for conceptual design images for mixed use development that includes commercial and residential uses; and pages 14 and 15 for zoning and land use concepts encouraging mixed use, pedestrian-oriented development.
- Consider garden style (or other low-rise) apartments, townhouses, or condos on the edge of neighborhoods abutting major roads. Encouraging the use of multi-family residential uses as a transitional buffer area will provide protection to existing neighborhoods from the commercial and mixed use developments that front Altama Avenue and other commercial corridors in the ACT District. See pages 70 through 75 for conceptual design images for mixed use development that include commercial and residential uses, and pages 14 and 15 for zoning and land use that encourages mixed use, pedestrian oriented development.
- Survey incoming students about current/future housing preferences. The College of Coastal Georgia recently conducted a housing market study, the results of which should be reviewed in the decision-making process.

The District has a relatively high percentage of households with elderly residents (about one-third).

- Promote City's rehabilitation program for elderly in need of home repairs.
- Research possibility of building a retirement facility.

The district abuts areas with poverty rates greater than 29% but is within easy travel to employment and education

- Promote the production of new affordable rental housing that targets workforce and those "low-income" citizens with incomes at or below 60% of Area Median Income.
- Affordable rental housing should be garden style or other low-rise apartments or townhouses constructed on the edge of the commercial area.

There is some substandard housing (dilapidated and uninhabitable) and vacant lots are common in Washington Heights (City), Brunswick Villa (County), and surrounding neighborhoods. See map on page 6 for more detail as to which neighborhoods are in Brunswick and which are in unincorporated Glynn County.

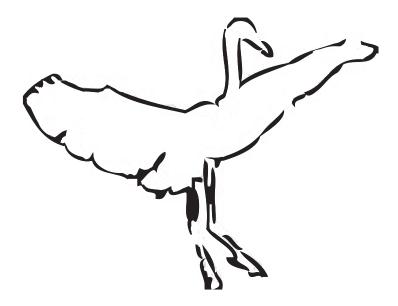
- Partner with Weed and Seed to establish neighborhood improvement program or other neighborhood associations.
- Conduct housing conditions survey of Brunswick Villa and surrounding neighborhoods in the unincorporated area of the county to map dilapidated and uninhabitable homes and vacant lots. Consider applying to Department of Community Affairs (DCA) for CHIP and/or CDBG funds to establish demolition, rehabilitation, and homeowner down payment assistance programs. Identify potential infill sites and partner with Habitat for Humanity or other non-profit for development.
- Identify Washington Heights (in Census Block Group 7003) as the next target area in the City's URA and consider using CHIP and CDBG funds for rehabilitation and demolition. Identify potential infill sites and partner with Habitat or other non-profit for development. Increase enforcement and education of property maintenance code.
- Consider adopting a tax on dilapidated structures (blighted property tax/ordinance) to encourage property owners to rehab or demolish blighted properties and help finance redevelopment.

• Consider creating a Land Bank Authority.

Create a task force and seek technical assistance for develop- ing a housing action plan.

- To leverage resources and activities most effectively for improving housing conditions in the ACT District, partner with the Community Housing Resource Assistance Board (CHRAB)/Georgia Initiative for Community Housing (GICH) committee.
- Take advantage of the City's participation in the GICH technical assistance program by attending future retreats and utilizing the listsery. Learn from technical experts and network with other communities about programs or initiatives identified as possible vehicles for housing and neighborhood revitalization.

# Potential Funding and Economic Development Incentive Tools



**incentive:** (*n*) something that incites or tends to incite to action or greater effort, as a reward offered for increased productivity.

# Potential Funding and Economic Development Incentive Tools

There are several funding methods and tools that could be potentially utilized to finance the ACT District plans or provide economic development incentives for the area. The potential funding methods include pay-as-you-go financing; bonds issued by the Brunswick and Glynn County Development Authority; funding through the federal Transportation Enhancement Program; tax increment financing in connection with a tax allocation district; and community improvement district financing. The potential economic development tools include tax abatement transactions and opportunity zone incentives. This section provides a summary of the tools and incentives, but is intended to be an overview of the potential options. There are detailed criteria relating to the implementation and utilization of each of the options, including specific legal requirements.

Certain funding sources are dependent upon the specific elements of the project, and each of the options described below requires some form of approval and action on the part of the local governing bodies, including the Brunswick City Commission, the Glynn County Board of Commissioners, and in some instances the Glynn County Board of Education. Accordingly, the implementation of any of the options below requires the support of, and in most cases the initiation on the part of, the elected officials of the area's local governing bodies. In addition, certain economic development tools may conflict with potential funding methods. For example, tax abatement transactions may significantly impact the feasibility of a tax allocation district if tax abatements are authorized for property within the tax allocation district.

### 1. Potential Funding Methods

### PAY-AS-YOU-GO FINANCING

Pay-as-you-go financing involves paying for capital projects with cash on hand. In other words, local governments pay for capital improvements by using current-year revenues rather than long-term financing. The City of Brunswick, Glynn County, or both, could utilize pay-as-you-go financing to fund the ACT District Project. The primary consideration will be the willingness of the City of Brunswick and Glynn County to allocate current-year revenues to the project, rather than use those revenues to fund other projects.

### **Initial Actions Required:**

Local elected officials and staff of the City of Brunswick and Glynn County must agree to include the ACT District plans in their respective budgets.

# • SPECIAL PURPOSE LOCAL-OPTION SALES TAX (SPLOST) FINANCING

SPLOST is an optional one percent county-wide sales tax used to fund capital outlay projects proposed by a county government and participating municipalities. SPLOST proceeds may not be used for operating expenses or for maintenance of any county or municipal project; rather, the primary intent of SPLOST is to provide a funding source for specifically enumerated and approved capital projects. The tax is imposed when a county board of commissioners calls a local referendum and the voters subsequently pass the referendum. Currently, SPLOST V is in place in Glynn County.

### **Initial Actions Required:**

The ACT District can be part of a SPLOST project list, and that would require action on the part of the Brunswick City Commission and the Glynn County Board of Commissioners. As an initial step, discuss with local elected officials the option of adding the ACT District plans to a list of proposed SPLOST projects and request that the Brunswick City Commission and the Glynn County Board of Commissioners take appropriate action, including the adoption of resolutions approving the addition of the ACT plans to the list of proposed SPLOST projects.

### TRANSPORTATION INVESTMENT ACT 2010

The Transportation Investment Act (TIA) of 2010 created 12 special tax district regions based on existing regional commission boundaries for the purpose of levying a special sales tax for transportation projects. The City of Brunswick and Glynn County are located within the Coastal Region. The TIA allows each region to levy a 1% transportation sales tax for 10 years. The funds collected in each region from the tax must be spent within that region. The projects to be funded with the proceeds of the sales tax were selected and approved by regional roundtables consisting of each county chair and at least one mayor from each county within each region. All 12 regional roundtables, in-

# Potential Funding and Economic Development Incentive Tools

cluding the Coastal Region's roundtable, approved a list of transportation projects for their region by the specified October 15, 2011 deadline. Voters in each region will vote on the proposed sales tax in a referendum to be held on July 31, 2012. The TIA specifies that 75% of each region's proceeds from the sales tax will be used to fund the projects approved by the regional roundtables, and 25% of the region's proceeds will be divided among the region's local governments to be spent on discretionary transportation projects. Georgia Department of Transportation projects that more than \$1.6 billion in TIA sales tax revenues will be collected in the Coastal Region over the 10 year period in which the sales tax will be imposed. The 25%, which amounts to over \$402 million region-wide, will be distributed using a formula based on population and road mileage.

# **Initial Actions Required:**

As described above, the Coastal Region's roundtable approved a list of projects for the region prior to the October 15, 2011 deadline. The ACT District Project is not one of the specific projects approved by the Coastal Region's roundtable. Nonetheless, as described above, 25% of the sales tax proceeds collected in the region will be distributed to local governments for discretionary transportation projects, which could include portions of the ACT District Project. The referendum on the imposition of the sales tax will be held on the date of the 2012 general primary, which is July 31, 2012. Votes will be tallied by region, and the tax will be imposed if a majority of the voters within the region approve. If the sales tax is approved in the July 31, 2012 referendum, the collection of the tax will begin on January 1, 2013.

### DEVELOPMENT AUTHORITY FINANCING

The Georgia Constitution permits two or more public entities to enter into intergovernmental contracts for up to 50 years for the provision of services or the joint or separate use of facilities, so long as such contracts deal with activities, services, or facilities that the contracting parties are authorized by law to undertake or provide. Accordingly, an authority having power to issue revenue bonds for a project can issue bonds to fi-

nance the project and enter into an intergovernmental contract to provide for the use of the project by a local government. The local government can agree, pursuant to the intergovernmental contract, to pay for such use. The payments made by the local government under the terms of the intergovernmental contract will be pledged as security for and used to make the payments on the bonds. Development authority financing allows local governments to avoid the referendum requirements applicable to general obligation bonds. The Brunswick and Glynn County Development Authority (Authority) is authorized to issue revenue bonds that could be used to finance the ACT District Project, although such ability is subject to review by counsel for the Authority.

# **Initial Actions Required:**

- Obtain the support of the members of the Authority to issue revenue bonds for the purpose of financing the ACT District plans and request that the Authority take appropriate action, including the adoption of a resolution authorizing the issuance of such revenue bonds; and
- Obtain the support of the local elected officials to enter into an intergovernmental contract for the purpose of making payments on the Authority's revenue bonds and request that the Brunswick City Commission and the Glynn County Board of Commissioners take appropriate action, including the adoption of resolutions authorizing the execution of such intergovernmental contract to be pledged as security for the payment of the Authority's revenue bonds.

# • TRANSPORTATION ENHANCEMENT PROGRAM FUNDING

The Transportation Enhancement (TE) Program was created by federal law and is administered in Georgia by the Georgia Department of Transportation (GDOT). The program was established as a means to enrich the traveling experience of motorists, bicyclists, and pedestrians, through federally funded enhancements to the surface transportation system. Projects that qualify for TE Program must involve one or more of the following activities:

- Provision of facilities for pedestrians and bicycles;
- Provision of safety and educational activities for pedestrians and bicycles;
- Acquisition of scenic easements and scenic or historic sites, including historic battlefields;
- Scenic or historic highway programs, including the provision of tourist and welcome center facilities;
- Landscaping and other scenic beautification;
- Historic preservation;
- Rehabilitation and operation of historic transportation buildings, structures, or facilities, including historic railroad facilities and canals;
- Preservation of abandoned railway corridors, including the conversion and use of such corridors for pedestrian or bicycle trails;
- Inventory, control, and removal of outdoor advertising;
- Archaeological planning and research;
- Environmental mitigation to address water pollution due to highway runoff or reduce vehiclecaused wildlife mortality while maintaining habitat connectivity; and/or
- Establishment of transportation museums.

Some of the most popular categories of TE Program projects have been bicycle and pedestrian facilities, streetscapes, and historic preservation. Federal funds are available under the TE Program to pay for up to 80% of the total project cost (up to a maximum of \$1 million per project). A local match, in the form of cash, in-kind services, or donated services, materials, or real property, from a local sponsor of least 20% of the total project cost is required. Funds may be awarded for use in any or all of the three project phases of preliminary engineering, right-of-way, and construction, and are made available to the project on a cost reimbursable basis. In other words, the local project sponsor must incur the expense before TE Program funds are paid for the project. The Georgia Transportation Board member serving the 1st Congressional District (currently Jay Shaw) will make the final selections for Brunswick and Glynn County and determine the funding level for each selected project.

#### **Initial Actions Required:**

There are detailed application and other project requirements for obtaining TE Program funds that will be described in a Call for Projects. Historically, a Call for Projects for TE funds occurs in the fall every 2 years. The most recent call occurred in 2010, and projects were awarded TE Program funding in May 2011. Accordingly, the following initial steps are required to obtain TE Program funds for the ACT District Project:

- Secure a project sponsor, which can be the City of Brunswick, Glynn County, College of Coastal Georgia, or the Brunswick and Glynn County Development Authority;
- Identify a source for the local match; and
- Monitor GDOT's website the announcement of the next Call for Projects.

#### • TAX INCREMENT FINANCING (TAX ALLOCATION DISTRICTS)

Tax Allocation Districts (TADs) can be created in Georgia for the purpose of financing certain infrastructure and redevelopment projects pursuant to Georgia's Redevelopment Powers Law. There are specific statutory procedures that must be followed to establish a TAD, including the holding of a public hearing, the adoption of a redevelopment plan, and the approval of the redevelopment plan by the local city council, county board of commissioners, and in most instances the county school board. Once a TAD has been created, the city or county may issue tax allocation bonds for the purpose of financing the redevelopment costs of projects located within the TAD. Tax allocation bonds (also known as tax increment financing or TIF) are payable from the incremental increase in tax revenues collected within the TAD above a base level of tax revenues set upon the creation of the TAD. The incremental increase in revenues can occur if new development takes place in the TAD or if the value of existing property rises.

#### **Initial Actions Required:**

- The Georgia General Assembly must enact a local law authorizing the activation of redevelopment powers by the City of Brunswick and Glynn County (both are required if the TAD is geographically consistent with the ACT District and thus located

# Potential Funding and Economic Development Incentive Tools

partially within the unincorporated area of Glynn County and the incorporated area of the City of Brunswick) and designating a redevelopment agency;

- A majority of the qualified voters of the City of Brunswick and Glynn County voting in a referendum for such purpose must approve the local law and the activation of the redevelopment powers;
- The redevelopment agency must submit a redevelopment plan including the proposed TAD to the Brunswick City Commission, the Glynn County Board of Commissioners, and the Glynn County Board of Education for consent;
- The Brunswick City Commission and the Glynn County Board of Commissioners must each adopt a resolution:
  - Describing the boundaries of the TAD;
  - Creating the TAD;
  - *Assigning a name to the TAD*;
  - Specifying the estimated tax allocation increment base;
  - Specifying the ad valorem property taxes used for computing tax allocation increments;
  - Specifying the property to be pledged for payment or the security for payment of tax allocation bonds; and
  - Containing findings that the redevelopment area meets the specific criteria set forth in the Redevelopment Powers Law.

# • COMMUNITY IMPROVEMENT DISTRICT FINANCING

Community Improvement Districts (CIDs) can be created in Georgia for the purpose of providing any one or more of the following governmental services and facilities:

- Street and road construction and maintenance, including curbs, sidewalks, street lights, and devices to control the flow of traffic on streets and roads;
- Parks and recreational areas and facilities;
- Stormwater and sewage collection and disposal systems;
- Development, storage, treatment, purification, and distribution of water;
- Public transportation;
- Terminal, dock, and parking facilities; and

Such other services and facilities as may be provided for by general law.

The administrative (or governing) body of the CID will be the local governing body of the county or city in which it is created unless otherwise provided for by the law creating the CID. The administrative body may levy taxes, fees, and assessments within the CID on non-residential real property, and any such tax, fee, or assessment may not be more than two and one-half percent of the value of such real property. A CID's administrative body may not tax, charge a fee, or assess property used for residential, agricultural, or forestry purposes, tangible personal property or intangible property. The revenues collected must be used for the purpose of providing governmental services and facilities within the CID and not the county or municipality as a whole. The CID is authorized to incur, without a voter referendum, debt backed by the CID revenues in order to finance on an upfront basis the projects the CID is authorized to undertake.

#### **Initial Actions Required:**

- The Georgia General Assembly must enact a local law providing for the conditions under which the CID is to be created;
- The Brunswick City Commission and the Glynn County Board of Commissioners must each adopt a resolution (both are required if the CID is geographically consistent with the ACT District and thus located partially within the unincorporated area of Glynn County and the incorporated area of the City of Brunswick) approving the establishment of the CID; and
- Written consent must be obtained from:
  - A majority of the owners of the real property within the CID that is subject to taxes, fees, and assessments levied by the CID; and
  - The owners of the real property within the CID that is subject to taxes, fees, and assessments levied by the CID constituting at least 75% by value of all such real property.

#### 2. Potential Economic Development Tools

#### • TAX ABATEMENT TRANSACTIONS

Property tax abatements can be provided in Georgia using a bond-lease transaction. Under the transaction's structure, title to the property subject to the tax abatement is transferred to a development authority that is exempt from taxation. The property is then leased to a private company. Typical tax abatements last between five and fifteen years, with ten years being most common. In many localities, the leasehold interest held by the private company is subject to taxation; however, there is no statutory guidance on how such leasehold interest should be valued for ad valorem tax purposes. The Georgia Supreme Court has held that each county may determine the fair market value of the lease on a "reasonable" basis. Typically, the terms of the lease, and the methodology for valuation of the leasehold interest, are negotiated up front with the county tax assessor, and an agreement referred to as a Payment in Lieu of Taxes (PILOT) agreement is executed setting forth the valuation methodology and the amounts that the company will owe during the term of the tax abatement transaction. The development authority will issue bonds to acquire the property, and the bonds are secured by the lease payments from the private company. While actual financing can be the purpose of the bonds, generally the sole purpose of the bond-lease transaction is the tax abatement. In such cases, the private company "buys" the bonds, and thus the company is both the obligor on the bonds through the lease payments and the holder of the bonds. In most bond-lease transactions for tax abatement purposes, the documentation provides that the payments under the lease can be paper transactions in lieu of an actual transfer of funds.

#### **Initial Actions Required:**

Tax abatement bond transactions are typically initiated by private developers seeking the tax abatement or by development authorities seeking to provide incentives for economic development. It is not a separate funding source for projects. It is important to note that tax abatement bond transactions, and in particular, the leasehold valuation methodology used by local governments, have been the subject of recent litigation at

the Georgia Supreme Court that remains unresolved. Bond and local government counsel must be consulted in connection with any such transaction.

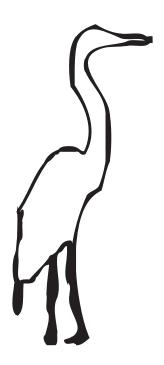
#### OPPORTUNITY ZONES

Opportunity Zones (OZs) are administered by the Georgia Department of Community Affairs (DCA) and are a combination of three state programs: state enterprise zones, urban redevelopment areas, and job tax credits. Local governments that undertake redevelopment and revitalization efforts in certain older commercial and industrial areas can qualify those areas for the maximum state job tax credit if the area has received an OZ designation. DCA considers designations for areas that are within or adjacent to a census block group with 15% or greater poverty and in which there also exists an enterprise zone or urban redevelopment plan that has been adopted pursuant to the relevant Georgia statutes. The designation criteria generally are met in poverty areas that are in decline, suffering from disinvestment, and are in need of redevelopment and revitalization. Upon designation as an OZ, any business that expands or locates within the OZ can claim a state job tax credit of \$3,500 per eligible new job, with the credit being first applied against the 100% of the business' Georgia income tax liability. Any excess credit can be applied against withholding taxes that the business would otherwise be required to pay to the state.

#### **Initial Actions Required:**

The following steps are required to designate an OZ: (1) determine if the ACT District meets the poverty criteria for designation as an OZ; and (2) either (a) determine if the ACT District meets the criteria for designation as an enterprise zone, and if so, the Brunswick City Commission and the Glynn County Board of Commissioners must adopt a joint resolution making such designation, or (b) the Brunswick City Commission and the Glynn County Board of Commissioners must each adopt a resolution declaring the ACT District an urban redevelopment area and designating an appropriate urban redevelopment agency.

# Transportation



**transportation:** (n) means of conveyance or travel from one place to another.

# Transportation | Inventory

### Inventory

Understanding existing circulation patterns is an important part of the planning process that will aid in understanding connectivity in the ACT District. An inventory of the circulation system of the ACT District area includes a photographic inventory of existing transportation conditions and infrastructure, a recent (March 2010) traffic study which assessed existing and future traffic conditions on Altama Avenue, and GIS spatial data provided by Glynn County GIS department and the City of Brunswick planning department. These resources were used in conjunction with comments delivered at the ACT design committee meetings to gather a comprehensive inventory of vehicle, pedestrian, and bicycle movement along the corridor.





1. Looking north along Altama Avenue







- Streetscape, signage, and curb cuts along Altama Avenue
- 3. Altama Avenue center median near intersection with Community Road
- 4. Typical string mounted traffic signals







- 5. Streetscape, signage, and curb cuts along Community Road
- 6. Pedestrian controlled signalized intersection along Community Road
- 7. Typical safety signage

# Transportation | Inventory











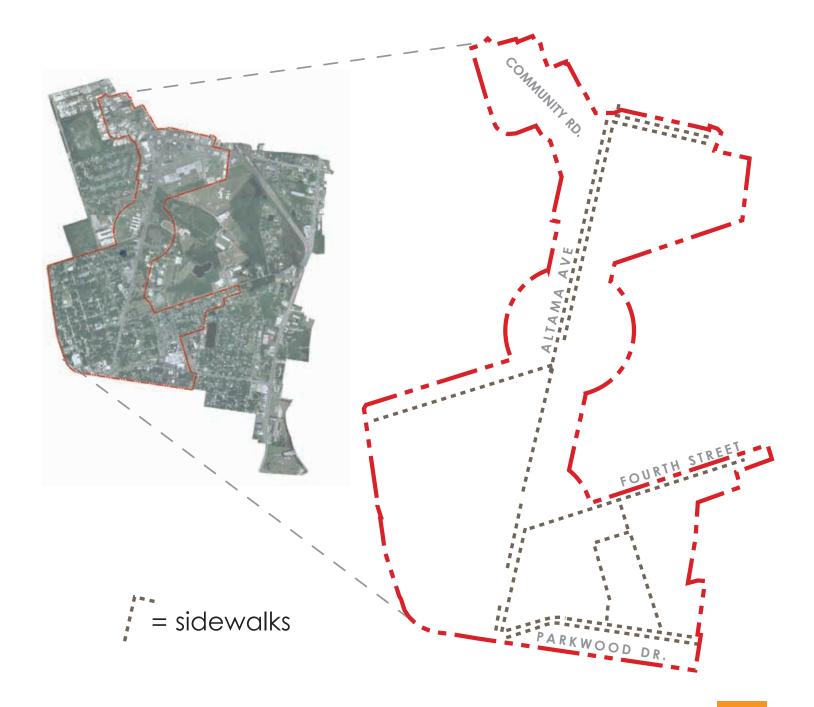
- 8. Typical street signage
- 9. ADA ramp not aligned with designated crosswalk in residential node
- 10. Crosswalk outlined in white



- 11. Southeast Georgia Health System wayfinding; lack of sidewalk and pedestrian crossings
- 12. Looking south down Altama Avenue
- 13. Streetscape, signage, and curb cuts along Altama Avenue

### Pedestrian Circulation

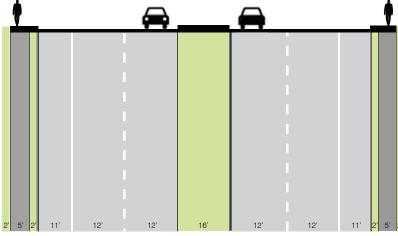
The image to the lower right shows existing sidewalks in the corridor and provides an important reference for understanding pedestrian movement in the area.



# Transportation | Analysis

## Altama Avenue Right-of-Way

The Right-of-Way (ROW) is that area of land used for a road and the area along the side of the roadway. It is also a thoroughfare or path established for public use.



Altama Right-of-Way

#### Vehicular Circulation

The diagram below indicates traffic volume and movement in the corridor and also provides vital information for understanding transit opportunities and constraints in the corridor. The relative size of the line is indicative of the volume of traffic experienced on the road.

Source: Traffic Impact Analysis For The Altama Avenue & Fourth Street Area, Brunswick, Georgia, March 2010, Stantec Consulting.

= Private road

= Residential collector

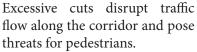
= Minor Arterial

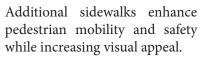
= Major Arterial



### Photo Analysis

With the data collected in the invenopportunities and constraints for improvement were identified. This photo analysis is the basis for the designs presented later in this chapter.















Existing medians serve as places of refuge for pedestrians crossing Altama Avenue and other wide streets.

An extra lane with inconsistent marking along parts of Altama Avenue, causes confusion, but provides good opportunities for expanding pedestrian and bicycle infrastructure.

The presence of some user controlled, signalized intersections that are clearly marked provide a good base of pedestrian infrastructure.

# Transportation | Altama Avenue Configurations

### Pedestrian Circulation

With a good stock of existing sidewalks, the extension of the sidewalk from Fourth Street to the College of Coastal Georgia would improve pedestrian circulation. The existing sidewalk requires more regular maintenance but provides a great opportunity to improve overall connectivity in the ACT.

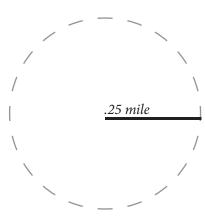


# = existing sidewalks

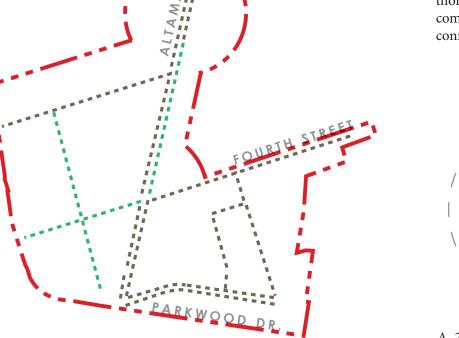
proposed sidewalk

### Vehicular Circulation

Private roads could become valuable thoroughfares for infill designs in the commercial node and could improve connectivity in the educational node.



A .25 mile radius is shown to illustrate the approximate distance for an 8 minute walk.



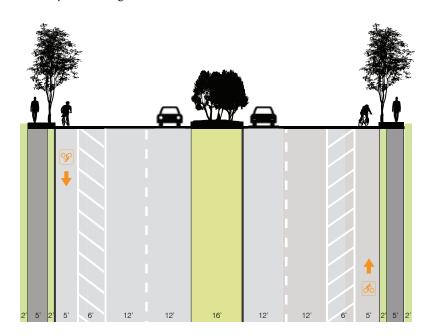
### **ROW Configurations**

In the following section, three Right-of-Way configurations are described and illustrated. It is important to keep in mind that Altama Avenue through the ACT may be comprised of multiple configurations depending on community needs, suitability, and budget.

## **ROW Configuration A**

Altama could be restriped to include a 5 foot bike lane with a 6 foot on-street painted buffer. This simple design is safe, inexpensive, and effective. The inclusion of site furnishings along the corridor such as bike racks and street trees further support pedestrian and bicycle travel.

The estimated cost for just striping the bike lane is \$170,000. Estimated cost of the full streetscape, including sidewalks, street trees, street furniture, and other amenities is \$2.9 million, which includes engineering, contingency, and project administration. The estimated project schedule from the initial fieldwork to completion is 510 days (for the full Configuration A buildout). See the complete pre-engineering report in Appendix C for more information and an



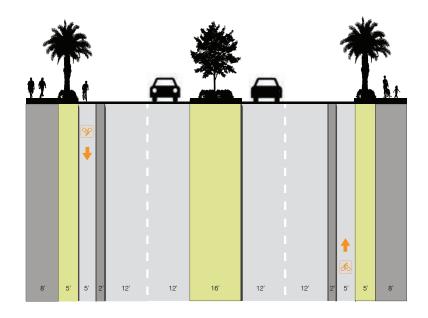


# Transportation | Altama Avenue Configurations

### **ROW Configuration B**

This image shows Altama Avenue with a 5 foot bike lane separated and protected from vehicular traffic by a 2 foot curb. This redesign includes wider sidewalks, street trees and other site furnishings such as benches and bike racks. Trees in the median enhance the visual character of the corridor and serve to calm traffic and lower ambient temperatures.

The estimated project schedule from the initial fieldwork to completion is 510 days. The estimated cost for ROW Configuration B is \$3.2 million. See the complete pre-engineering report in Appendix C for more information and an itemized price list.

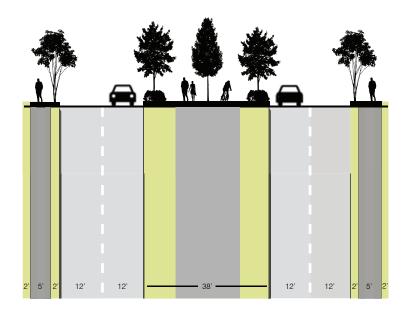


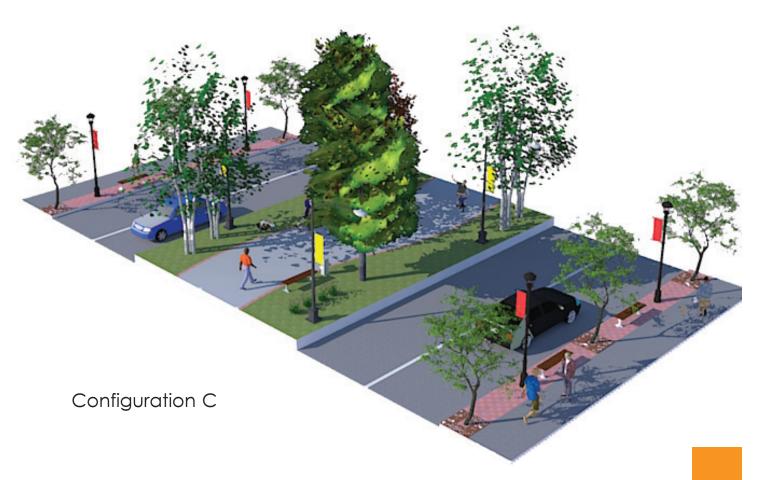


### **ROW Configuration C**

In this configuration the median is expanded to 38 feet and includes a central multi-use path with native plantings, benches, pedestrian scale lighting, water fountains and trash bins, transforming the center median into a linear park connecting the corridor in a unified and visually appealing package. This configuration can also easily accommodate bus stops, a trolley car, light rail transit (LRT), or bus rapid transit (BRT).

The estimated project schedule from the initial fieldwork to completion is 510 days. The estimated cost for ROW Configuration C is \$5.14 million. See the complete pre-engineering report in Appendix C for more information and an itemized price list.





# Transportation | Altama Avenue Configurations



ROW Configuration A



ROW Configuration B



**ROW Configuration C** 

Appendix J -- Altama Community Transformation (ACT) District Corridor Plan | 2018

### **ROW Configuration A** in Context



**Existing Conditions** 

Step One: Add street paint to separate vehicular and bicycle traffic.

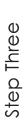


Step Two: Provide sidewalks and street trees.

Step Two

Step One

Step Three: Support local agencies and events, like banners on light poles. Increase safety with additional pedestrian oriented light poles and emergency call boxes. Guide infill development to adhere to architectural design guidelines.





# Transportation | Altama Avenue Configurations

# ROW Configuration B in Context



**Existing Conditions** 

Step One: Add curb separating vehicular traffic from bike traffic. Add new curb separating bike traffic from pedestrian traffic.

Pro Po

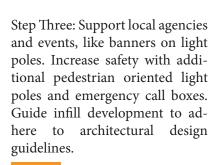


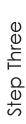
Step Two: Provide shade trees. Expand the sidewalk in high traffic areas and keep vegetation in areas of low traffic.

ten Two

One

Step







One

Step (

### **ROW Configuration C** in Context



**Existing Conditions** 

Step One: Create a linear park by expanding the center median to 38' wide. Add bicycle and shade trees to center median.



Step Two: Support local agencies and events, like banners on light poles. Increase safety with additional pedestrian oriented light poles and emergency call boxes.

Step Two



Step Three: Guide infill development to adhere to architectural design guidelines.

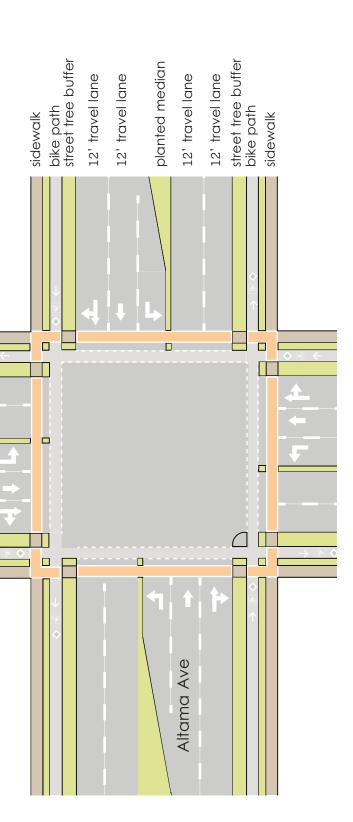
Step Three

# Transportation | Altama Avenue Intersection Safety

#### Commercial Node

The built environment is a complex array of infrastructure. The design of the transportation infrastructure is an important determinant of site planning decisions. The existing ROW can be reconfigured in several different ways to provide alternative transportation facilities, improve access management to nearby businesses, and improve visual character.

This image depicts how the intersection of Community Road at Altama Avenue could function with bike lanes and improved pedestrian facilities.

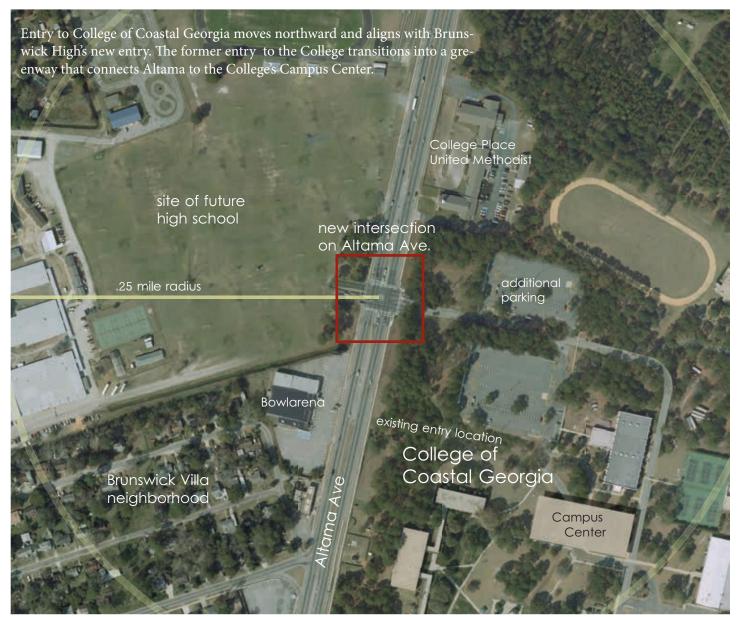


Community Road

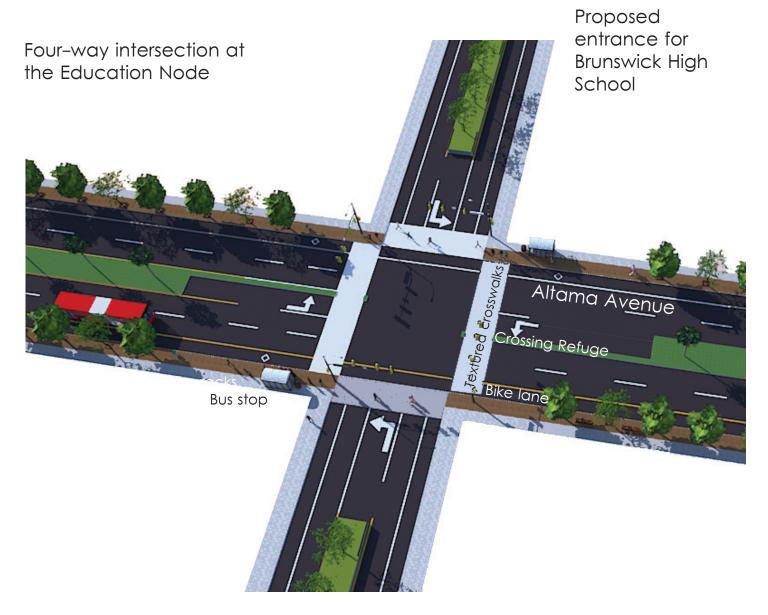
#### **Education Node**

Illustrated is a transit-oriented design for the Education Node that incorporates an intersection on Altama Avenue for the College of Coastal Georgia and Brunswick High School. This intersection would facilitate the vehicular ingress and egress of the two institutions and increase pedestrian safety crossing Altama Avenue.





# Transportation | Altama Avenue Intersection Safety



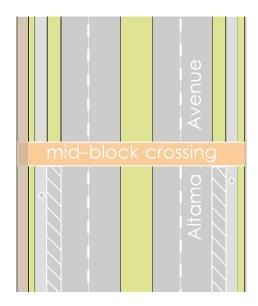
This image above shows a four-way intersection linking the entrances of Brunswick High School and the College of Coastal Georgia to one location on Altama Avenue. ROW Configuration B is illustrated but other ROW configuration are compatible with the four-way intersection design.

Proposed entrance for the College of Coastal Georgia

### Mid-block intersection

This image depicts a typical mid-block crossing. This type of crossing can be used in any of the suggested right-ofway options.

The aerial view of Altama Avenue to the right illustrates how mid-block intersections can improve pedestrian movement across the road. This type of crossing shortens the pedestrian's distance to cross vehicle lanes and provides a larger, more comfortable median for pedestrian refuge.





# Transportation | Mass Transit

### **Bus Stops**

With expectations of future growth in the area, mass transit services may become a viable option. Illustrated below is how a transit stop would look with Configuration A.

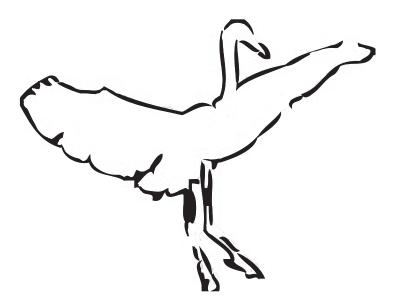
Bus stop locations with bus shelters, trash cans, bike racks, wayfinding signage, and streetlighting help to provide a more convenient, efficient, and attractive experience for commuters. Bus service should be considered as part of the long-term growth plan for the community as funding is made available or a T-SPLOST is passed.

Bus stop and bike lane configurations are meant as conceptual design ideas only. Final designs, including those for the bus stop-bike lane interactions, should be determined by design engineers following the guidelines of the Manual on Uniform Traffic Control Devices, Chapter 9C. Markings.





# Green Infrastructure



green infrastructure: (n) an interconnected network of open spaces and natural areas, such as greenways, wetlands, parks, forest preserves, and native plant vegetation, that naturally manages stormwater, reduces flooding risk, and improves water quality.

# Green Infrastructure | Inventory

### Inventory

Green Infrastructure includes strategically planned infrastructure that helps reduce human impact on local and regional ecosystems. This can include utilizing natural and man-made systems. Examples of green infrastructure are: green roofs, vegetated bioswales, street trees, permeable paving systems, and rain water harvesting cisterns.

A photographic site inventory was used to assist with the incorporation of green infrastructure within the ACT District. The site inventory primarily focuses on the amount and types of vegetation planted throughout the corridor and the existing storm water management systems. The combination of the photographic inventory, GIS data, and the comments and suggestions from the ACT Design Steering Committee meetings provide a complete overview for the inventory. The information gathered from the inventory allows for a comprehensive, thorough analysis of the site's infrastructure and possible solutions. Together, the inventory and analysis are used to begin the design process and discover possibilities for incorporating economically feasible and environmentally friendly suggestions for green infrastructure in the ACT District.









- 1. Signage and facilities at Goodyear Park
- Bioretention in parking lots of new facilities on the College of Coastal Georgia campus
- 3. Stormwater quality awareness decals on manholes







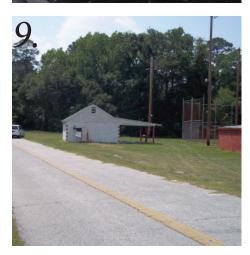
- 4. Streetscape, signage, and bioswale along Fourth Street
- 5. Pine tree canopy on the campus of the College of Coastal Georgia
- 6. Landscape buffer plantings along Community Road











- 7. Exposed dumpster near Cypress Mill Square
- Parking lot plantings at Cypress Mill Square
- Recreational facilities at Paula Park



10. Drainage easement off Rose Drive

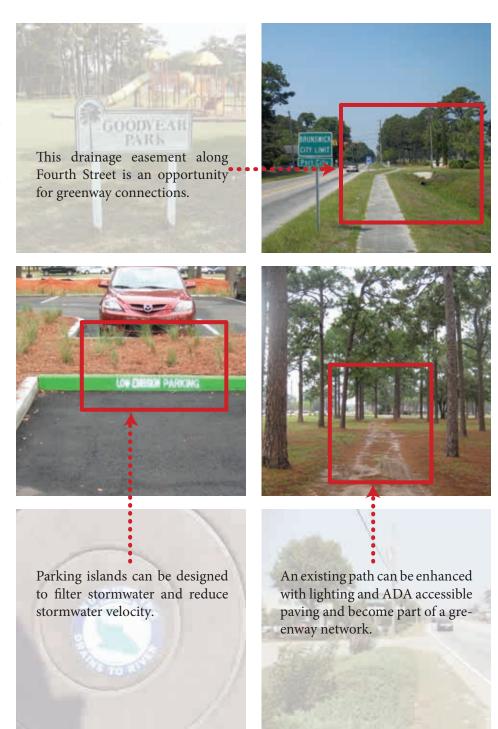
- 11. Drainage easement behind Glynn Plaza Shopping Center
- 12. Drainage swale without plantings in the Rose Drive area

# Green Infrastructure | Analysis

### **Analysis**

With the data collected in the inventory, opportunities and constraints for improvement were identified. This analysis is the basis for the designs presented later in this chapter. The existing greenspaces throughout the corridor may provide opportunities to incorporate important points of interest along a connected greenway system.





# rain gardens, and planting beds. Large shade trees, in particular, make it more comfortable for pedestrians to circulate throughout the corridor. Including vegetation throughout the entirety of the District helps provide habitat for wildlife and at the same time, reduces the heat island affect. Canopy cover Opportunities exist throughout the ACT District to use utility easements to support a greenway network.

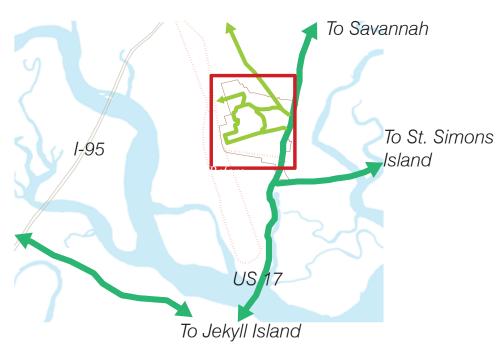
Vegetation

The commercial node of the corridor is lacking in vegetation. This area would be most positively impacted by the installation of street trees, bioswales,

### Greenway Connections

A greenway is a corridor or path that connects greenspaces, like city parks or natural forests, in order to create a protected area for wildlife and human recreation. Greenways often follow natural waterways, like streams, or man-made paths like abandoned railroads.

A suggested Brunswick Greenway could connect to the Coastal Georgia Greenway Trail which is a continuous green corridor for joggers, bicyclists, and nature enthusiasts. The Coastal Georgia Greenway, estimated to attract nearly a quarter of a million visitors by 2020, will generate revenue for local businesses and create jobs for trail construction and maintenance. The Coastal Georgia Greenway will eventually become part of the East Coast Greenway, running from Florida to Maine.



Integrated Greenway Network at the College of Coastal Georgia and Brunswick High School



before



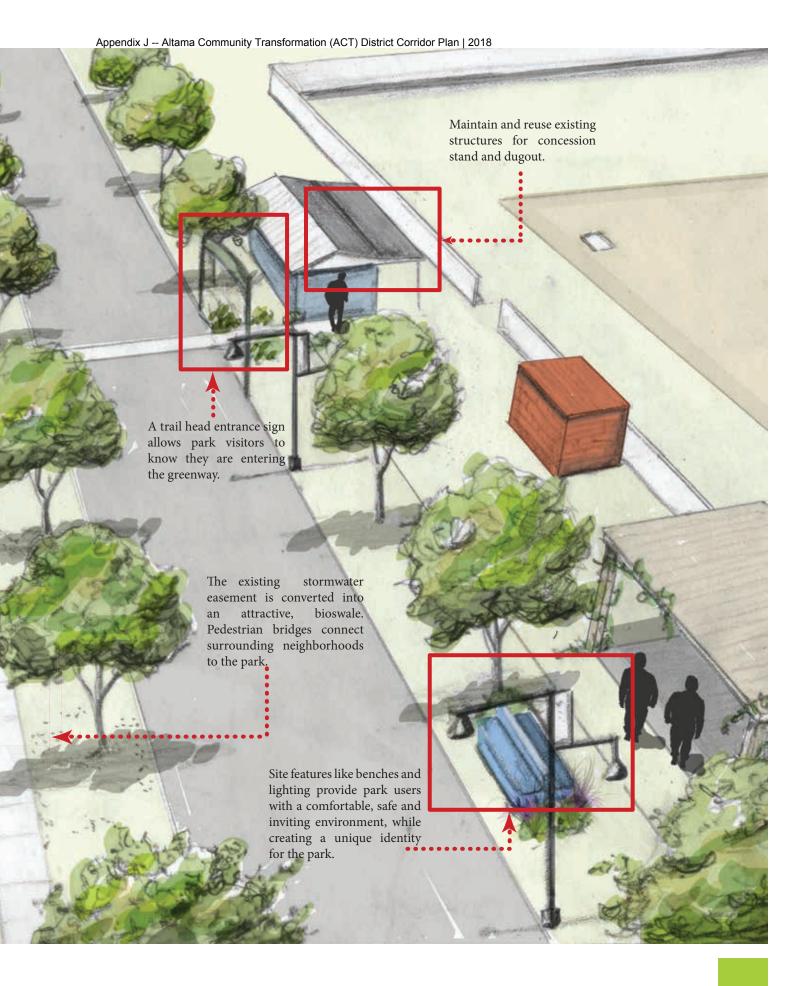


### Neighborhood Trail at Paula Park

Neighborhood trails could connect District parks, like Paula Park on 6th Street, to the larger community. Neighborhood trails are also referred to as tertiary local paths. They should be between six and eight feet wide and should feature a grass buffer between the path and the roadway. Neighborhood trails provide residents with safe pedestrian routes and create strong connections among adjoining residential and commercial areas.





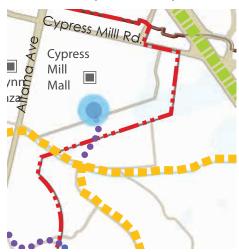


### Cypress Mill Trail Head

The silhouette to the right shows a possible entrance to a primary local path within the proposed Brunswick Greenway. Primary local paths should range from 12-16 feet in width, allowing room for multiple pedestrians and bikers to utilize the trail. On each side, the trail is lined with at least five foot wide native planting bed or vegetated bioswales.

The image to the right shows a conceptual visualization of the trail head behind the Cypress Mill Square. The buildings in the background show the proposed infill, creating an inviting downtown feel. The trail could be easily accessible from the shops and restaurants and provides visitors of the trail plenty of dining and retail options.







### Secondary Local Paths

The silhouette to the right shows a possible secondary local path within the Brunswick Greenway. Secondary local paths should range from 10-12 feet in width, allowing room for pedestrians and bikers to simultaneously access the trail. A bioswale with native plantings borders the path, providing habitat for wildlife, and shade and visual interest for trail users

The image to the lower right shows a conceptual visualization of Fourth Street near the secondary entrance to the College of Coastal Georgia. The path would safely and comfortably connect students and the neighborhood with the businesses along the Altama Corridor.

The blue arrows (lower right) highlight a storm drain that allows runoff water from the street to move under the sidewalk, flowing into the bioswale. The water then slowly infiltrates into the soil, lessening the impact of stormwater on the local sewer system, cleansing the water, and recharging local aquifers.

The light from pedestrian and vehicular lighting fixtures should be focused down. Light reflected into the night sky causes unnecessary light pollution and disrupts nocturnal creatures' activity.





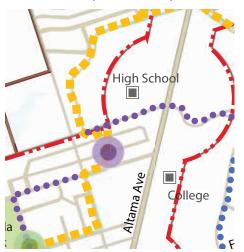


### Tertiary Local Paths

The silhouette on the right shows a tertiary local path, the narrowest trail, that could run through neighborhoods, and to the Brunswick Greenway. Tertiary local paths should range from 6-8 feet in width, allowing room for mostly pedestrians to access the trail. A narrow strip of grass acts as a visual buffer from the street, making visitors feel safer.

This image shows a conceptual visualization of a tertiary path that follows the stormwater easement between Blain Street and Colson Street. The Brunswick Greenway trail could turn this unused piece of land into a neighborhood amenity. Storm drains allow water to flow directly into the bioswale and slowly infiltrate into the soil. There should be plenty of seating along the trail. Include pedestrian scale signage to create a sense of place along the Greenway.





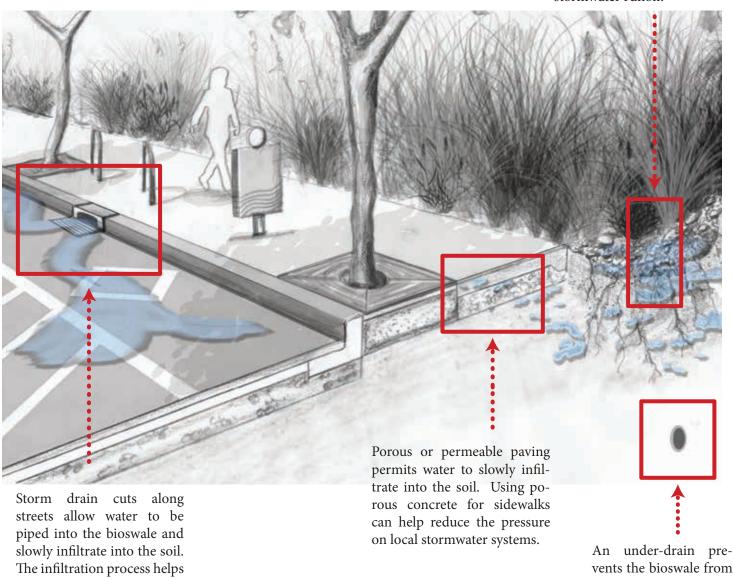


# Green Infrastructure | Stormwater

#### Bioswale Mechanics

Bioswales are landscape elements designed to remove silt and pollution from surface runoff water and to reduce potentially hazardous flooding.

A prepared mixture of sand, rocks, and native soils in the bed of the bioswale allows for maximum infiltration of stormwater runoff.



clean the stormwater while it gradually percolates into the soil and recharges underlying aquifers.

vents the bioswale from flooding in heavy rain storms. The perforated drain is connected to the local stormwater system.

# Green Infrastructure | Concepts

### **Utilizing Greenspace**

The greenspaces throughout the Altama Corridor are underutilized, but present great opportunities for communal gatherings and activities. This large concrete pad in Goodyear Park, for example, could host a weekly farmers' market or community festival. Events like these would bring together people from throughout the neighborhoods, creating a greater sense of community.

This space could also be used as a basketball court with the simple installation of two basketball goals. In addition, painting lines on the pavement could encourage neighborhood kids to play games like four square or hop scotch. These games could stimulate community gatherings, as well as promote healthy outdoor activities.



Existing conditions at Goodyear Park



Proposed uses at Goodyear Park

#### Streetscape Tree Farm

The planting of large shade trees along the Altama Corridor can be an expensive and a laborious process. To mitigate these costs, a Streetscape Tree Farm could be initiated. This process would involve the planting of small, inexpensive, and easy to manage hardwood trees in large open, park-like areas. Once the trees reach a certain age, they could be relocated to the corridor. The planting of smaller, easier to manage hardwood trees like live oaks, could provide the Altama Corridor with shade and cooler temperatures.



Tree planting at Goodyear Park

#### **Bioswales**

Bioswales or vegetative swales can be much more than maintained grass. Time, energy, and resources can be saved if the planting in these areas transition to drought resistant native grass mixes. Additionally, mowing heights could be adjusted according the distance to the road or sidewalk. For example, grasses closer to high traffic areas could be shorter in height and cut more often. Conversely, grasses in the bottom of vegetative swales could be cut at higher height and less often. These measures are an effective way to increase stormwater infiltration capabilities and reduce the maintenance costs.



Improvements to the bioswale along Fourth Street

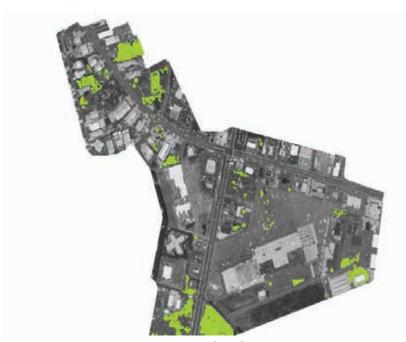
# Green Infrastructure | Concepts

#### Parking Lot Improvements

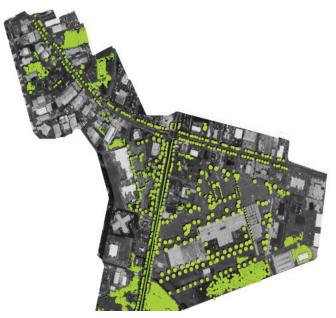
Parking lot improvements in the commercial node will not only increase water and air quality but also make a more enjoyable experience for the shopper. Shade providing canopy trees like the ones illustrated to the right, can lower the ambient temperature of the area they surround.

Parking lot improvements can also increase the level of safety for the shopper. By reducing the number of curb cuts and unnecessary driveways, pedestrians walking along the sidewalk have fewer encounters with vehicular intersections.





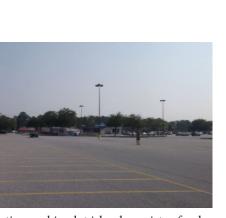
Existing commercial node tree canopy



Proposed commercial node tree canopy



Proposed parking lot and streetscape



Existing parking lot island consists of only painted yellow stripes



Proposed parking lot island with vegetated bioswale

## Green Infrastructure | Native Plants

#### Native Plant Palette

When choosing plants, it is important to consider many factors that are site specific, including the micro-climate, sun/shade requirements, soil type, heat tolerance, and moisture needs. By carefully selecting native plants that thrive in the specific site conditions, plantings will require less maintenance and attract native wildlife, like birds and butterflies.

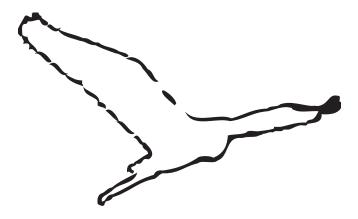
Other elements that should be considered in plant selection are color, texture, and a variety of sizes. Varying the landscape will create visual interest for those passing by.

The University of Georgia Marine Extension Service has developed myriad extensive lists that provide information on plants appropriate for site-specific conditions. The plant lists can be found at www.coastscapes.org. This native plant search engine should be used to determine the best plant types for specific site locations. See Appendix D for additional information and resources.





# Character of Place



**character of place:** (n) confluence of geography, history, culture, and architecture of a defined location that reflects and discloses the journey of the civilization

# Character of Place | Inventory

The character of a place can be defined by physical, biological, and cultural attributes that make up an area. Historical, legal, aesthetic, and other socially significant attributes are all supporting elements to the character of place. A site visit and photographic inventory of Altama Avenue, specifically the Cypress Mill Square and Glynn Plaza shopping centers, were vital in understanding current conditions of the area. Understanding cultural features of the area help to give a clearer vision of opportunities and constraints presently found.

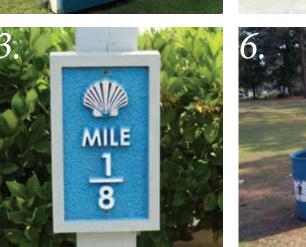




1. Signage for Rose Drive









- 2. Wayfinding signage for the Southeast Georgia Health System on Parkwood Drive
- 3. Signage for walking trail on the Southeast Georgia Health System
- 4. View of Glynn Plaza from Altama Avenue
- 5. Bench and sidewalk on the Southeast Georgia Health System campus
- 6. Trash cans and picnic tables at Goodyear Park











- Architecture on the campus of the College of Coastal Georgia
- 8. Recreational business along Altama Avenue
- Typical street light on Altama Avenue



- 10. Architecture at Cypress Mill Square
- 11. Entry signage along Community/ Cypress Mill Road
- 12. Abandoned structure at Paula Park

# Character of Place | Inventory

#### Site Furnishings

Here is an inventory of the current site furnishings. These furnishings include, traffic signals, caution signals, pedestrian crosswalks with signals, single and double overhead street lighting, trash cans, and benches. By identifying what site furnishings are currently in place, we may begin to understand how the area is being used and what areas are in need of site furnishings.



# traffic signal caution signal pedestrian crosswalks overhead vehicular lights trash can bench

### Parking and Curb Cuts

This map shows where parking i ed in the corridor. The majority parking is located in the norther. mercial area. The College of ( Georgia and the Southeast ( Health System also have large a asphalt parking.

In addition to showing parkir map also indicates where curb c located. This is where traffic tu or off of Altama Avenue from p lots or business, not other street the parking, most of these curb c concentrated in the commercial

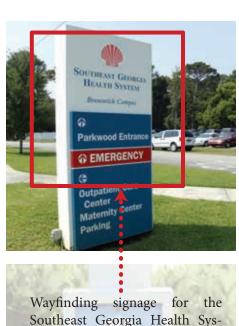


## Legend



# Character of Place | Analysis

After the inventory of the site was completed, the next step was to study the information. This analysis guides decisions made during the design phase and other steps in the project.





Southeast Georgia Health System helps people identify where they are and how to get where they need to be.





A sense of entry onto Rose Drive and other commercial corridors can increase the visibility of the numerous businesses in the area.

Trash cans like these found at Goodyear Park can reduce littering in the area.







Architectural styles vary greatly throughout the corridor, and while one style isn't necessary, unifying features will give the area a cohesive feel.



Vehicular oriented lighting is focused on the roadway and doesn't properly illuminate sidewalks to support pedestrian circulation.

## Character of Place | Infill Development

#### Infill Concepts

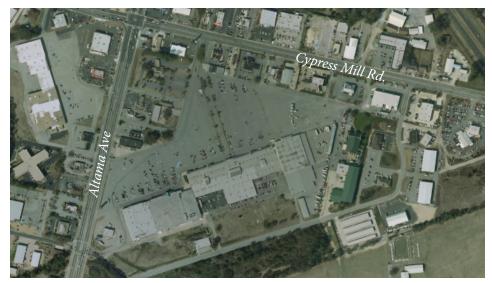
The design concepts included in this section are just one set of ideas for the redevelopment of these aging commercial sites. The property owners, in consultation with their designers and the governing authority will determine final designs and uses. The owners' design engineers will also need to take into account the need for parking decks and service areas at build-out once the final design decisions have been made.

Each concept in this section is based on multi-use, multi-story development within the site. Commercial uses on the ground floor with residential and office uses on the upper floors are strongly encouraged. In some cases single use residential buildings are shown to provide a transitional buffer between intensive commercial areas and existing neighborhoods or natural areas. See pages 14 and 15 for land use and zoning techniques needed to implement these concepts.

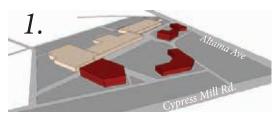
#### Cypress Mill Square

Cypress Mill Square is located at the southeast corner of Altama Avenue and Cypress Mill Road. This is a high traffic area and Cypress Mill Square has prime access to the large number of travelers that use Altama Avenue and Cypress Mill Road each day. Infill development is a technique used to take what is already in place and build around it in a way that will revitalize the area and spawn new growth. This phased approach to growth brings about positive change in gradual steps that can be better monitored and managed.

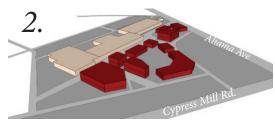
Phased infill development will provide opportunities for controlled economic growth, focusing the new development within the commercial area.



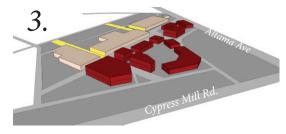
Existing conditions at Cypress Mill Square



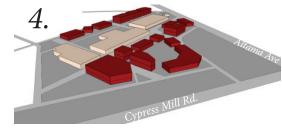
Phase 1: Introduce a defined series of interior streets and locate new buildings along perimeter, and add street trees. On-street parking is defined.



Phase 2: Further infill of buildings, including a parking deck, between existing and Phase 1 buildings.



Phase 3: New retail opportunities are created in the existing buildings and connections are made from the front to the rear by creating new streets that link the entire site.



Phase 4: In the final phase, additional retail space is added along with residential apartments to complete the live-work-play concept.

This plan shows the site after all phases have been completed. The addition of on-street parking will help to control traffic speeds and will allow shoppers to park near the desired shops. Street trees provide shade and help to beautify the area. Having store fronts on all of the streets engages pedestrians and encourages shoppers to walk and remain in the area.

Interior parking lot

Commercial infill

On-street parking

Parking deck (multi-level)

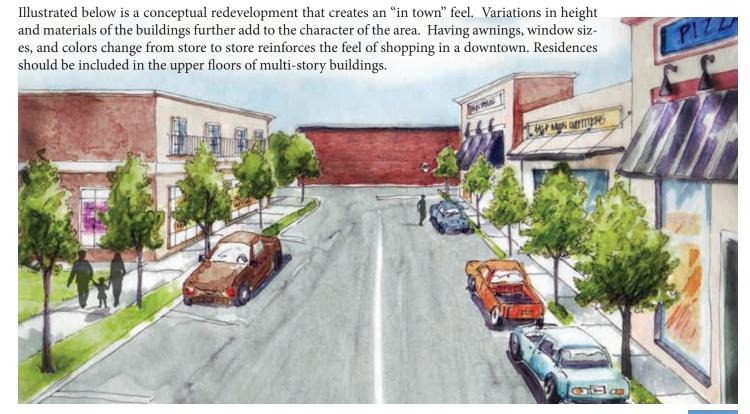
New streets to expand

store frontage

Residential infill

Street trees





## Character of Place | Infill Development

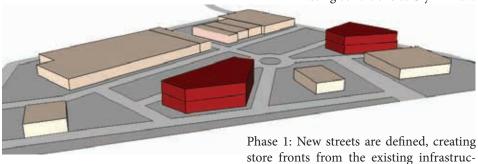
#### Glynn Plaza

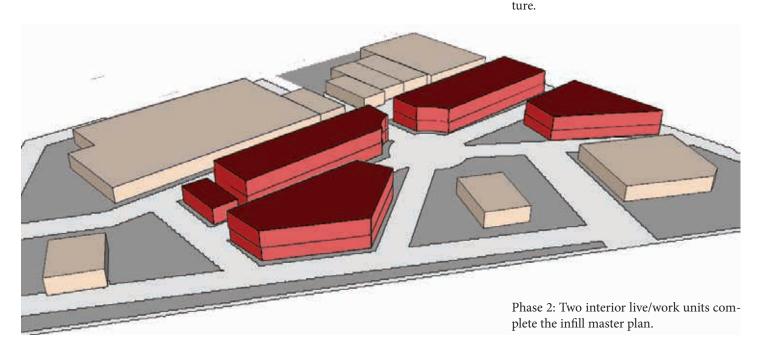
Glynn Plaza is located across Altama Avenue from Cypress Mill Square. Two strong businesses, McDonalds and Walgreens, are located on Altama Avenue in front of Glynn Plaza, but patrons of these establishments rarely go beyond them and into the mall area. Because of the existing successful businesses nearby and the large expanse of parking lot, Glynn Plaza is an ideal location for infill development.

The proposed infill development shows how the completed design would look. On-street parking and a traffic circle are used to control the flow and speed of movement as well as add visual appeal. Street trees cool sidewalks for shoppers as they walk from one shop to the next. Like the Cypress Mill Square infill development plan, a phased approach is proposed, allowing for gradual transition from under utilized space to a fully functional retail center.



Existing conditions at Glynn Plaza







Build-out of Glynn Plaza



A phased approach is proposed allowing for gradual transition from under utilized space to a fully functional retail center. On-street parking and a traffic circle are used to control the flow and speed of vehicular movement. Street trees cool sidewalks for shoppers as they walk from one shop to the next. Residential uses should be encouraged for upper floors of multistory buildings.

# Character of Place | Infill Development

#### Infill Development

Here is an example of infill along Altama Avenue near the Education Node. Currently a business is set back from the street with parking between the street and business. The addition of buildings in the front will engage the street and make it more pedestrian friendly. The addition of green roofs to existing buildings will help make them more environmental friendly and help reduce the heat island effect. In this proposal, no buildings would be demolished and additional buildings would create more of a downtown feel that is often desired by pedestrians.



After



#### Infill Development

Here is an another example of mixeduse infill development along Altama Avenue in the Educational Node. The new road configuration supports infill opportunities that highlight architecture of civic prominence. On-street parking is incorporated to slow traffic for pedestrians safety. High density mixed use development is located adjacent to the sidewalk to engage Altama Avenue and encourage pedestrian foot traffic.



#### After

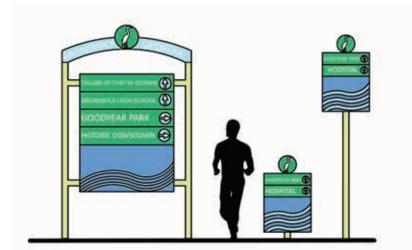


# Character of Place | Site Furnishings

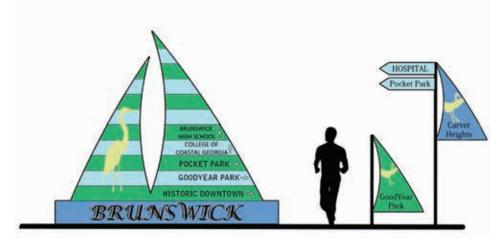
#### Wayfinding Signage

Wayfinding is a unified sign program that informs and visually knits together an area. Successful wayfinding signage allows people to determine where they are, what their destination is, and how to get there.

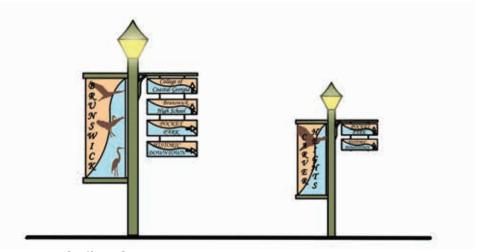
Illustrated are three different options for wayfinding signage for the ACT. Each option shows different sizes of signs which would be used at different points in the corridor depending if they were meant to be read by vehicular traffic, pedestrians, or both. Option A is a basic design but is easily readable and has hints that remind you that you are near the coast of Georgia. Option B is more direct in its coastal imagery. The large sign is shaped like a sail boat with the other signs having sail like elements. Option C is designed to have the look and feel of signage you would see in a downtown.



Option A



Option B



Option C

#### Example Furnishings In and Around the Corridor

Adding benches along the corridor is a basic way to make it more pedestrian friendly. Benches give people a place to rest, wait for friends, or relax in the shade.

Large signs provide information for vehicular traffic as well as people walking through the corridor. Placing trash cans throughout the corridor is an easy and efficient way to reduce litter and debris from the ACT.

Emergency call boxes and pedestrian scale lighting located in the area increase safety and encourage use during the day and night.







#### **Lighting Options**

There are a variety of lighting styles and options available. The ACT District should choose standard styles throughout the corridor that support pedestrian and vehicular lighting needs.









## Character of Place | Zoning & Architectural Guidelines

#### Examples in and around the ACT District

The facades of downtown Brunswick shops have varying colors, heights, and ornamentations. The fenestrations change from shop to shop making it a comfortable and pleasant place to walk and shop. These attributes could be mimicked in the facades of the proposed infill development.



The buildings on the campus of the College of Coastal Georgia can influence future infill development with similar proportions and use of historically appropriate building materials. Doing this would give the commercial and educational nodes a unified feel and make students more comfortable when traveling off campus.



The style of architecture of condominiums in and around Brunswick could serve as an example for future development. Varying colors and materials coupled with recessed facades make it unimposing to pedestrians.



#### Commercial Architectural Guidelines

#### **BUILDING ORIENTATION**

Buildings shall be oriented to face the primary thoroughfare.

#### **SETBACKS**

- Buildings shall be setback no more than fifty (50) feet from the edge of the right-of-way with parking located to the sides and rear of the building. Landscape buffers shall be used to separate structures from thoroughfares.
- No structures other than signs shall be placed between the front property line and the building's façade.

#### **FACADES**

Building facades shape the identity of the corridor, orient visitors, and serve as walls for public spaces. Building facades should have visual appeal and reflect the vision of the ACT District.

- All building facades should be comparable in quality to the primary entry façade.
- Building entrances should be distinct, intuitive, and visible from the street and parking areas.
- Many buildings may have multiple public entrances. The entrances should express a clear hierarchy.
- Commercial and other uses on the ground floor of buildings should have a minimum 70% glazing, as measured between two (2) and twelve (12) feet from the adjacent ground plane.
- Transparency and reflectivity should allow visibility from the street during the day.
- Maximum building glazing is 70% of the total surface of each facade.
- Facade treatment should reflect solar orientation. To reduce solar heat gain and glare, designers are encouraged to utilize vegetation, screens, louvers, roof overhangs, recessed windows, light shelves, and/or high efficiency glazing.

#### **FENESTRATION**

- The length of façade without intervening fenestration or entryway should not exceed twenty (20) feet.
- Fenestration shall begin not more than two (2) feet above the floor and shall extend to a height not more than twelve (12) feet above the floor.

- Fenestration shall be provided for a minimum of sixty percent (60%) of the length of street frontages.
- Entryways may be counted towards fenestration requirements.

#### **BUILDING HEIGHTS**

- Building heights should not exceed five stories or 60 feet in height.
- Rooflines shall be broken up so that the roofline shall not go for more than one hundred (100) feet without changing height.
- Cornices shall be utilized on the front of the building.
- A flat roof must be concealed by a parapet wall along the roofline to conceal mechanical equipment.

#### MATERIALS AND COLORS

Materials and colors unify buildings and link the development to the natural landscape.

- Materials and colors should draw on regional examples and the natural environment.
- Public areas, building entrances, and ground floors should use durable, long lasting materials carefully detailed.
- Buildings shall use materials such as brick, pre-cast concrete, and large expanses of windows on elevations oriented toward the primary streets.
- Minimize the number of primary exterior building materials to three, with one serving as the dominant cladding.
- Appropriate exterior wall materials are brick, stucco, wood or artificial siding, or natural stone.

#### **PARKING**

- There shall be a minimum ten (10) foot vegetative buffer around parking areas. Buffers shall consist of densely planted trees and shrubs.
- Trees shall be at least two and one-half (2.5) inch diameter at planting.
- Curb cuts shall be kept to a minimum to prevent problems with vehicular and pedestrian traffic.
- Where possible, curb cuts shall be shared between neighboring properties.
- Parking lots shall connect with adjacent parking lots.

## Character of Place | Zoning & Architectural Guidelines

#### **ACCESSORY STRUCTURES**

- Accessory structures shall be consistent with the design of the dominant building.
- Trash cans and benches shall be free from advertisements and shall be constructed using metal, wood, brick, or stone.

#### MECHANICAL EQUIPMENT, UTILITIES, AND **DUMPSTERS/RECEPTACLES**

- Architectural features such as parapets shall be used to screen mechanical and HVAC equipment from view by pedestrian and vehicular traffic.
- Mechanical equipment, HVAC systems, and/or utilities located at ground level shall be screened from pedestrian and vehicular traffic through the use of fencing and vegetation.
- Any dumpster, trash, grease, or waste receptacle shall be located at the rear of the property. Any such receptacle shall not be visible from the public right-of-way and shall be enclosed (not able to be seen from front, sides, or rear) by a wall.

#### **SIGNAGE**

- Freestanding signs shall be no more than seven (7) feet tall and ten (10) feet wide.
- No property shall have more than two (2) signs.
- Signs affixed to buildings shall not extend above the
- Signs affixed to buildings shall not occupy more than twenty percent (20%) of the façade.

# ACT District Partners



**partner** (n) a person or organization who shares or is associated with another in some action or endeavor; sharer; associate.

## **ACT District Partners**

#### ACT Design Steering Committee

#### Archway Executive Committee

Ron Adams Joel Willis (Chairman), Brunswick and Glynn County Development Authority

Jim Andersen DelRia Baisden, Southeast Georgia Health System

Mark Baker Pat Grozier, Pinova, Inc.

Al Boudreau Dr. Valerie Hepburn, College of Coastal Georgia
Michael Butcher Mary Hunt, Glynn County Board of Commissioners
Aaron Carone Jerry Mancil, Glynn County Board of Education

Greg Carver Tony Sammons, Georgia Power
Toni Cockeram Bryan Thompson, City of Brunswick

Patrick Ebri Ex Officio Members

Patti Fort Jim Bishop, *The Bishop Law Firm*Arne Glaeser Randal Morris, *Georgia-Pacific* 

Cate Gooch-Coolidge Woody Woodside, Brunswick-Golden Isles Chamber of Commerce

Rob Grotheer
Pat Grozier

David Dantzler

David Hainley
Jo Claire Hickson

Barbara Hurst Mia Knight-Nichols

Ron Lee Ron Maulden Walter McNeely Kelly O'Rourke

Jerry Rhyne Midi Shaw Tamela Shirah Bobby Shupe

Ben Slade Jeffry Smith Mark Spaulding

Shannon Thompson

Anita A. Timmons

Ken Tollison Yolanda Ward Chris West

Joel Willis

Woody Woodside

#### Archway Growth Task Force

Greg Carver (Chairman), College of Coastal Georgia Jim Andersen, Southeast Georgia Health System Al Boudreau, Glynn County School System Jim Broadwell, Jekyll Island Authority

David Dantzler, Coastal Regional Commission

Bill Dawson, *Georgia Ports Authority* Greg Evans, *UGA Marine Extension* Keren Giovengo, *UGA Marine Extension* 

Arne Glaeser, City of Brunswick

David Hainley, Glynn County Board of Commissioners Lupita McClenning, Coastal Regional Commission

Keith Morgan, Brunswick-Glynn County Joint Water and Sewer Commission

Randal Morris, Georgia-Pacific

Kelly O'Rourke, Georgia Department of Natural Resources

Tony Sammons, Georgia Power Ben Slade, St. Simons Land Trust

Nathan Sparks, Brunswick and Glynn County Development Authority



#### Office of the Vice President for Public Service and Outreach

L. Steven Dempsey



#### **Archway Partnership**

Matt Bishop Mario Cambardella, Graduate Assistant Mary Beth Chew Angel Jackson



#### Carl Vinson Institute of Government

Dennis Epps Rob Gordon Matt Hauer Betty Hudson **Chrissy Marlowe** 



#### Fanning Institute

Langford Holbrook, Principle Investigator **Danny Bivins** Jan Coyne Leigh Askew Elkins Kaitlyn McShea, Fanning Graduate Fellow Courtney Tobin Joy Wilkins Tyson Young



#### College of Family and Consumer Sciences

Tom Rodgers Karen Tinsley



#### Marine Extension Service

Keren Giovengo **Greg Evans** 



#### **Small Business Development Center**

Gwen Hanks Houston Harper David Lewis

Design Team Faculty and Staff: Danny Bivins, Leigh Askew Elkins, Langford Holbrook, and Tyson Young Design Team Students: Mario Cambardella (Lead), Daniel DeLaigle, Jason Ernest, Kaitlyn McShea, and Cassie Nichols

# Historic Norwich Corridor Development Plan

Presented to: Blueprint Brunswick, Inc.

By: GEMS Consulting Group Georgia Institute of Technology





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## 1. Introduction

In March 2003, a team of planners, researchers, architects, and engineers produced a community master plan and strategy for the revitalization of downtown Brunswick. This study identified nine specific projects that will be key to energizing new development in the area. The largest of these nine projects is the Norwich Corridor, which is located in downtown Brunswick, Georgia. The project consists of an area that covers over one hundred thirty square blocks and contains residential, commercial, and industrial properties. This project is the area of interest for this detailed report and plan prepared by Atlanta based GEMS Consulting Group.

The Historic Norwich District is an area in downtown that has been economically declining over the past few years. Our goal is to show a realistic strategy of what the company believes will revitalize the area and plans on how to implement this strategy. Although Blueprint Brunswick, Inc. was produced to manage the nine catalyst projects, we feel that a specific non-profit group should be created to oversee the Historic Norwich project because of the overall size of the area and the project. This group will be referred to as the Norwich Development Group.

This group should represent religious, political, and community leaders who will be responsible for facilitating the projects and strategies that are introduced in this report. GEMS Consulting will introduce the goals, approach, and desired outcomes for the Norwich Historical District, but the newly formed non-profit organization will be in charge of implementing these strategies and ideas.

The Norwich Development Group will be based out of the Norwich Development Center located along the Norwich Street Business District. The center will act as headquarters for the non-profit organization, but will also serve the important function of providing vital information to the community. Since the center is centrally located in the Norwich District, residents will have easy access to information pertaining to the Façade Improvement Program, the Home Improvement Assistance Program, the Home Initiative Program, and the Business Incentives Program. Since the public relations campaign is a main priority of this revitalization project, this center will also bridge the gap between the community and its leaders.

GEMS Consulting Group concentrated on five main goals for the area, which consist of the following:

- (1) Place property back on the tax digest
- (2) Create new housing units and new mixed-income housing
- (3) Revitalize and reshape the community by focusing on residential, commercial, and historical properties
- (4) Stimulate new business in the area and revitalize underutilized commercial areas
- (5) Create new opportunities and a new identity for the community

These five goals are the focus of our report and research. The goals introduced above are a major part of our vision for the future. The implementation of the projects introduced by these goals will also help to enhance the economic health and vitality of the Norwich Community, which will stimulate the economy of the City of Brunswick and surrounding areas.

Our approach will first focus on setting up the non-profit organization to oversee the activities and projects in the area. This group will develop their own goals and ideas for the Norwich Community. An understanding of the goals and projects will help the organization to jump-start the implementation of the ideas that are introduced in this report. The success of these plans and ideas will depend on the support of the public and private sectors of the community.

This non-profit organization and the ideas that it represents should be clearly introduced and explained to the community. A public relations campaign should be introduced and managed by this new organization. The campaign should focus on reaching the people of the Norwich Community. The campaign should explain the goals, intentions, and benefits of the strategy and should be strengthened by facts and statistics of other similar projects that have been successful. It should also focus on the incentives that are introduced for the people in the community like the Façade Improvement Plan, Home Ownership Initiative Program, and some of the community development programs. The community should feel the need to be involved in the revitalization. The ideas can be introduced in the local newspaper, local television, and radio, as well as displayed on signs throughout the community. This campaign, if introduced correctly, will grab the support of the community and utilize that support to make this plan successful.

The desired outcomes for the Norwich Community consist of strengthening the bond between residents, preserving historical aspects, and increasing the economy of the area. By creating more jobs, housing, businesses, and tourism, the Norwich community will become a better place to "live, shop, and worship."

Improvements to infrastructure, housing and retail, and community development will be required to revitalize the Norwich District. In order to achieve the goals of the community, the redevelopment process cannot focus on one specific area at a time. Various projects within the three areas will be implemented in unison. For example, no retail development can survive without improvements to infrastructure and community. This report has been divided into these three specific focus areas. Projects are listed in each section in order of our recommended priority. Priority information is also included in the implementation section.

# **Section 2**

# Infrastructure Developments

- 2.1. Pedestrian Linkage
- 2.2. Crosswalks and Sidewalks
- 2.3. Road Improvements
- 2.4. Storm Drainage Improvements
- 2.5. Lighting Improvements

# Section 2.1

# Pedestrian Linkage

- 2.1.1. Project Description
- 2.1.2. Project Benefits
- 2.1.3. Budget
- 2.1.4. Funding
- 2.1.5. Implementation

#### 2.1.1 Project Description

The presence or absence of sidewalks, especially along major streets, can influence a person's decision to walk from place to place or to walk for fun and exercise. If sidewalks do not exist along a street, people may be forced to walk in the street or along the shoulder, close to moving traffic. We feel that one of the most important aspects of this historically driven community is the park system that exists in the area. The three major parks in the Norwich Corridor area are aligned linearly along the western half of the corridor. The linkage between these parks is critical to the stimulation of community relations in the area. This park arrangement should serve as the strength and the "backbone" of the Norwich Corridor Rehabilitation Project. The parks should have interconnectivity and connect to the center of the Norwich Corridor, where the main commercial district is. This interconnectivity is essential to future development.

Some neighborhoods have sidewalks that are not continuous; meaning they exist in front of some buildings or homes but not in front of others. Areas with discontinuous sidewalks discourage people from walking. For many pedestrians, it may be difficult or impossible to walk through the area where the sidewalk is missing since the path may be obstructed, muddy, or otherwise hard to walk on. Physically disabled persons may find it impossible to walk under these conditions. Pedestrian Linkage will support the main residential sector of the Norwich Corridor and provide safe travel for the kids between the parks and into the commercial district.

The proposed community center will be located near the parks, and will be served by the new pedestrian linkage around the Norwich Corridor. Since this is the most sensitive area in the re-growth and rehabilitation area, it should be the area with the highest priority. The park linkage and pedestrian travel in this specific area should be the beginning of the infrastructure improvements in this downtown community district. The park system will also provide the major linkage between the people and provide a major capital investment for the community. In summary, the presence of continuous sidewalks in a neighborhood can significantly support people's ability to have access to their community.

#### 2.1.2 Project Benefits

The main street along which the parks will be linked will be Ellis Street. This pedestrian linkage will consist of sidewalks, crosswalks, and designated bike areas. The area is outlined in the conceptual plan in Appendix B. The new sidewalks and pedestrian linkage should be constructed to Georgia Department of Transportation standards. The pavement should be twenty-four feet in width with each lane spanning twelve feet in width. The pedestrian travel and sidewalks shall be five feet wide and located on the west and north side of intended streets, which are specified in the schematic design. The travel lanes shall be clearly marked by six inch painted white stripes. A bicycle area emblem shall also be required where bikes are permitted. Crosswalks shall be located at any street that is perpendicular to the intended path of travel. The crosswalks shall consist of a crosshatched pattern of six inch, painted white traffic lines and shall be no

less that five feet wide. These pedestrian areas should be clearly marked to show the presence of pedestrians and bicycles. These areas will also be required to be adequately lit at night. Lights should be placed at every intersection and road crossing, as well as throughout the parks. This will provide a warm community atmosphere and encourage travel and increase profits in the area.

#### 2.1.3 Budget

The total length of the of the park linkage including the sidewalks, bicycle area, and crosswalks is 11,500 linear feet. The sidewalks will be made of aggregate concrete and account for 10,000 linear feet of the total 11,500 linear feet, and add an aesthetically pleasing look for the community. We have estimated the total cost for a five-foot wide sidewalk at \$6.00 per linear foot, which will be a total of \$60,000. This will account for the majority of the park linkage cost, and will provide the most important feature of this particular project. We have included \$15,000 for paint and any signs that may be needed in the Norwich area to show pedestrian or bike travel areas. The painted crosswalks will make road crossings much safer and visible for the residents of this area. The estimate above does not account for the lighting mentioned in the previous paragraph. The \$75,000 price tag may seem a little large and unattainable, but the benefits of the community linkage that will be provided by this project over the next few years will easily exceed the initial cost. This connectivity will also make it much safer for the children and residents in the area, which is needed in the community.

#### 2.1.4 Funding

The funds for this area will come tax dollars of the community and will be supervised by the City of Brunswick and the Downtown Development Authority. Also, in certain districts private companies may be more inclined to help fund the project if they know it will bring business to the area. The small comparable price tag for this project can be funded by a minor wheel tax increase for the people in the entire county. The labor and equipment for the project shall be provided by the City of Brunswick.

#### 2.1.5 Implementation

The total project should be completed in six months. This project should coincide with the road improvements listed in section 2.2. This will allow the equipment and materials to be transferred only once by working on these two improvements simultaneously. The sidewalks adjacent to the park linkage shall be emphasized first and foremost. The next phase should focus on the interconnectivity with the downtown commercial district. After the road improvements and sidewalks are installed, the crosswalks should be painted. The signs and such shall be installed last and mark the last phase of the project. These improvements can be seen on the conceptual plan and will significantly increase the aesthetics, community feeling, and safety of the Norwich Corridor.

# Section 2.2

# Crosswalks and Sidewalks

- 2.2.1. Project Description
- 2.2.2. Project Benefits
- 2.2.3. Budget
- 2.2.4. Funding
- 2.2.5. Implementation

#### 2.2.1 Project Description

Along with adequate parking, easy and safe pedestrian crossings are among the most important elements to be considered on the Norwich Corridor. The economic vitality of the Norwich Corridor businesses depends on easy access to parking and shopping. However, the layouts of many streets and towns preceded the advent of the automobile and therefore are not conducive to current shopping patterns. When a highway bisects the central business district of an older community, the road, unless carefully controlled, can come to be seen as a barrier to foot traffic. Therefore, one of the most important goals of many redevelopment efforts is to insure that the pedestrian/shopper be given as much or more consideration as is given to vehicular traffic. Providing safe, convenient crosswalks and sidewalks is one of the most important ways of doing this.

Many main street groups wish to mark crosswalk zones with special paving materials or markings. This can be aesthetically pleasing, helps unify the visual aspect of the district and provides a psychological safety zone by specially marking the area reserved for walking traffic. Regardless of the paving materials used for a crosswalk, the MUTCD requires that crosswalk lines be white. For special conditions, the width of the lines may be increased to up to 24 inches in width, or the crosswalks may be marked with a crosshatch design.

Concerns about non-standard pedestrian paving are focused on the basic issues of cost and safety. Special paving is obviously more expensive than standard pavement markings. Safety issues include such questions as:

- Will the paving be dangerous to walkers, bicycles or other vehicles?
- Are these surfaces more slippery when wet or more likely to cause a car to skid during rain or snow?
- Will they wear out faster than standard paving material?

Special paving materials, including sidewalk and tree grates, should be examined for any safety problems before selecting a design. Extra cost must be absorbed for purchase and installation.

#### 2.2.2 Project Benefits

Crosswalks that may consist of brick pavers should be located in areas with commercial development in order to achieve a welcoming environment for consumers. The shopping strip consisting of commercial development along the Norwich Corridor would benefit from the added attraction of brick pavers. The shopping center is a potential location for shops and stores that would be of interest to visitors as well as Brunswick residents. The brick pavers would give the consumers a sense of interest for the area and, therefore, be beneficial to the potential shops and stores.

#### 2.2.3 Budget

Brick pavers cost approximately \$5 per square foot.

#### 2.2.4 Funding

Depending on district budget considerations, the DOT may pay for the item, require that the local jurisdiction pay, or make up the difference between the cost of a standard and the cost of the decorative item. Replacement costs are usually negotiated as well. Generally, incorporated cities must pay all of these costs, some counties share costs and the DOT pays all costs in unincorporated municipalities.

#### 2.2.5 Implementation

The purpose of sidewalks is to separate pedestrians from motorized traffic. The sidewalks along Norwich Corridor should provide a safe path for pedestrians who are walking to nearby businesses, using wheelchairs or bikes, as well as add to the aesthetic appearance of the corridor. Trees places on the path of the sidewalks should not be placed in the center of the walkway, as it will provide an obstacle for the blind. The sidewalks along the potential commercial development area along the corridor would be more inviting for consumers and beneficial to business owners if decorative brickwork is used along the sidewalk. As brick pavers can be costly, sidewalks consisting of only brick should be avoided. The best option in using brick pavers for sidewalk design is to place the bricks in approximately 3'x3' squares periodically along the sidewalk. This option will add to aesthetics of the Norwich Corridor without achieving an unreasonable price.

### **Section 2.3**

## **Road Improvements**

- 2.3.1. Project Description
- 2.3.2. Project Benefits
- 2.3.3. Budget
- 2.3.4. Funding
- 2.3.5. Implementation

#### 2.3.1 Project Description

Another very important project for the rehabilitation project is road improvements. Along with the park linkage, this will act as the major foundation of the project. The road improvements will act as a main driving force for the re-growth of the residential and commercial district. This will be aesthetically pleasing to the potential growth of business in the area, and these improvements will make the community more accessible to the residents. It will also make the streets and parks safer for the residents and visitors as they travel around and through the area.

#### 2.3.2. Project Benefits

The roads in the area need minor repair to provide the community with a feeling that this project will be a success. The area is populated with small potholes and cracked pavement. Not only is this unsafe, but also adds a negative aesthetic look to the community. The problems in this area are minor and can be solved by an overlay of asphalt, which is just an inch of asphalt that is laid on top of the existing asphalt. This aggregate is easily obtained and relatively cheap. This overlay will provide the support needed for the success and completion of the project, without performing major road construction in the area. The roads appear to be structurally sound per the site visit of GEMS Consulting Group. This overlay design will also neglect the need for detours and re-routing traffic, by allowing one side of the road to be overlaid at a time. The low amounts of traffic in the area will also make this a much safer alternative than many of the other ideas that were presented or researched. It will also lower the number of workers that can be used for other projects around the city. The project shall be managed by the City of Brunswick and the Downtown Development Authority and provide the labor for the project.

#### 2.3.3 Budget

The budget for the project is only an approximate figure due to the lack of research and This estimate is to be used surveying of the areas in need of improvements. simultaneously with the conceptual plans and is only attended to give an idea of the cost of the total project. The overlay portion will be given an area and estimate, and the patching areas will be given only a tonnage estimate due to the lack of knowledge of the potholes in the area. The total area for the overlay, which is considered to be one inch in depth, is 70,000 square yards. This area includes both lanes of travel in the areas designated on the conceptual plan included in this report. The total cost for the overlay portion of this project is approximated to be \$40,000. This figure includes the materials, equipment, and labor costs. The patching is very sparse and difficult to provide a firm estimate of the total amount of materials. The total amount of asphalt needed for the patching is 100 tons. The total price for the patching repairs is approximately \$10,000. This price includes all pothole patching, which should be done before the overlay to ensure level roads throughout the community. This price also includes any minor driveway or shoulder repairs that may be needed in the area. The work shall be preformed by the City of Brunswick and managed by the Downtown Development Authority and the City of Brunswick.

#### 2.3.4 Funding

The funds for this area will come from tax dollars of the community and will be supervised by the City of Brunswick and the Downtown Development Authority. Also, in certain districts private companies may be more inclined to help fund the project if they know it will bring new business to the area. The small comparable price tag for this project can be funded by a minor wheel tax increase for the people in the entire county. The labor and equipment for the project shall be provided by the City of Brunswick.

#### 2.3.5 Implementation

The total project should be completed in nine months. The improvements for this project should coincide with the park linkage project. This will allow the equipment and materials to be transferred only once by working on these two improvements simultaneously. The roads adjacent to the park linkage shall be completed first and foremost. All patching should be completed in the area before any sidewalk or overlay is begun. After all the minor repairs are completed, the overlay may begin in the designated areas, which are shown on the conceptual plan provided by GEMS Consulting Group. After the overlay is in place, all the sidewalks and striping may be performed. The signs and such shall be installed last and mark the last phase of the project. These improvements can be seen on the conceptual plan and will significantly increase the aesthetics, community feeling, and safety of the Norwich Corridor.

### Section 2.4

# **Storm Drainage Improvements**

- 2.4.1. Project Description
- 2.4.2. Project Benefits
- 2.4.3. **Budget**
- 2.4.3. Funding2.4.5. Implementation

#### 2.4.1 Project Description

The Norwich Corridor is also in need of some major storm drainage improvements. The problem areas are very easy to see even to the common driver. Not only can the existing storm pipes not hold the water, but they are in deteriorating shape. One of the main factors of public sanitation is human health. The problems with the storm water have potential to eventually contaminate the drinking water of the community. This water is filled with dirt, debris, and chemicals from industrial and residential uses. Automobiles are one of the major causes of contaminated storm water. The standing water causes the offensive odor and nests mosquitoes. This water also causes the cracking of the roads and the formation of potholes by holding salt that has precipitated from the ocean. These puddles also directly influence the safety of the automobile drivers in the area. One small water pond can cause a five thousand pound car to slide out of control in a matter of seconds.

If a ten or one hundred year storm ever occurred, the storm system needs to be capable of managing the overflow from a ten or 100 year flood adequately to ensure the safety of the residents. Although these improvements are needed, it will be very difficult to find the problem areas since everything is located underground. GEMS Consulting believes that a long-term approach should be studied and then introduced to solve this problem over many years. The areas near the parks and the pedestrian linkage should be addressed first to ensure the sustainability of the sidewalks and the new road improvements. Then the areas that show weakness should be improved. The lack of research time and the location of the storm pipes cause this part of the infrastructure improvements to be the most difficult to overcome.

#### 2.4.2 Project Benefits

We recommend research and surveying before the project planning phase. Some of the pipes in the Norwich Corridor were installed and designed in the 1800's and are in very poor condition. Sinkholes or dips in asphalt may be signs of a damaged pipe because water softens the soil and causes a collapse. Of course, standing water is an obvious sign of insignificant drainage. Clogged drainage structures may also be an obvious sign for needed improvement. In addition, problem areas may experience a very large amount of road debris and silt. There are many other technological techniques to determine the sustainability of the existing storm pipe. These areas have great potential because of the close proximity to the ocean. Of course, this water should be adequately filtered before processed into the ocean because of all the harmful chemicals and materials that may be contained in the storm water.

#### 2.4.3 Budget

As the determination of a specific plan is not in our scope of work for this project, GEMS Consulting Group did not assemble a budget for the storm drainage that is needed in the Norwich Community District. This area needs much more testing and attention before a budget can be produced. Many factors can largely affect the cost of the project. Some of

these factors are pipe age, size, depth, and material. Also, the location of the storm drainage significantly affects needed improvements. The location could also influence the type and size of equipment needed for the job, as well as influence the number of workers that are needed for the project. With all these factors in mind, GEMS Consulting Group is not able to produce an approximate budget for the area.

#### 2.4.4 Funding

Although, an approximate budget cannot be produced, we do know how the community may choose to fund the project. The funds for this area will come from tax dollars of the community and will be supervised by the City of Brunswick and the Downtown Development Authority. Also, in certain districts private companies may be more inclined to help fund the project if they know it will bring business to the area. The small comparable price tag for this project can be funded by a minor wheel tax increase for the people in the entire county. The labor and equipment for the project shall be provided by the City of Brunswick.

#### 2.4.5 Implementation

The schedule for the project is also very difficult to predict, due to lack of knowledge of the area. We do think that long-term goals should be set up in order to ensure the safety of the water in the Norwich Community District. The order of priority is discussed in the previous paragraphs. Although, it may be difficult to produce a precise schedule for the storm drainage repair, the entire project should be completed in ten to fifteen years to ensure the sustainability of the community.

### Section 2.5

# **Lighting Improvements**

- 2.5.1. Project Description
- 2.5.2. Benefits2.5.3. Budget
- **2.5.4.** Funding
- **Implementation** 2.5.5.

#### 2.5.1 Project Description

The appropriate selection of signal poles, supports, and related fixtures is important to the Norwich Corridor businesses for aesthetic and economic reasons. Many towns involved in economic revitalization programs incorporate streetscape beautification and design programs as part of the effort. The attempt to repair, restore, or create an attractive appearance for any street or highway is an essential part of most revitalization projects. These efforts will attempt to generate a sense of place on the Norwich Corridor, in some cases by emphasizing or conserving historic architecture, in others by creating a livable environment and a pleasant identity for the Norwich Corridor business district. The establishment of an appealing social/economic context is dependent on a coherent, harmonious visual appearance. Attempts to do this often involve removal of visual clutter such as overhead wires, unnecessary signs, and utility poles that can give a jumbled, confusing visual image to an area.

Historic districts often seek to keep roadside objects in conformity with the period the area represents. Special paving, antique fixtures, and a unique historic district sign are all elements that help to achieve this goal. However, when considering these changes there are issues - such as crosswalk locations, sidewalks, parking, placement of signs, and traffic signals - that must be addressed to assure the safety of pedestrians as well as motorists.

Traffic signals should command attention, produce a clear meaning, and be located so that it can be seen from sufficient distance to allow adequate time for recognition and response. Other factors include the need for uniform design placement, and selecting locations that minimize a signal's hazard as a fixed object. Generally, there are three types of mountings available:

- Mast arm overhead assembly
- Corner pole mounting
- Over-head cable suspension

#### 2.5.2 Project Benefits

While some towns have requested removal of signs to reduce visual clutter, others have requested that signs be installed on near-by highways to inform motorists of the availability of conveniences, restaurants, museums, and other points of historic or cultural interest. As a town official in Frostburg commented, "Economic development should be a major consideration because lack of it hurts everyone. If people on the highway don't know we're here, they'll keep on going down the road and spend their money in Pennsylvania." This issue illustrates three points:

- The desire of many towns to control their streetscape to reflect or create a welldefined, locally-determined identity
- The need of some towns to notify motorists of goods and services available in the town

• The difficulty faced by the DOT in meeting the special needs of local businesses while still conforming to national highway standards

Decorative light poles should be located in areas with commercial development in order to achieve a welcoming environment for consumers. The first area of concern for commercial development that would benefit from the added attraction of decorative light poles is the shopping strip along the Norwich Corridor. The shopping center is a potential location for shops and stores that would be of interest to visitors as well as Brunswick residents. The decorative light poles would give the consumers a sense of interest for the area as well as add to a historic appearance and, therefore, be beneficial to the potential shops and stores in this area.

#### 2.5.3 Budget

Decorative outdoor lighting poles are approximately \$1000 each. It is estimated that six to eight poles will be needed for the proposed Norwich Corridor commercial development. Therefore, the total cost of initial decorative outdoor lighting poles will range from \$6000 to \$8000.

#### 2.5.4 Funding

Although decorative poles for traffic signals are available, they are expensive and often require at least six months for delivery. Depending on district budget considerations, the DOT may pay for the item, require that the local jurisdiction pay, or make up the difference between the cost of a standard and the cost of the decorative item. Replacement costs are usually negotiated as well. Generally, incorporated cities must pay all of these costs, some counties share costs and the DOT pays all costs in unincorporated municipalities (this fact needs to be verified by the DOT).

If a new traffic signal is being installed or maintenance on an existing signal is scheduled, then the DOT/County may agree to paint the poles at its own expense. If the request cannot be incorporated in a scheduled maintenance cycle, the local jurisdiction may be required to pay the costs.

#### 2.5.5 Implementation

The requirement that the signal be visible and thereby allow adequate response time virtually requires over-head mountings, either on cables or mast arms. For mid-block signals, at least one signal face should be mounted over the road. Once again, the MUTCD sets the standards for visibility requirements for signal installation. Section 4B-12 of the Manual sets for the speed/distance parameters of signal location. The GDOT has other guidelines that they follow to determine signal installation and these guidelines must also be considered. Paint colors for the poles and availability may vary from district to district, but generally local groups can chose from several shades of black, green, and bronze.

Signal heads on most state highway signals are the national standard highway yellow, although, these can be painted as well. Darker colors may not be used on control boxes because hot weather causes the boxes to absorb and retain so much heat that the control equipment may malfunction.

For more information about light pole restrictions and guide lines in the City of Brunswick, contact the City of Brunswick Pavement and Grounds Division at (912) 267-3720 and the City of Brunswick Electrical Division at (912) 267-5569.

### **Section 3**

# Residential & Commercial Opportunities

- 3.1 Mixed-Income Housing
- 3.2 Multi-Family Housing
- 3.3 Norwich Street Retail Opportunities
- 3.4 Facade Improvement Program
- 3.5 Home Improvement Assistance Program
- 3.6 Home Ownership Initiative Program
- 3.7 Business Incentives

### **Section 3.1**

# **Mixed Income Housing**

- 3.1.1. Project Description
- 3.1.2. Project Benefits
- **3.1.3.** Budget
- **3.1.4. Funding**
- 3.1.5. Implementation

#### 3.1.1. Project Description

Mixed-income housing has had much success in cities across the nation and across Georgia. By establishing more attractive housing and eliminating the current barrack-style public housing in the Norwich Corridor, mixed-income housing will stimulate business development and encourage the redevelopment of nearby residential and retail properties. Mixed-income housing can also bridge the socioeconomic gaps between residents of differing economic and social classes. By mixing different incomes, classes, and races, mixed-income housing develops understanding, a greater sense of community, and promises a brighter future for all residents.

Currently, all of the public housing for Glynn County is contained in the City of Brunswick. A large majority of this public housing is located in the Norwich Corridor along Martin Luther King, Jr. Boulevard (MLK). As indicated in the Phase II master plan, 57% of the community's households live in poverty (see figure 3.1.1a). Multifamily, mixed-income housing will provide affordable and high quality housing not only to the current residents of the public housing project, but to all low and very-low income households in Brunswick and Glenn County.

Low-income households are defined as households with an annual net income of less than 80% of the Glynn County Median Annual Income, or \$26,800 to \$43,000 annual income. Very-low income households are defined as households with an annual income of less than 50% of the Glynn County Median Annual Income, or less than \$26,799.

We recommend proceeding with two of the three sites for mixed-income housing as identified in the preliminary report by Starling Sutton & Associates. They are as follows:

- 1. Norwich Gateway Mixed Use, Mixed Income, Senior Housing Project
- 2. Current public housing replacement

Figure 3.1 A on the following page shows the breakdown of household types and income levels for the City of Brunswick. These numbers can be compared to the 2003 Household Incomes for Georgia and Glynn County.

#### Norwich Gateway Mixed Use, Mixed Income, Senior Housing Project

Located in the now vacant parking lot owned by the St. Marks Episcopal Church at the intersection of Gloucester and Norwich Streets, this mixed-use, mixed-income project would provide housing for seniors close to the Historic Downtown District. As described, this would create approximately 12,000 square feet of street-level retail space, 9,000 square feet of office and assembly space, and 116,000 square feet of mixed-income senior housing (approximately 100 units). Based on figures presented in the Starling Sutton & Associates Redevelopment Plan, approximately 11.1%, or 344, of the 3,100 residents of the Norwich District are 65 years or older.

This project would not only provide housing for the senior residents of Norwich, but could bring in residents from the county due to its proximity to health care facilities. By providing 12,000 square feet of street-level retail space and 9,000 square feet of office

and assembly space, this project will capitalize on the economic development already occurring in the Historic Downtown District and will act as a catalyst to spread development north into the Norwich District.

Figure 3.1 A

Percent of Households by Type	2002
Single Person	36.1 %
Single Parent	21.1 %
Married Couple without Children	12.8 %
Married Couple with Children	8.6 %
Other	21.4 %
\$25,000 – 49,999 \$50,000 – 74,999 \$75,000 or more	1.9 % 0.6 %_
Brunswick 2002 Median Income	\$24,000
Brunswick 2002 Average Income	\$28,300
Percentage of Households in Poverty	•
Glynn Co. 2003 Median Income	\$53,700
Georgia 2003 Median Income	\$57,700

**Current Public Housing Replacement** 

We recommend replacing the current public housing on MLK with mixed-income housing. The current public housing buildings were built in 1941 and 1952. The open green space between McIntyre Courts and Brooklyn Homes-A will be used for the first series of units. We recommend two and three story units similar in appearance and style to surrounding houses and construction. Once the initial units are complete, existing residents should be relocated into the new units and other designated mixed-income housing in the area, allowing for the Brooklyn Homes-A units to be demolished and additional mixed-income housing to be built in its place. This cycle should continue until all current public housing is converted into mixed-income housing. Approximately 400 units should be created.

We also recommend extending "J" street through the site during this process, providing a continuation of the existing square system of the rest of the corridor. It is our recommendation that additional mixed-income housing sites be identified and pursued.

Additional mixed-income projects may accommodate a larger percentage of market rate units but should still include at least 20% low or very-low income units. In order for the mixed-income housing to be successful, it must not be segregated to one section of town nor made to keep the same stigma as existing public housing. It should be spread throughout the Norwich District and the city of Brunswick to provide consistent, affordable, high quality housing. These projects will serve as catalyst projects, spurring redevelopment in the residential and retail areas surrounding them.

As only 3% of the residents of the Norwich District have incomes greater than \$50,000 annually, there is a large percentage of the population that is classified as low-income or very-low income households. The new mixed-income housing, therefore, should target a greater percentage of these low-income households. At least 30% of the units should be designated for very-low income units, with household incomes at or below 50% of the Glynn County Median Income, or \$26,799 or less. At least 30% of the units should be designated for low-income units, with household incomes at or below 80% of the Glynn County Median Income, or \$43,000–26,800 yearly. The remaining 40% of the units should be Fair Market Value units. These units should be available for rent and sale in percentages determined from current market conditions. The average fair market rent rates for Georgia and Glynn County, by bedrooms, is listed in Figure 3.1 B below. Zero bedroom units are studio or loft style apartments with one general living area. The distribution of income levels may be adjusted in accordance to the market conditions of the area and the demographics of the target citizens the units are to serve.

Figure 3.1 B

	Zero	One	Two	Three	Four
Georgia	\$545	\$619	\$728	\$970	\$1,146
Glynn Co.	\$416	\$465	\$526	\$708	\$ 867

#### 3.1.2 Project Benefits

These mixed-use housing developments will provide quality housing for all income levels in the Norwich District. These projects will also act as catalysts to the Norwich District Redevelopment by creating a higher class of housing in the area. Once residents from substandard housing currently in the area relocate into the new mixed-income housing, it will provide a catalyst for the owners of existing owner-occupied and absent-owner properties to renovate and repair the existing housing. It is important for the district that the historic housing currently in place be repaired and remodeled to a level that will allow for a consistent appearance to the community as well as preserve the historical heritage of the community. We recommend implementation of the Norwich Overlay Zoning District Infill Design Guidelines prepared by Coastal Georgia Regional Development Center in the reconditioning of existing housing as well as new infill housing.

By reducing the housing costs for some of the lower income residents, these projects will also allow increased expenditures in the district, proving an increase in tax revenue. As the redevelopment plan proceeds and infill-housing progresses, the increase in the population of the area will also increase property values and local retail sales. These increases will increase the tax revenue to the City of Brunswick, while public benefits provided by the city to the residents will remain much unchanged.

#### 3.1.3 Budget

The final cost of the projects varies greatly, depending on the final design of the units, cost of land, and availability of government funding. A relatively conservative estimate for the cost of the residential units is \$125 per square foot. This would translate to a 1,100 square foot unit costing \$137,500, including landscaping and other costs. These three projects will create approximately 500 new units and 556,000 square feet of residential space, for a total cost of \$69.5 Million.

#### 3.1.4 Funding

Funding for the costs of these projects will come from public and private funding including HUD funding. The Norwich Gateway Mixed-Use, Mixed-Income Senior Housing Project should qualify for HOPE VI funding as well. Initial investments required to get the project started may be required from the City of Brunswick, the Brunswick Housing Authority, and seed money from grants earmarked for the Norwich District. Additional funding can be obtained from redevelopment bonds and tax allocation district funding.

#### 3.1.5 Implementation

The prioritization of these projects should be as follows:

- 1. The Norwich Gateway Mixed Use, Mixed Income, Senior Housing Project
- 2. Current Public Housing Replacement
  - a. Infill of green space between buildings
  - b. Brooklyn Homes-A
  - c. Brooklyn Homes-B
- 3. Other mixed-income housing sites as opportunities become available throughout the district.

### Section 3.2

# **Multi-Family Housing**

- 3.2.1. Project Description
- 3.2.2. Project Benefits
- 3.2.3. Budget
- **3.2.4. Funding**
- 3.2.5. Implementation

#### 3.2.1 Project Description

Currently, renters occupy 56% of all housing units in the Norwich District. Another 17% of units are vacant. Approximately 70% of the existing units are single-household homes. With the high percentage of renters and low percentage of multi-family housing available in the area, there is a large market for multi-family housing.

While it is important to preserve the historical appearance and population densities of the community, more densely populated areas are necessary for the community to grow to its fullest potential. As the redevelopment of the district proceeds, vacant lots on the same block can be purchased and sold as larger lots to developers interested in building two to four family units. Town homes and two and three story units can be built in styles similar to many of the historic homes in the area and in the Historic Downtown District and will not conflict with the Overlay Zoning District Infill Design Guidelines.

It is essential to the success of this project that the Historic Norwich Community Organization, Blueprint Brunswick, and The City of Brunswick assist in the identification, marketing, and construction of these multi-family housing units. We recommend the Historic Norwich Community Organization establish a Property Transition Fund to secure and purchase sites for re-sale to developers and potential homeowners.

#### 3.2.2 Project Benefits

Multi-family housing benefits the city and the residents. Higher population densities and increased tax revenue potentials benefit the city to provide funding for public safety and infrastructure improvements. Residents from additional housing available in the city closer to businesses, shops, public parks, and city facilities. Local businesses will prosper with a larger customer base within walking distance from the retail locations. Multi-family housing units are also typically more economical to build and are more energy efficient to operate. By providing common driveways with parking behind the units, the streets and landscape are also accented, creating more of the neighborhood environment needed to establish a sense of community in this corridor.

#### 3.2.3 Budget

The cost for the multi-family housing units can fluctuate greatly depending on the architecture and size of the units. Housing units geared toward the median income households of the area can be expected to cost approximately \$125 per square foot. As no specific sites and sizes of projects have been identified, an overall budget is not appropriate for this project. Initial capital will be required to set up the Property Acquisition Fund.

#### 3.2.4 Funding

These multi-family units will be entirely funded by private developers. Upgraded public utilities and infrastructure can be provided to these developments using income from tax allocation districts or bonds to be paid from the increased tax revenue provided by these units. Initial capital required for the Property Acquisition Fund is to be provided by seed money from Federal Grants to the Historic Norwich Corridor Organization.

#### 3.2.5 Implementation

As there are no specific sites located for these multi-family units at present, the implementation of these projects is dependent upon developer interest. The City of Brunswick should allow for zoning provisions to enable the building of these units throughout the Norwich District. The Historic Norwich Corridor Organization should actively pursue developers interested in these housing projects at the time of initial implementation of the overall redevelopment plan for the Norwich District.

### Section 3.3

# **Norwich Street Retail Opportunities**

- 3.3.1. Project Description
- 3.3.2. Project Benefits
- 3.3.3. Budget 3.3.4. Funding
- **Implementation** 3.3.5.

#### 3.3.1 Project Description

There are many opportunities along Norwich Street for establishment of additional retail businesses. The Gateway Mixed-Use Project in section 4.2 creates 12,000 square feet of retail space. We propose all property along Norwich Street be designated as commercial and retail property. Any residential properties of significant historical value are not included.

Currently, there are many successful businesses along Norwich Street. These businesses are scattered along Norwich Street and leave opportunity for infill of businesses. The Facade Improvement Program listed in section 4.4 will provide much needed consistency and favorable appearance to this area. Along with the improvements in infrastructure, the Norwich Corridor will be a place to "Live, Shop, and Worship."

As the catalyst projects progress and bring in more residents and more income to the corridor, the area will have greater appeal to potential retailers. Currently, a large percentage of the retail expenditures of the residents of the Norwich Corridor occur outside the corridor. We recommend actively pursuing retailers and businesses to move to the area. The shops along Norwich Street provide a historic "strip mall" atmosphere where shoppers can walk easily between stores and restaurants.

We also recommend a grocery store to be located in the district. independent grocery chains that typically operate in smaller rural towns would be successful in the Norwich Corridor.

#### 3.3.2 Project Benefits

The benefits from increase retail expenditures in the city of Brunswick will increase the tax revenue of the city. Residents will also be provided with a self-sustaining community where they can walk to shops in their community to buy essential and non-essential items. The feeling of a self-sustaining community separate from Brunswick and Glynn County will give a greater sense of community for the residents. Increased retail and businesses will also increase the potential of the Historic Norwich Community Organization by providing more business leaders who have made significant investments in the community.

#### 3.3.3 Budget

Although there is no specific estimate or budget for the cost of this project, the only costs incurred will be to draw the retailers and businesses to the district. All costs of construction will be paid by the business. The city will have increased revenue from the granting of business licenses and greater use of the existing infrastructure, including water and sewer fees.

#### 3.3.4 Funding

This project is to be funded by private businesses that move into the Norwich Corridor. As sated in section 4.3.3, any minor costs of drawing retailers to the area will be offset by increased tax revenues, fees, and more efficient use of public utilities.

#### 3.3.5 Implementation

After planning is complete for all infrastructure improvements along Norwich Street, a plan should be developed to draw businesses into the community. With the plan for a brighter and nicer Norwich Street underway, the area will be more appealing and have the ability to draw in businesses to tap into the retail potential of the Historic Norwich Corridor.

### **Section 3.4**

# Facade Improvement Program

3.4.1. Project Description

3.4.2. Project Benefits

**3.4.3.** Budget

3.4.4. Funding

3.4.5. Implementation

#### 3.4.1 Project Description

Many buildings in Brunswick's Norwich Corridor have lost their architectural character. Some have been covered with "new" materials while others have had their most character-giving architectural features removed. The end result has often contributed to the Norwich Corridor's decline. In response, the City in cooperation with Blueprint Brunswick, Inc. has implemented a Façade (FID) Improvement District and adopted Downtown Development Authority (DDA) Guidelines.

Buildings are the critical physical component of Norwich Corridor District (NCD)-economically, functionally, and aesthetically. When buildings are vacant, deteriorated, cluttered with signs, or in poor condition; improving parking, traffic flow and landscaping does little good. As a Community in close proximity to Downtown Brunswick, the city recognizes the NCD's existing structures must be the basis of a successful revitalization program.

All property owners, for-profit businesses, or not-for-profit organizations with leasehold improvement provisions, willing to improve the exterior of properties located within the Facade Improvement District are eligible to receive assistance. A recipient may utilize the FIP in conjunction with other public financial resources.

First time applicants shall be given funding priority. Owners or buildings that have received prior FIP support will be considered on a case-by-case basis. Projects involving a previously funded building may be considered after completion of any previous projects. Owners may receive assistance for more than one building providing funding is available.

While individual projects may vary from the following guidelines, the City's objective will be to achieve:

- Occupancy The first floor of each building must be occupied by a business(s) a minimum of six (6) months each year for the requisite number of years following FIP reimbursement. [Five (5) years for projects receiving FIP assistance up to \$10,000, and ten (10) years for projects receiving more than \$10,000 in assistance.]
- Facade Renovation Must involve the general upgrading of a building's external appearance in compliance with DDA Guidelines and a Design Review process by DDA and Blueprint Brunswick, Inc. Renovation may consist of:
  - a. accentuating the existing features of the building through painting, restoration, replacement, cleaning or other treatment of exterior surfaces;
  - b. the addition of design elements which may have appeared on the original building or are in keeping with the building's character, i.e. awnings;
  - c. upgrading existing signage including the removal of overhanging signs;

- 1. All work must be done in accordance with the DDA Guidelines, all applicable local, state, and federal codes.
- 2. All interior/exterior code deficiencies or violations and imminent health and safety hazards must be corrected in conjunction with facade renovation.
- 3. Any renovation work undertaken prior to the City's final written authorization to begin construction is not eligible for assistance under the program.
- 4. All renovation work undertaken in conjunction with the facade improvement program which exceeds approved financial assistance shall be borne by the applicant.
- 5. All construction management shall be the responsibility of the applicant.
- 6. All work undertaken is subject to local, state, and federal compliances.
- 7. Each recipient will be responsible for all acquisition and relocation costs when displacement of residential or nonresidential tenants occur as a result of the project.
- 8. All applicants shall be required to demonstrate compliance with nondiscriminatory employment practices and Affirmative Action Programs under Title VI and Section 112 of the Civil Rights Act of 1969 and Public Law 92-65. Applicants are encouraged to utilize minority business enterprises under the FIP.
- 9. The City, the Department of Housing and Urban Development, the Comptroller General of the United States, or any duly authorized representatives, shall have access to any books, documents, papers, and records that are directly related to the FIP assistance for the purposes of monitoring, making audits, examination, excerpts, and transcripts. All records supporting the costs and components of FIP assisted improvements shall be maintained for a period not less than three (3) years following completion of the FIP agreement period, agreement termination, or default, whichever shall first occur.
- 10. No person who is an employee, agent, consultant, officer, appointed official, or elected official of the City of Brunswick who exercise or have exercised any functions or responsibilities with respect to government activities, or are in a position to participate in a decision-making process, or gain inside information with regard to such activities, may obtain a personal or financial interest or benefit, or have an interest in any FIP assistance, either for themselves or those with whom they have family or business ties, during their tenure or for one year

#### 3.4.2 Project Benefits

The Facade Improvement Program (FIP) is intended to encourage building renovations that address deteriorating conditions by offering financial incentives to property owners who improve the exterior appearance of NCD buildings within the Facade Improvement District in compliance with DDA guidelines. The program is intended to assist building owners committed to the stabilization and repair of existing structures for the long-term benefit of the NCD. Owners who have historically been negligent and irresponsible in

building maintenance will be considered for funding only upon review by the Downtown Development Authority. Included in the review will be the owner's history of property maintenance violations.

The principal benefits of the Facade Improvement Program (FIP) are to:

- 1. Provide a financial incentive for NCD property owners to upgrade the exterior of their building;
- 2. Retain and attract businesses to strengthen the business potential of the NCD;
- 3. Increase utilization of downtown buildings and restore economic vitality to the NCD;
- 4. Maintain and enhance property values and economic benefits of NCD property ownership.

#### 3.4.3 Budget

The budget depends on the size and scope of the improvement.

#### 3.4.4 Funding

- Reimbursements\_- all assistance is on a reimbursement basis following completion of the project. The total reimbursement for all forms of FIP assistance shall not exceed \$30,000 per project.
- Security the FIP reimbursement will be secured by a mortgage on the real estate for the requisite term that will self-amortize proportionally each year; providing the property is occupied by a business(s) a minimum of six (6) months each year.
- Repayments No repayments will be required if all terms are met.
- Default A recipient shall be considered in default and the balance of financial assistance immediately due and payable upon failure of the borrower:
  - a. To keep the property occupied for a minimum of six (6) months per year for the requisite number of consecutive years. [Five (5) years for projects receiving FIP assistance up to \$10,000 and ten (10) years for projects receiving more than \$10,000 in assistance].
  - b. To operate in compliance with all applicable local, state, and federal codes, laws, and regulations.

- Remedies of Default In the event of default, the City of Brunswick may exercise any combination of the remedies available to it with respect to the security agreement(s). The City may take whatever action at law, or in equity, as may appear necessary or desirable to collect any outstanding balance or to enforce the performance and observation of any other obligation or agreement of the recipient.
- Ineligible Activities Applications which will <u>not</u> be considered for financial assistance are those which:
  - c. Involve interior rehabilitation including modernization of electrical, mechanical, or structural elements. However, FIP funds may be used for facade improvements in conjunction with a separately financed rehabilitation project.
  - d. Do not follow the approved architectural plans and designs for the facaderenovation.
  - e. Cannot demonstrate the ability to bear the entire cost of relocation and related expenses of residential or nonresidential tenants displaced as a result of project activities.
- Financial assistance for facade improvements a 50% reimbursement for the actual costs of facade and/or related exterior rehabilitation expenses up to \$30,000. A minimum of \$10,000 will be available for each approved project with the opportunity for assistance up to \$30,000 based on FIP Incentive Scoring.
- Incentive Scoring based on recommendations by Downtown Development Authority and Blueprint Brunswick available to all applicants. Each application will be scored by DDA on a graduated scale for a maximum of 10 points per project. Incentive scores will increase the available FIP assistance from \$10,000 to a maximum of \$30,000. (Exhibit A)
- Architectural assistance for design of improvements a 100% reimbursement of
  actual architectural costs (up to \$1,000) associated with facade improvements to a
  building eligible for, or listed on, the National Register, providing the property owner
  employs a Design Review Board approved architect and utilizes their architectural
  plans in the building renovation.
- Facade Renderings applicants must obtain renderings of proposed improvements to be submitted as part of the application process. Renderings by design professionals pre-approved by the Design Review Board will be paid for by the applicant and may be reimbursed by the FIP if the Design Review Board approves the project. Reimbursement not to exceed \$750 will be subtracted from the total assistance to the project and paid at project completion.

### **EXHIBIT A**Incentive Scoring Criteria

The incentive scoring criteria reflect those priorities considered to be most important to the continued improvement of the downtown business climate. The criteria also take into account the location and condition of the project building, and past stewardship of the property. The incentive scoring criteria are as follows:

- 1. Projects which undertake substantial repair or complete replacement of roof material, sheathing, structural roof framing such as rafters and trusses; or act to preserve the building shell by the repair or replacement of brick, block, masonry, wood or other appropriate materials. The project must act to prevent deterioration of the building from moisture and other harmful elements. (3 points)
- 2. Projects which remove false fronts and siding of metal, vinyl, fiberglass, plywood, or other inappropriate material; and which replace it with materials appropriate to the historic era of the building. Projects must involve the restoration or rehabilitation of the storefront or main entrance in a way that respects the historic integrity of the building. (3 points)
- 3. Projects which repair, restore, or appropriately replace windows, exterior doors, transoms, or primary entryway. Such projects must address the principle of "opening the building to the street". (1 point)
- 4. Projects which install, repair, or replace awnings over the front or side of the building. Awning replacement must be over a sidewalk or other primary pedestrian walkway. (1 point)
- 5. Projects by an owner who received no property maintenance citations for the project address during the twelve months preceding the application. (1 point)
- 6. Projects involving a building that is listed on the National Register of Historic Places. (1 point)

Projects shall be entitled to additional funding based on the total incentive score according to the following table:

Incentive Points	Total FIP	Incentive Points	Total FIP
0	\$ 10,000	6	\$ 20,000
1	\$ 11,000	7	\$ 22,000
2	\$ 12,000	8	\$ 24,000
3	\$ 13,000	9	\$ 27,000
4	\$ 15,000	10	\$ 30,000
5	\$ 17,000		

Up to three (3) additional points may be awarded by the Downtown Development Authority or Blueprint Brunswick, Inc. for projects of particular merit, but in no case will the total funding exceed \$30,000 per project.

#### 3.4.5 Implementation

The implementation will depend on the size and the scope of the improvement.

### Section 3.5

# Home Improvement Assistance Program

3.5.1. Project Description

3.5.2. Project Benefits

3.5.3. Funding

3.5.4. Implementation

#### 3.5.1 Project Description

One of the major priorities in the revitalization of any community is the establishment of a safe and aesthetic housing stock. The overall vision for the Historic Norwich Community District emphasizes the commitment to produce a livable, in-town community, complete with residential units in which a broad range income population would feel comfortable residing.

Currently, there are 1,449 housing units found in the Historic Norwich Community District. Renters occupy 56% of these housing units, while owners occupy 27% and nearly 17% of all housing units are vacant. A significant downfall to the current state of the Historic Norwich District is the sizable number of vacant lots. This portion of the redevelopment strategy will be addressed in sections 3.4 and 4.3, Vacant Building and A major goal to the community Facade Improvement Program, respectively. redevelopment plan is a transition from renters to owners. This aspect of the revitalization will be outlined in Section 4.6, Home Ownership Initiative Program. Until the transition towards ownership takes place, it is still important to greatly improve the façade of all the housing stock currently in the Norwich District. Of these, approximately 55% have been classified in standard condition, meaning that they were rated good in most attributes, requiring only minor maintenance. Another 20-30% of the housing stock is currently classified as sub-standard, indicating some problems beyond maintenance repair. An important precursor to the project described herein is outlined in the draft community redevelopment plan produced by Starling Sutton and Associates. In this plan, the aforementioned outline a strategy for Systematic Code Enforcement. This is a critical portion of the community redevelopment plan in order to provide some incentive for property owners to improve the appearance of their housing units.

The Home Improvement Assistance Program will be organized to help owners and renters alike, in order to improve the overall appearance of a deteriorating community. It must be noted that simply improving the exterior appearance of the housing stock in the community is simply a quick fix solution to a much deeper problem. However, it is a necessary step in the journey towards a stronger community. The long term revival of the Historic Norwich District is dependent on several, if not all, of the project goals being implemented in a 5 year time-frame.

The first step in the HIAP is the development of an HIAP Sub-Center in the Norwich Development Center, located on Norwich Street in the Historic Norwich District. The deterioration of the housing stock in the Historic Norwich District may be due to various different causes, but it is impossible for the residents to begin improvements with a significant lack of funds and a severe void of knowledge. Both of these will be addressed in the HIAP Center, beginning with increasing the knowledge base, which in turn will lead the residents to different sources where funds may be attained or assistance without funds may be granted.

There are two basic categories of information that need to be offered in the HIAP Sub-Center of the Norwich Development Center. The first category is government assistance and funds, and the second class is non-profit aid organizations. These are two dramatically different approaches to assisting community revitalization, and both are successful and effective programs.

Many communities that lack leadership, in turn miss out on the opportunity to attain government aid and funds. After the development of a strong Norwich leadership group, the mission to strive for government money should take full force. In the center, pamphlets, applications, and computer centers with web access will allow individuals to receive the knowledge necessary to acquire the funds. The United States Department of Housing and Urban Development offers specific programs targeted to help low to moderate income neighborhoods build strong communities. The Georgia Department of Community Affairs administers a variety of state and federal grant, loan and tax incentive programs as well as several technical assistance and education programs. The following programs are offered through the Georgia Department of Community Affairs and may be helpful in providing aid to the Norwich Community.

#### Affordable Rental Housing Development

The Georgia Department of Community Affairs rental housing finance programs work with for-profit, nonprofit and government partners to build or rehabilitate rental housing in Georgia. Although of less concern to the Norwich District, funding is also available to private sector developers through DCA's Office of Affordable Housing. Local governments may also access funds through DCA's Business and Financial Assistance Division to offer programs to construct or rehabilitate rental housing for low and moderate-income residents of their community.

#### Community Development Block Grant Program

The Community Development Block Grant Program (CDBG) provides a large source of grant funds which can assist a wide range of eligible activities including housing improvement projects, public facilities (water and sewer lines), buildings (i.e.: local health centers or head start centers), and economic development projects. Local, city, or county government must apply to the CDBG Program. If Glynn County or the City of Brunswick are already receiving CDBG funds, then it is necessary for community leadership in Norwich to determine how the money is being allocated and how the conununity may go about receiving some of these funds.

#### Community HOME Investment Program (CHIP)

THE CHIP Program was created by the National Affordable Housing Act of 1990, The HOME Program is the first federally funded block grant designed to address state and local affordable housing concerns. The

Program was created by setting aside a portion of the Georgia Department of Community Affairs HOME funds for local governments planning to develop or preserve current affordable housing in their communities. Unlike CDBG funds, CHIP funds can only be used for activities that result in the production, acquisition, or rehabilitation of decent, safe, and sanitary housing units, which will be occupied by very-low to moderate income homebuyers, owners, or tenants. These funds may be utilized in conjunction with or independent of CDBG funds in order to provide an adequate housing stock for low-income families within the local community. CHIP funds can be used to stimulate the production or rehabilitation of single-family and rental housing through a variety of funding sources including rehabilitation loans, development subsidies, construction lending, loan guarantees, refinancing, and permanent mortgage financing.

Not-for-Profit aid organizations are instrumental in assisting damaged communities in rebuilding and rehabilitation efforts. Some of the major national organizations are Habitat for Humanity and Christmas in April Home Rehabilitation Organization, and local organizations such as the Southeast Georgia Community Development Corporation and the Coastal Georgia Area Community Action Authority. These local organizations offer services such as minor home repairs and increased home accessibility Housing Counseling. Both of the national organizations dedicate their time and resources to rehabilitate homes in sub-standard condition in low-income communities in an attempt to revitalize the communities. These organizations could serve as a catalyst to subsequent rehabilitation in the Norwich community. Once community members see the difference that volunteering makes, the community could organize its own service organization. With the vast availability of local churches and the planned development of community leadership, it will be possible to develop a Norwich Rehabilitation Group. This group can receive funds through the local churches and volunteers throughout the community. Service organizations could also help to teach the community the techniques and strategies to increasing the quality of the housing stock.

#### 3.5.2 Project Benefits

The benefits of this project are numerous and evident. As stated earlier, this type of project is a quick fix solution to a deeper problem, but is a very necessary and essential project. Improving the housing stock is one of the first steps to leading the community towards revitalization. The appearance of a community is the first thing that attracts new owners to the area. Without a strong, attractive housing stock, none of the more substantial attractions would matter. As stated earlier, we believe that the problems with the Norwich Corridor must be attacked simultaneously from three perspectives: infrastructure, housing and retail

development, and community identity. Within the second category, the home improvement assistance program is of top priority.

#### 3.5.3 Funding

Funding is the primary goal of this entire project. As discussed earlier, the major funding sources will come from the government and non-profit agencies. The City Of Brunswick will have to apply for funding, and then it is their job to decide how important the Norwich Corridor is to their rehabilitation. If the city is already receiving funding, then it is the responsibility of the Norwich leadership group to demand that the corridor receive some funding for revitalization efforts. Two of the major funding sources needing investigation are the Low Income Housing Tax Credit (LIHTC) and the HOME Investment Partnership Program.

#### 3.5.4 Implementation

The first step in the Home Improvement Assistance Program is to establish a base. We recommend using a vacant building along Norwich Street as the central location for all Norwich development issues. It will be necessary to hire a staff with a sufficient knowledge base in the areas stated above. It will also be necessary to have some government involvement so that the community can benefit from government assistance and funding. This will be an ongoing project that can begin implementation immediately and continue throughout the entire 5-10 year phase of rehabilitation.

### **Section 3.6**

# Home Ownership Initiative Program

3.6.1. Project Description

3.6.2. Project Benefits

#### 3.6.1 Project Description

This project is very much in conjunction with the Home Improvement Assistance Program. There will also be a sub-center containing information on this project in the Norwich Development Center. Much of this project consists of making the knowledge available, but it will be the duty of the individuals to take the necessary steps towards home ownership. We strongly feel that this is an essential step in transitioning the Norwich Corridor into a stronger community. Once the property in the community is occupied by owners rather than renters, the community will begin to care and foster the housing stock. A community of owners creates a community of individuals with long-term interests, which is directly dependent on an areas ability to care for its property.

The following programs are specifically targeted to increase home ownership in low-income communities.

Home Buyer and OwnHOME Loan Programs

The Georgia Department of Community Affairs offers these programs to qualified borrowers in the state of Georgia who meet certain income restrictions wanting to purchase homes in certain price restrictions. The borrowers must be willing to repay the loan and have some assets. This program is very beneficial to low-income individuals who cannot afford an average loan interest rate.

Officer Next Door Homeownership Opportunity

In order to make communities stronger and safer, the United States Department of Housing and Urban Development offers the Officer Next Door (OND) Program. This program would greatly benefit the Norwich Community because it makes home ownership faster and more affordable to law enforcement officers while greatly improving public safety.

Teacher Next Door Homeownership Opportunity

Similar to the OND Program, this program is designed to encourage teachers to buy homes in low-income neighborhoods. This program would also greatly benefit the Norwich Community. Within the redevelopment strategy for the Norwich District are plans for the development of a quality school, and a quality school requires quality teachers. The Teacher Next Door Program could make housing available and very affordable to teachers willing to relocate into the Norwich District.

Federal Mortgage Programs

The United States Department of Housing and Urban Development's Federal Housing Authority (FHA) offers mortgage insurance to help enable lower income individuals to become homeowners. This program encourages lenders to give mortgages to those individuals that might not otherwise be approved by ensuring the loans so that if the individual defaults.

### • Rural Housing Service Section 502 Program

Section 502 loans are primarily used to help low-income individuals purchase homes in rural areas. This may be applicable to the Norwich area in Glynn County due to the population characteristics.

### • The Nehemiah Program

This program was established to help individuals become homeowners by providing gift funds for down payments and closing costs to qualified buyers using an eligible loan program. This program is often in conjunction with the Federal Housing Authority.

### 3.6.2 Project Benefits

The benefits of this program encompass the deeper broader issues not addressed in the previous section, Home Improvement Assistance Program. Once the Norwich community transitions towards homeownership, the statistics indicate that the community's appearance will greatly improve.

### **Section 3.7**

### **Business Incentives**

- 3.7.1. Project Description
- 3.7.2. Project Benefits
- 3.7.3. Funding
- 3.7.4. Implementation

### 3.7.1 Project Description

This project consists of research and broadening the knowledge base with a strong dependence on government assistance, just as the previous two projects. The project will focus on applying for local, state, and federal, government funds, so that business owners who are interested in moving into the Norwich Corridor can be offered the possibility of certain incentives. These incentives may include, but are not limited to lower interest loan rates, sewer and energy costs savings, and special tax incentives. It is proven that America's small businesses continually provide more jobs than any other sector of the For this reason, the United States Department of Housing and Urban Development has been working hard to provide more potential for economic growth in distressed communities. In order to make the most of these economic renewal programs and spur economic growth, it is essential that local officials and the business community understand the available incentives. Unfortunately, The City of Brunswick is currently not on the government's list of Renewal Communities and Empowerment Zones. These are referred to as RC/EZ's and these communities reap the benefits of government assistance. Although, two of the Federal tax incentives, Work Opportunity Tax Credit (WOTC) and Welfare to Work Credit (WtW Credit) are available to businesses outside the RC/EZ. For instance, an investor outside of an RC/EZ can receive tax benefits from owning stock in a business located within the RC/EZ. The Savanuah River district is the closest currently registered RC/EZ zone, and would provide opportunity for business owners to work in conjunction with businesses in the Brunswick area.

### 3.7.2 Project Benefits

If the local government is able to attain business incentives, it would significantly impact the Norwich corridor. Any new businesses that are willing to relocate into the area would be welcomed and accepted. Those business owners that recognize the potential growth in downtown Brunswick will surely see the endless possibility available around every corner in the Norwich Corridor. With certain business incentives, it would become hard for potential business owners to turn down the opportunity available in Norwich.

#### 3.7.3 Funding

The details of this program are to provide information which will be available in the Norwich Development Center. It will be the responsibility of the local government to apply for funding.

### 3.7.4 Implementation

The important information will be provided as soon as the center is up and running. It will be an important duty of the public relations team to advertise the various business incentives that are available. Once individuals are aware of the possibility of incentives, it becomes their responsibility to investigate further. It may become a goal of the City Of Brunswick to become registered as an RC/EZ Business District.

### **Section 4**

# **Community Development**

- 4.1 Community Center / YMCA
- 4.2 Park Improvements
- 4.3 Vacant Building Improvement Program
- 4.4 Historical Markers

### Section 4.1

# **Community Center YMCA**

- 4.1.1. Project Description
- 4.1.2. Project Benefits
  4.1.3. Budget
  4.1.4. Funding

- 4.1.5. Implementation

### 4.1.1 Project Description

The Historic Norwich District has little, if any, sense of community involvement. In order to bring the community together, a central community center is necessary. A community center such as the Young Men's Christian Association (YMCA) could play a large role in providing unity to the citizens of Norwich and the surrounding communities.

The YMCA is a non-profit, community service organization that has been in existence since 1844. All YMCA's provide health and social services to people of all races, faiths, ages, and incomes. The YMCA's mission is "to put Christian principles into practice through programs that build healthy spirit, mind, and body for all." Many programs are offered through the YMCA to help benefit the community. Some of these programs include:

- Aquatics
- Arts and Humanities
- Camping
- Child Care
- Community Development
- Family Services

- Health and Fitness
- Older Adult Programs
- SCUBA
- Sports
- Teen Leadership

The closest branch of the YMCA is located over 35 miles away from Brunswick in Fernandina Beach, Florida. The closest YMCA's located in Georgia are approximately 50 miles away in Hinesville. A BOYS AND GIRLS CLUB OF GLYNN exists in the City of Brunswick, but only serves children from the ages of 6 to 18.

A likely location for the YMCA would be in close proximity of the three western parks located in the Norwich District. The abandoned Reynolds School building, situated within walking distance of the parks could serve as a new community center. This building has approximately 24,000 square feet of floor space and is located at the corner of Reynolds Street and O Street. Since the school is no longer used, the building could reopen to benefit the community once again. Programs and classes could be conducted in the rooms formally used as classrooms. In addition, green space located adjacent to the school building can be used for activities or future expansion.

### 4.1.2 Project Benefits

Norwich presently contains a majority of African-American residences, with Caucasian and Hispanic/Latino populations making up the greater part of the remaining residents. The age percentage of the Norwich population is nearly uniform from children to senior citizens. In addition, approximately 57% of the Norwich households live in poverty. With the current demographics, the YMCA is a key choice for a community center because it can serve the needs of all residents.

With the many programs offered by the YMCA, each individual of the community could actively participate in activities of their choice. Since large segments of the Norwich District are single parents, the YMCA's childcare services could watch the children during the day. Daycare would provide a stable, fun environment for the children to

learn and grow. In addition, the parents would be able to work during the day; theoretically, this would provide a boost to the economy and income of the Norwich District.

Teens and adults could choose to participate in the sports, arts, and fitness programs. These programs are designed to improve the overall fitness of the mind and body of the participants. These activities help bring the community closer since the participants will be interacting with each other. Additionally, the safe and enjoyable environment will benefit all the members involved in the program.

Older adult programs provide similar activities as the other proposed programs, but the programs are geared to the abilities of the older/senior citizen participants. For example, the older adults can improve their health through appropriate fitness activities. Since senior centers or clubs can be formed, senior adults can interact with each other and organize trips or activities.

A Norwich community center or possible YMCA can make greater use of the three existing parks located in the western side of the Norwich District. The YMCA can be located in close proximity of the two northern parks within a short walking distance. Parks can be used for jogging, playgrounds, sports, or a place to relax and can be coordinated through the YMCA. The YMCA could organize groups to keep the parks clean and safe for the park visitors. A section covering park improvements can be found later in the Community Development Section.

A final benefit of placing a YMCA in the Norwich District is the attraction of visitors from surrounding areas. Because the Norwich District contains approximately 3000 residents, the YMCA will rely on residents of Glenn County to stay operational. The YMCA should attract residents from neighboring communities and hopefully stimulate the Norwich economy. The YMCA would give residents a reason to come to Norwich instead of bypassing the area. A nice community facility may help stimulate business involvement in the Norwich District due to the influx of people to the district. Also, new residents may move into the Norwich District because of the close proximity of a community center.

### 4.1.3 Budget

\$200,000-300,000 startup funds are required to provide programs for the first three years of operations. The actual cost will be based on donations and the number of workers/volunteers to staff the center.

#### 4.1.4 Funding

The YMCA is a non-profit organization that relies heavily on donations, member fees, and government funding. Donations can be provided by households or businesses in the communities that the YMCA services. Donations are often monetary, but the YMCA also relies on donation of time from volunteers. Member fees help provide funding when

applicable, but due to the nature of the YMCA, members may not be able to pay the fees. Finally, each YMCA can ask for government funds to provide services to the community.

### 4.1.5 Implementation

The old Reynolds School in the Norwich District can provide building space for the community center. Some rehabilitation work may be required at the school in order to meet the needs of the center. Individuals involved with the community center should inquire on programs that the community would be interested in participating.

A YMCA or branch of the YMCA has been recommended due to the services that it can provide, but a general community center with similar programs can be an alternative. In many cases, the national YMCA can help setup centers/branches that have many of the benefits of a full YMCA. If additional information is desired concerning the startup of a YMCA, they can be contacted at:

YMCA of the USA Network Services at 800-872-9622.

For more information about the YMCA of the USA:

YMCA of the USA, Association Advancement 101 North Wacker Drive Chicago, IL 60606 312-977-0031

### Section 4.2

# **Park Improvements**

- 4.2.1. Project Description
- 4.2.2. Project Benefits
- **4.2.3.** Budget
- **4.2.4. Funding**
- 4.2.5. Implementation

### 4.2.1 Project Description

Three parks located along the western side of the Norwich District appear to be underutilized. The parks are similar in size, and each covers an area of [X] acres. The northern-most park is open with various trees scattered across the park. The central park contains a small playground while the southern park holds basketball courts and a "sports" field. The names of the parks are unknown at this time, but for the purposes of this report will be known as the "North", "Central", and "Southern" parks. The North park is located at the corner of R Street and Reynolds Street. The Central park is located at the corner of M Street and Reynolds Street. The South park is located at the corner of I Street and Reynolds Street.

The three parks should be improved in order to serve three different purposes. One park would serve as a jogging park, one as a children's park, and the final as a sports park. Since the parks already exist and contain many of the features required to make them "activity specific," only improvements to increase the utilization will be necessary. A jogging park, children's park, and sports park could exist in the North, Central, and South parks, respectively.

### **General Improvements**

Streetlights should be placed around the perimeter of each park for safety reasons. Perimeter lighting will allow visitors to feel safe and encourage them to visit the parks. The lighting will allow visitors and pedestrians to walk from park to park safely near or after dark. Lights will not only improve the beauty of each of the parks at nighttime, but also "antique" lighting will add to the historical aspect of the area.

In order to keep the parks clean, trashcans need to be installed at several locations in the parks themselves. Having easy accessibility to dispose of garbage will encourage visitors to throw away their trash. In addition, trashcans may promote the use of the area for picnics or social gatherings. "Antique" trashcans can be practical, but also add historical beauty to the parks.

Adding park benches to the North and Central parks can increase the number of visitors. The North benches can be used to relax after a long jog or just to enjoy the beauty of the park. In contrast, parents of children that play on the playgrounds can use benches in the Central park. As with the other general improvements, "antique" park benches will add to the historical beauty of the area.

#### Specific Park Improvements

A jogging track around the perimeter of the North park would encourage residents of the Norwich District and surrounding areas to visit the park. Since there are few sidewalks and roads to run, a track will allow people to exercise safely. The track can be constructed out of asphalt, concrete, or rubber and can provide distance traveled on the track itself. Often, asphalt is chosen because it is the cheapest option.

More playground equipment should be installed in the Central park. Only a small portion of the park is utilized for children. Swing sets, "monkey bars," and other children's equipment could be placed in various locations around the park. Additional equipment will encourage children to want to play in the park.

A sports field could be installed in the South park just west of the basketball courts. The sports field would consist of marking field corners and boundaries. Simple grass paint can be applied to the field on a bi-weekly basis at little cost and effort. A field would allow visitors to play organized sports games. The community could use the field to conduct club sports matches.

### 4.2.2 Project Benefits

The primary benefit of park improvements is making the community a "better" place to live and visit. Residents of Norwich and the surrounding communities will be more likely to visit the parks if they allow various activities. Often, business commerce and sales tax revenue increase as the park quality increases. The parks will also help increase the property values of the surrounding homes.

If a community center is developed as suggested previously in this report, the parks can more easily serve the needs of the center. The North park could serve the adults, the children could use the Central park, and the teens would be more likely to use the South park.

### 4.2.3 Budget

The total cost of improving the parks will be based on the improvements made. These improvements include but are not limited to:

- Trashcans
- Perimeter lighting
- Park benches
- Asphalt track
- Various children equipment
- Soccer/Football field

#### 4.2.4 Funding

The park improvement funding will come almost exclusively from government money and taxes collected from the City of Brunswick and Glynn County. Funding for the parks can also come from private donations. These donations may come from individuals or surrounding businesses. These private donators may ask for their contribution to be recognized in the park itself, or the donations may be anonymous.

### 4.2.5 Implementation

The park improvement project should be broken into two areas- General Improvements and Park Specific Improvements. The General Improvements should occur first with the purpose of making all three parks safer and more attractive to visit. The Park Specific Improvements pertain to each individual park and should be completed after the General Improvements occur. The North park will require the most improvement, and therefore, should be the first specific park to be improved. Next, the Central park should be improved, followed by the South park.

### Section 4.3

# Vacant Building **Improvement Program**

4.3.1. Project Description

4.3.2. Project Benefits
4.3.3. Budget

4.3.4. Funding

4.3.5. Implementation

### 4.3.1 Project Description

Presently, the Norwich District contains many vacant buildings that are deteriorating due to neglect. A majority of these buildings are located on Norwich Street which is the primary street in the area. The purpose of the *Vacant Building Improvement Program* is to make these buildings more attractive to the community and prospective businesses.

Structural improvements can consist of fixing broken gutters, roofs, or deteriorating sidewalks. The structural improvements may range in size and type depending on the area and building size. Façade improvements consist of painting faded buildings, replacing cracked glass, removing mold and mildew, and cleaning off garbage from around the building.

During holidays or yearly seasons, the buildings can be covered with appropriate decorations. Holiday decorations may be placed during Easter, Thanksgiving, Christmas, or any other suitable holiday. Decorations may also be placed during spring, summer, winter, or fall.

### 4.3.2 Project Benefits

The goal of the *Vacant Building Improvement Program* is to encourage new businesses to move to the area. A business may notice that the buildings are empty, but the goal is to make the building and its surroundings attractive to the potential buyer. A buyer is not likely to purchase a building in an area that looks neglected. The *Vacant Building Improvement Program* will attempt to fix the neglected building before a buyer purchases the space and hopefully increase the building value. After a new business opens in one of these areas with the surrounding vacant buildings improved, customers may be more inclined to stop by the business since the area is attractive.

The Norwich community should improve aesthetically and hopefully the community itself will improve due to the *Vacant Building Improvement Program*. The residents will feel that the area is not deteriorating and be more willing to stay in the community. Potential residents will see that the community is improving and may be more likely to move to the area.

### 4.3.3 Budget

Structural improvements should be a one-time cost with price varying based on the damage of the building. In contrast, the façade/ special decoration improvements can change based on the time of year. Many of the decorations can be used year-after-year with an estimated initial cost of approximately \$100 per building.

### 4.3.4 Funding

The City of Brunswick should provide funds to improve the vacant buildings of Norwich. The City of Brunswick would also need to provide the manpower to fix the buildings and to decorate the buildings as necessary. Additional funding could be provided by local businesses that are in close proximity of the vacant buildings. These businesses could decorate the vacant buildings in order to make their business more attractive to customers.

### 4.3.5 Implementation

Remediation of neglected buildings should begin on the south end of Norwich Street and move north. Initial improvements should be structural improvements followed by façade improvements. Special decorations can be added as required based on seasons.

### **Section 4.4**

### **Historical Markers**

- 4.4.1. Project Description
- 4.4.2. Project Benefits
- 4.4.3. Budget
- 4.4.4. Funding
- 4.4.5. Implementation

### 4.4.1 Project Description

It is our understanding that the Norwich District is a potential "Historical District." A two-sided, cast aluminum marker with a total plate size of 38" by 42" can be placed at specific sites in Norwich that are of historical importance. These markers should name the landmark and give a brief description of the site.

### 4.4.2 Project Benefits

Designating a location as a historical site will help protect the history of the Norwich District. These locations cannot be built on or destroyed due to their historical value. Each historical marker should help identify areas of historical importance and increase tourism in the Norwich District.

### 4.4.3 Funding

The Georgia Historical Society can provide funds and recognize the area of historical interest. In addition, marker sponsors will be required to pay for 50 percent of the maker cost; the Georgia Historical Society will contribute funds for the remaining cost. Each sponsor will have to be at least one entity with a governing body (not a specific individual). This entity could include the City of Brunswick, churches, historical organizations, schools, or businesses.

### 4.4.4 Implementation

The City of Brunswick should contact the Georgia Historical Society's Georgia Historical Marker Program. The person(s) involved will need to complete a Marker Prospectus and send the request into the Georgia Historical Society. Contact the Georgia Historical Society at:

Marker Program
The Georgia Historical Society
501 Whitaker Street
Savannah, GA 31401

Or visit the Georgia's historical marker homepage at:

http://www.cviog.uga.edu/Projects/gainfo/gahistmarkers/

# **Section 5**

# **Conclusion**

The success of the redevelopment of the Norwich District lies in the implementation of the plan presented in this report, as well as the plans presented by PBS&J and Starling Sutton and Associates. The redevelopment in the Historic Norwich District will build upon the current and future development of Historic Downtown Brunswick and surrounding areas.

In this report, we have identified catalyst projects that will initiate the ascent into more prosperous times for the Norwich Corridor. As these catalyst projects build momentum, new projects must be planned and put into action. A great amount of planning and implementation must happen for the revitalization to be successful. It is of paramount importance that the Historic Norwich Community establishes an organization to implement these plans and create additional projects for the future. This organization should be formed immediately. It is also important for the Public Relations campaign to start and build support in the community. No matter how well a project is planned, if it does not have the support of the community it cannot succeed.

Once the community organization is created and Public Relations campaign begun, the exact sequencing of the projects can be planned. We have identified the implementation strategies in each section of this report we feel are the most likely to bring success, however, the actual implementation of the plan depends on a multitude of factors. Funding for the project will be the largest factor contributing to the implementation of each project. We recommend promptly applying for grants and soliciting private donations. With this initial seed money, the Norwich Community Organization can begin commissioning drawings and plans for these projects and start construction of some of the other less expensive projects.

The first projects that should be completed are the infrastructure improvements. These projects provide a strong appearance of progress and set the plan in action. If residential and commercial growth is to start, the community must be perceived as an area that is undergoing change for the better and will soon become an attractive neighborhood. Road, Pedestrian Linkage, Crosswalks, Sidewalks, Storm Drainage, and Lighting Improvements all are essential roots of a strong and growing community. With these infrastructure improvements in place, it will be evident that this is a community undergoing strong re-growth.

It is not necessary for all infrastructure improvements to be complete before any other improvements can begin. Some of the infrastructure improvements will take years to complete. As roads and sidewalks are improved in an area, housing and retail will start to improve in that area as well. Early implementation of initiatives to repair and better existing homes will also spur residential development. Through the home ownership initiative program, residents currently renting with no incentive to improve those houses will have homes of their own and a sense of pride in making that home the best possible. During our site visits, we saw several properties being remodeled. Home improvement assistance programs will give those residents who want to improve their property much needed resources.

As the current housing in the area improves, the neighborhood will be more appealing for families from outside the Norwich Corridor to move into the area and build houses on the many vacant lots. Mixed-income housing will provide further catalyst to the housing improvements. Residents will be able to afford not just a shelter over their head, but a home they can be proud to invite friends and family into.

The retail and commercial properties will build upon the housing improvements and infrastructure improvements. As more people move into the community and the quality of life of the residents of the Norwich Corridor is improved, a larger market will be created to support businesses in the area. The vacant storefronts along Norwich Street are prime locations for new business and strengthen the historic appeal of the area. As fresh pavement, new sidewalks, brick pavers, and streetlights are introduced; the area has the possibility of drawing business not only from the Norwich Corridor, but also from Downtown Brunswick and from the surrounding areas of Glynn County.

Finally, the thriving and growing community will have areas in which they can exercise and socialize. A new Community Center and improvements to the existing parks will provide a strong sense of community and will attract more residents to the Norwich Corridor. The current residents will also gain a safe place to play. The benefits of exercise and outdoor activities are well known.

It is our conclusion that this plan will provide the current and future residents of the Norwich Corridor a greater sense of identity as a separate community, a higher quality of life, and will revitalize this once prosperous district. Property will be placed back on the tax digest, new and better housing will be provided, new business stimulated, and new opportunities will be created for the community through revitalized business, better housing, and a strong community identity for the Historic Norwich Corridor.

# **Appendices**

- 1. Sources
- 2. Conceptual Plan
- 3. Mixed Income Housing Case Studies

# Appendix 1

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Historical Markers

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# Appendix 2

# **Conceptual Plan**

# NORWICH CONCEPTUAL PI\AN

COMMUNITY

EAST: RIVER

> MIXED INCOME HOUSING

Norwichgatewa

SOUTH PARK

# Appendix 3

# Mixed Income Housing Case Studies

### **CASE STUDIES**

### Randolph Neighborhood

Richmond, Virginia

### **SUMMARY**



Takala: Tara Barnasi

### Developer

Richmond Redevelopment and Housing Authority (RRHA)

#### **Architect**

**UDA** Architects

### Contractor

Richmond Homes Various local firms

### Management

**RRHA** 

#### **Funders**

- HUD Section 8 and Mod. Rehab. Grant/Rent Subsidy
- HUD Section 202 Grant
- HUD, Public Housing CDBG/CIP Urban Homeownership Opportunity — Loans
- Virginia Housing Development Authority Loan

- Virginia Housing PF Loan
- Various Banks Loans

### **Development Type**

New construction and rehabilitation, rental and for-sale flates and townhouses.

### **Resident Profile**

Very-low-, low- and moderate-income seniors and families.

### **Density**

20 units/arce (average)

### Development Profile

Туре	No. of Units	Size (sf)	Rents/Sale Price
1 BR Senior	125	550	30% of Income
1-5 BR Section 8/ Public Housing	143	550- 1,300	30% of Income
2-4 BR Single Family (new & rehab.)	742	1,000- 1,936	\$27.5K- \$108K

### Total 1,010

Courtyard/Play: 3 Public Parks with multiple

recreation areas, tot-lots

Parking: Garage, Surface and Carports

Total Site Area: 100 acres

### Construction Type

One- and two-story single-family detached Two- and three-story apartment buildings

#### Costs

New Single Family: \$23,800,000 Rehabilitation, Single Family: \$6,900,000

Senior Housing: \$4,600,000

Low-Income Family Housing: \$6,400,000 Total Costs: \$41,800,000 (\$41,500/unit)

Completed: 1997



Time the Trace disease in

### RICHMOND'S RANDOLPH NEIGHBOORHOOD

**EXPERIENCED** many of the problems of urban poverty and disinvestment typical of US cities in the 1960s. In the early 1970s large areas of it were razed and designated for redevelopment. For years local citizen activists worked with the Richmond Redevelopment and Housing Authority (RRHA) to plan how to rebuild the neighborhood. From the beginning, said resident Betsy Jones, "I participated, along with a whole lot of other people, in urging the city to renew this area. We were involved in all phases of the planning from street plans to parking plans to density. **Now we have a healthy, vibrant community that is still developing** — I'm proud of what we accomplished. However, we lost a lot of older residents through the original renewal efforts and that was very painful."

In order to accommodate community concerns that the neighborhood would not become gentrified, the first Randolph Redevelopment and Conservation Plan called for a significant amount of well designed housing for households with low incomes. However, once HUD reviewed the plan they decided that it would concentrate too many people with minimal

resources in one area. The RRHA was forced to re-evaluate the plan. Although the RRHA had begun to **successfully rehabilitate older houses** at the edge of the neighborhood, there was debate about the type of new housing to be built. In 1981 some new public housing and Section 8 subsidized rental units were built with HUD funds, and in the mid-1980s momentum began to grow for private housing.



ghrein: Turn Bernard

In response to HUD, the RRHA developed a second plan with the goal of creating a mixed-income community. "Build a neighborhood, not a project," was its motto. UDA Architects was brought in and, working with the community, they began to develop a plan based on traditional design concepts. According to architect Ray Gindroz, "The many community meetings on front porches emphasized their importance and the pride that residents took in the brick facades of the houses. We designed a range of housing types that would fit seamlessly with the adjacent blocks of 1920s red brick houses with white-painted porches, mimicking the block size and the design of alleys of the adjacent neighborhood." A pattern book of houses was designed with townhouses and duplexes, each with a front and back yard and parking off a rear alley. The zoning was changed to conform to traditional patterns; this was a benefit of the designation of the district as a redevelopment area.

The community process was challenging because, according to Bob Everton of the RRHA, "At first the community was not in favor of the new plan. They reminded the RRHA that they did not want to change the socio-economic characteristics of the neighborhood, and they felt that the "urban-style" of the units would be better received by persons other than the African-American community. Only after many community meetings and public hearings was the urban-style concept approved."

contractors to ensure that the homes would sell and that the program would continue. Council member Henry Richardson, who sponsored and supported the program from the beginning, remarked, "Randolph shows how successful we can be if government agencies actually respond to citizen participation."

The Randolph development was envisioned as an extension of the existing neighborhood. The city of Richmond built three public parks as part of the development. One of them has a swimming pool, a large playing field, jogging track, tennis and basketball courts, and play areas for small children. The other two parks are smaller, but are carefully tended by residents. As Gindroz pointed out, "The best way to build this type of neighborhood is to **design a group of houses around a park.** When competing with suburban forms that have more land per unit, it is important that the advantage of urban life — a sense of community — can actually be experienced."

The area is exceptionally safe for one that includes a significant amount of public housing and other subsidized rental programs. However, the subsidized housing is balanced by a large number of owner-occupied, single-family houses. Along with an urban form that allows for individual identity while encouraging a sense of community, this balance has produced an environment in which residents actively maintain their security through surveillance of the street and front porch socializing. Beverly Burton bought one side of a duplex in 1983 where she raised her two children while she worked as an

attorney. She commented, "This neighborhood is an attempt to get people from different backgrounds to all live together. There are people here who work in maintenance at the local hospital. It is very convenient to schools, transportation and community resources. It's like a little neighborhood right in the heart of the city!"

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### **CASE STUDIES**

### Langham Court

Boston, Massachusetts

### **SUMMARY**



photo: Gabriel Gualteros

### **Sponsor**

Four Corners Development Corporation

### **Architect**

Goody Clancy and Associates

### **Consultants**

Development Consultant: Community Builders Landscape Architecture: The Halvorson Company

#### Contractor

Dimeo Construction Company

### Management

Four Corners Development Corporation

### **Funders**

- Massachusetts Housing Finance Agency Loan
- City of Boston Linkage Grant
- Commonwealth of Massachusetts Loan
- Langham Court Co-operative Corporation Loan

### **Development Type**

New construction mixed-income rental elevator-served midrise and stacked townhouses over parking.

### **Resident Profile**

Mixed-income, families and singles with incomes ranging from very low to median (market-rate).

### **Density**

81.5 units/arce

### Development Profile

Туре	No. of Units	Size (sf)	Rents/Sale Price
Studios	15	300	\$422-\$503
1 BR	29	630	\$492-\$803
2 BR	27	840	\$595-\$1,029
3 BR	13	1,150	\$752-\$887
Total	84	87,589	

Court: 8,800 sf Community: 1,253 sf

Parking: 23,060 (54 spaces)

Total Site Area: 45,000 sf (1.03 acres)

### **Construction Type**

Four five-story brick veneer over steel frame on concrete podium.

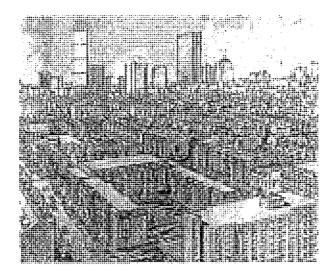
### Costs

Construction Costs: \$11,098,555 (\$99/sf)

Other Costs: \$5,869,196

Total Development Cost: \$16,967,751 (\$201,997/unit)

### **Completed September 1991**



THE HISTORY OF LANGHAM COURT BEGAN IN 1986 when the Boston Redevelopment Authority called for proposals to develop vacant property that had contributed to the decline of the neighborhood for a long time. The location of the site in an historic neighborhood meant that the architecture of the housing had to respond to a context mainly composed of tall, brick townhouses with bay windows and fine detail. The program called for 84 units of mixed-income housing in a configuration and design compatible with the neighborhood's historic character; parking was to be below grade.

The developer chosen for the housing was the non-profit Four Corners Development Corporation, a group of South End housing advocates which had incorporated itself specifically to develop Langham Court as a limited equity co-operative, and to demonstrate that excellence in design and affordable housing were not mutually exclusive.



şhala: Sların Saaxeribal

Langham Court has three street frontages: one, Shawmut Avenue, is a major east-west thoroughfare; it is wide, with heavy traffic and taller buildings often at the street intersections. The other two have more narrow streets. Worcester and West Springfield, are lined mainly with fourstory townhouses. These buildings have raised stoops leading to primary entrances and facades that feature bay, bow, and oriel window, and mansard and pitched slate roofs with a variety of dormers. Although the new buildings could not copy these now luxurious features, the architects successfully interpreted them within their limited budget using economical building materials, methods and systems.

The Shawmut Avenue frontage is a five-story block with the corners accentuated at street intersections while the frontages on Worcetster and West Springfield Streets are designed as four-story townhouses. The design generally **reflects the massing and character of the surrounding neighborhood** in the use of dormers, oriels, and bay windows; arched and vaulted entryways; a combination of mansard and flat roots, string courses and textured brickwork; and a palette of materials that includes multi-colored brick, granite, precast concrete, enameled aluminum and glazed ceramic tile.

The 84 dwelings units are distributed in the four-story townhouses and the five-story apartment building with elevators. The units range in size from studios to three-bedroom townhouses. The larger townhouse units have front

entries from the street. The rear entries lead to small private outdoor areas and the common courtyard beyond. These units are reserved for families with children.

Studios, one-bedroom units and some two-bedroom apartments are located in the five-story Shawmut Avenue portion of the development, which is served by elevators. All apartments in the elevator building and all ground-floor duplex townhouse units are accessible to people confined to wheelchairs, or with other disabilities.

**Public open space and its locatin was a lively community issue.** Some of the neighbors favored a park on the street rather than an enterior courtyard. However, the architects persuasively pointed out that the park would be dificult to maintain and therby would not serve to improve the neighborhood.

District, the Boston Landmarks Commission was importantly involved in design review.

From the perspective of the resident property manager, Mary Manuel, Langham Court has succeeded in contributing positively to the neighborhood. "Architecturally, the building feels as if it was always here," she said. She also commented that, "The co-op is a good concept; people are encouraged to actively participate in events and to get to know their neighbors and meet each other in places such as the lobby and the courtyard. People have a stake in their property and an incentive to maintain the property." In 1993, the architects and the owner jointly received the coveted Honor Award from the American Institute of Architects.

http://www.andnet.org/goodneighbors/studies/ne/langham.html

"Good Neighbors: Affordable Family Housing." Asian Neighborhood Design. Unknown. http://www.andnet.org/goodneighbors/index/mixedhousing.html > (20 October, 2003).

### **CASE STUDIES**

### Orchard Village and Oak Hill

Chattanooga, Tennessee

### **SUMMARY**



phalic Urbs denembs

### Owner/Developer

Chattanooga Neighborhood Enterprise

### **Architect**

Brian Clements, Architect Stroud Watson, Architect

### **Landscape Architect**

Hodgson & Douglas

### Contractor

Various local firms

### Management

Chattanooga Neighborhood Enterprise

### **Funders**

- Tennessee Housing Development Agency  ${\it Loans}$
- Local lenders *Loans*
- Chattanooga Neighborhood Enterprise *Loans*

• State of Minnesota — Land

### **Development Type**

New construction single-family for sale-homes.

### **Resident Profile**

Very-low- to moderate income families and seniors Incomes between \$10,000–\$35,460

### Density

6.8 units/arce

Development Profile			
Type	No. of Units	Size (sf)	Rents/Sale Price
2 BR	1	920	\$46,000
3 BR	47	966- 1,350	\$55,300
4 BR	1	1,350	\$60,000
Total	49		

Open Space/Play: 2,000 sf Parking: 98 (garage and surface)

Total Site Area: 7.3 acres

### **Construction Type**

One- and two-story woodframe, masonite siding, comp. shingle roofs.

### Costs

Land Cost: \$7,810

Construction Costs: \$2,265,958

Other Costs: \$431,102

Total Development Costs: \$2,704,870

(\$55,200/unit)

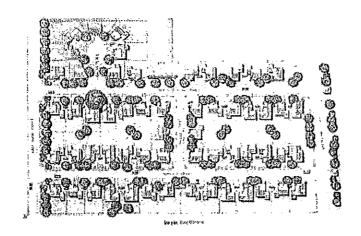
### Completed 1991



plana Hanstitt

ORCHARD VILLAGE AND OAK HILL were the Chattanooga Neighborhood Enterprise's first attempts to develop infill housing for the revitalizing of a south Chattanooga district. Both developments were built on vacant parcels that had been problem spots. The smaller development, Oak Hill, has 10 single family houses built in 1992. Orchard Village, completed in 1991, occupies an 8.6-acre tract. All of the homes in both developments have sold.

The process of planning Orchard Village included input from the local urban design center and multiple branches of city government. Stroud Watson of the design center provided guidance in establishing a development plan emphasizing streets scaled for pedestrian comfort. The project architect, Brian Clements, developed building designs appropriate for narrow but deep lots with a front porch as the primary design element. Continuity in the design is provided by the steep but uniform roof pitches and the detailing of the porch and trim elements. Carports are included in each design, but they are placed far behind the front of the house to diminish their presence.



During the design process the housing encountered opposition from members of the minority community who felt that affordable housing would be developed with a minimalist approach and would turn the area into a ghetto. "Hearing of this attitude gave us an **opportunity to understand the design priorities of the community**," Clements said, "and increased our concern for building and landscaping features, and for establishing a homeowners association. The homeowners association cares for common landscaped areas and participates in a neighborhood watch program sponsored by the police department."

The Oak Hill homes use the same principles as Orchard Village, but at a smaller scale. "We modeled the houses after Tennessee bungalows," Clements said, "and after studying porch forms common to Chattanooga, we developed four different porch configurations for a single plan." Clements believes the design success of Oak Hill and Orchard Village stems from the use of simple building types designed to enhance the streetscape. The revitalization of the neighborhoods is expected to continue in response to demand for new housing supported by neighborhood participation.

http://www.andnet.org/goodneighbors/studies/se/orchard.html

"Good Neighbors: Affordable Family Housing." Asian Neighborhood Design. Unknown. http://www.andnet.org/goodneighbors/index/mixedhousing.html > (20 October, 2003).

### **CASE STUDIES**

### **Sweet Auburn**

Atlanta, Georgia

### Home Sweet Home in Atlanta

Once rich with the sounds of Cab Calloway, Diana Ross and James Brown, Sweet Auburn thrived in the mid-20th century as a bustling center of Atlanta's African-American life. But in the 1960s and 1970s, like so many other inner-city neighborhoods, Sweet Auburn fell victim to disinvestment, crime and abandonment, its problems compounded



A neighborhood home before construction...

by highway construction that split it in two. In 1992, it made the National Trust's list of America's 11 Most Endangered Historic Places.

The Historic District Development Corporation (HDDC) was formed to turn the trend around, starting with houses surrounding the birthplace of Dr. Martin Luther King, Jr., and working outward. HDDC designed Sweet Auburn's renewal to improve the community without pricing lower-income residents out of the neighborhood. Since 1994, HDDC has built and rehabilitated more than 110 single-family homes and more than 50 units of affordable rental housing. The result: a flourishing mixed-income neighborhood anchored by one of the civil rights movement's most important landmarks.



...and after.

HDDC's latest challenge is the revitalization of Sweet Auburn's commercial district. To help meet this new goal, the National Trust for Historic Preservation's Community Partners has increased HDDC's revolving line of credit to \$250,000. Already the group has rehabilitated the Studioplex on Auburn, a mixed-use artists' living and working complex housed in a 1904 cotton compress warehouse. The \$18.3 million rehabilitation includes 112 artist lofts, 17 commercial units and 24 art galleries.

Sweet Auburn's renewal is one of many success stories in which Community Partners has been fortunate enough to participate. HDDC is a perfect model of this success, seamlessly linking community development and historic preservation. As committed to strengthening the community as to preserving the neighborhood's unique cultural and historic character, HDDC created a stable, diverse community without displacing its residents. HDDC's success proves that historic preservation can be a crucial tool for economic development.

Forging partnerships with community development organizations at national, state and local levels, Community Partners creates innovative real estate financing mechanisms to encourage the affordable reuse of historic buildings in inner-city communities. Since its inception in 1994, Community Partners' financing commitments have helped private developers, local governments and nonprofit sponsors rehabilitate historic buildings valued at more than \$1 billion.

http://www.nationaltrust.org/community\_partners/Sweet\_Auburn.html

## THE MIXED INCOME HOUSING INITIATIVE

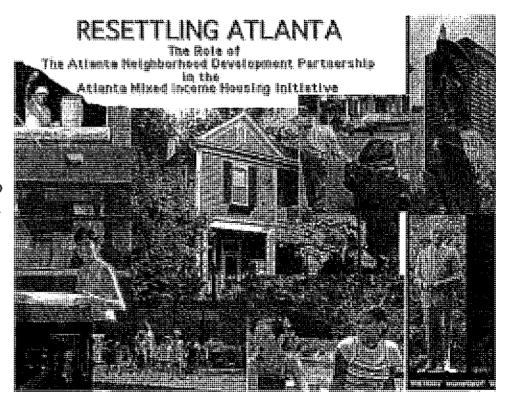
### Three Inner Rings for Downtown Atlanta

Atlanta, Georgia

Developed for: The Atlanta Neighborhood Development Partnership, Inc. (ANDP)

MXD + MANIS est. 1992

In an effort to complement the current growth of loft housing development and new construction around the Olympic Park in Downtown, the Atlanta Neighborhood Development Partnership (ANDP) was approached by the Atlanta Chamber of Commerce to spear head what is being call the "Mixed Income Housing Initiative."



ANDP engaged

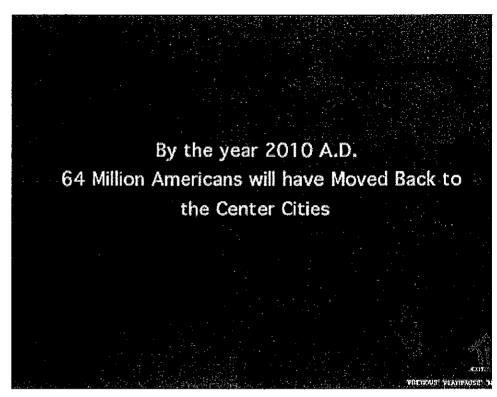
MXD+MANIS, as one of its consultants on this initiative, to assist them in presenting the concept of attracting middle income residents back to intown neighborhoods in an effort to foster holistic mixed income communities.

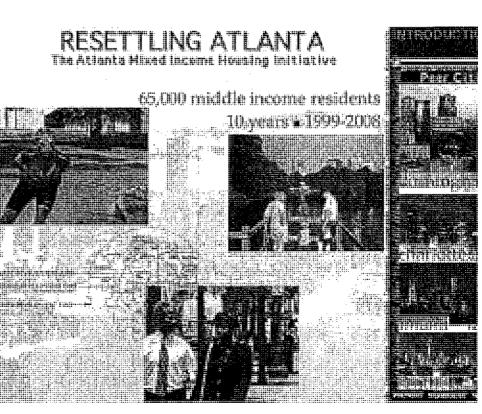
MXD+MANIS was charged with providing ANDP with demographic information on downtown Atlanta and its surrounding neighborhoods.

The neighborhoods were divided into inner ring and outer ring areas.
These rings encompass some 50 neighborhoods which is 25% of Atlanta's "recognized" neighborhoods.

We utilized geographic information systems (GIS) and other in-house computer aided design (CAD) and database software for this effort. We put the demographics and issues raised by developers and community development corporations (CDC's) on what it will take to bring middle income residents back to intown neighborhoods in a multimedia presentation.

Issues of physical neighborhood deterioration, crime, inadequate public schools, the cost of land and a slow building permit approval process





by the City were cited as major inhibitors to attracting a more affluent population.

The information uncovered presented, however, a more promising picture than the perception of most of the some 20 people interviewed.

Both population and housing growth are on the rise and projected to increase significantly. This growth is built on top of the 1/4 of a billion dollars spent on neighborhood revitalization prior to and following the 1996 Summer Olympics.

This multimedia presentation commissioned by ANDP helped give Atlanta's "movers & shakers" the background information they needed to support ANDP in taking a key leadership role towards the development of some 20,000 new housing units. This is part of an overall effort to attract 65,000 middle income residents back into the downtown area by 2008 A.D.

### ACTIVITIES NEEDED TO MOVE THIS HOUSING INITIATIVE FORWARD.

- Develop a Land Acquisition Strategy - financing for land assemblage & distribution
- Work with Others in their Current Efforts - to streamline the Cify's approval process for permits
- O Continue Our work with CDCs to Help Resolve Issues - poor neighborhood conditions
- Support Policy Aimed at Addressing Gentrification -potential displacement of low income residents
- Package and Distribute Information - on intown neighborhood development opportunities
- (a) Create a Method of Monitoring Development progress in these neighborhoods

Air Quality

Develop a Marketing Effort Highlighting & Celebrating successes in neighborhoods surrounding downtown

### BENEFITS TO ATLANTA 65.000 middle income residents



- shorter commutes/mass transit



STAKEHOLDE

**ADA** 

# ANDP

■ CAP

#COPA

MARTA

**ECHAMBER** 

CITY HALL

ENPOWERMEN ZONE

MEIGHBORHOO CDCs

RPOLICE DEPT

PROFIT + NO

PHOFIT DEVELOPERS

A major part of ANDP's role will be to help accelerate the development process for both CDCs and private developers. MXD+MANIS will assist in this effort by helping ANDP setup a computerized database of intown properties ready for development and information on CDC neighborhood development activities.

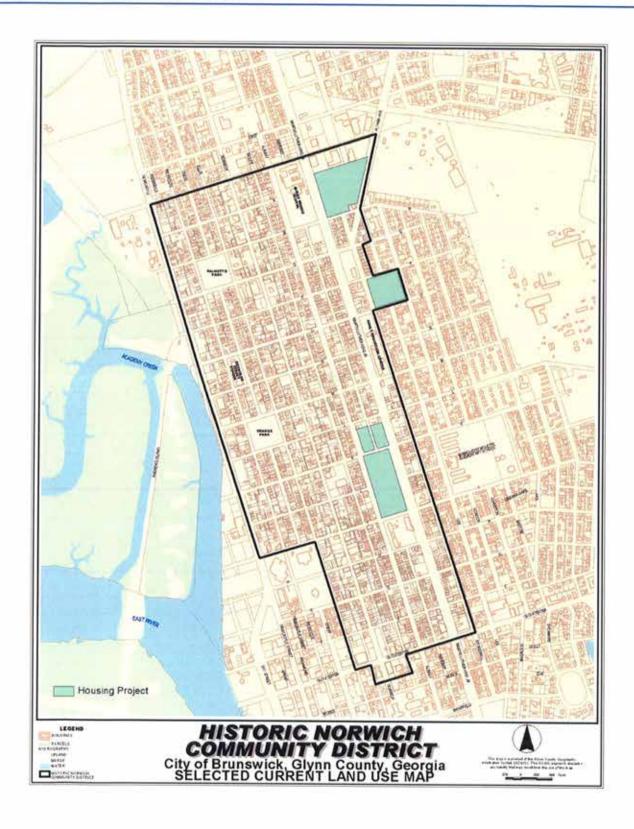
ANDP will serve as a property/development clearing house and will collaborate with, the City of Atlanta, the Atlanta Development Authority (ADA), Fulton County via the Land bank Authority, and the Atlanta Chamber of Commerce to name a few.

This Mixed Income Housing Initiative and database is expected to be fully in place by the end of 1999.

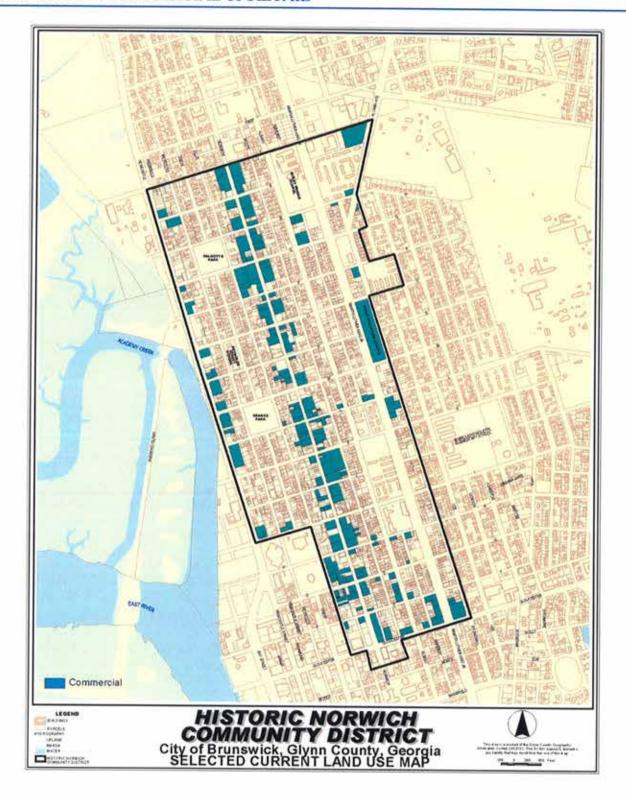
The 10 Min. Multimedia Presentation is Available on CD ROM

Contact Us for More Information (mxdnkosi@aol.com)

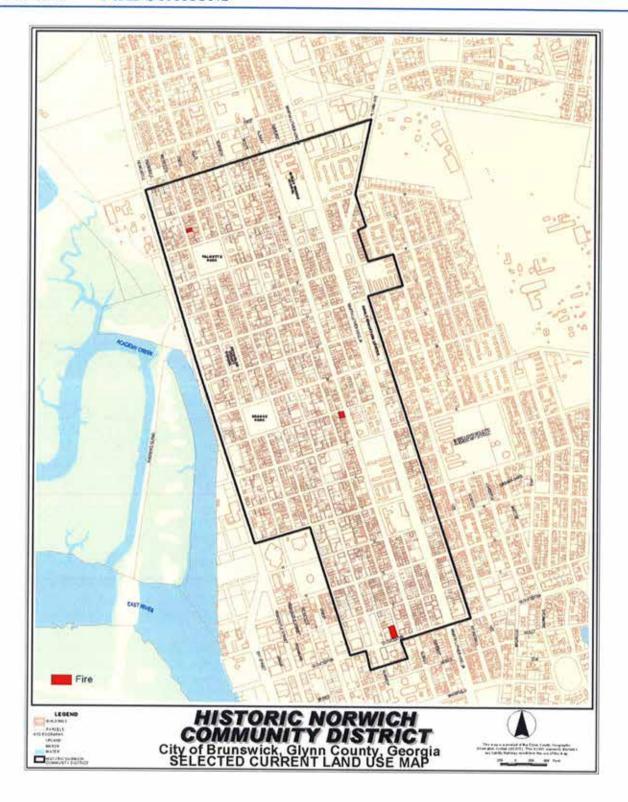
### FIG 4.1.G HOUSING PROJECTS



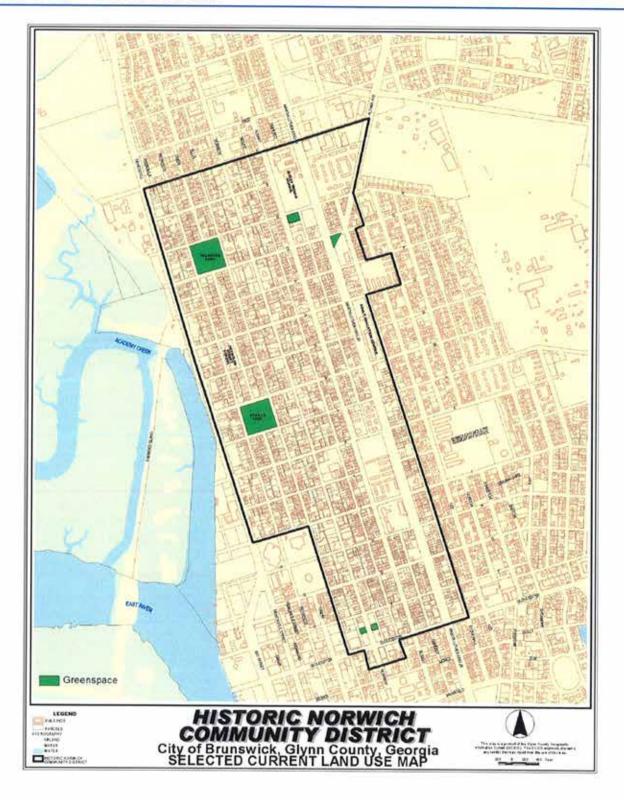
### FIG. 4.1.H COMMERCIAL & RETAIL



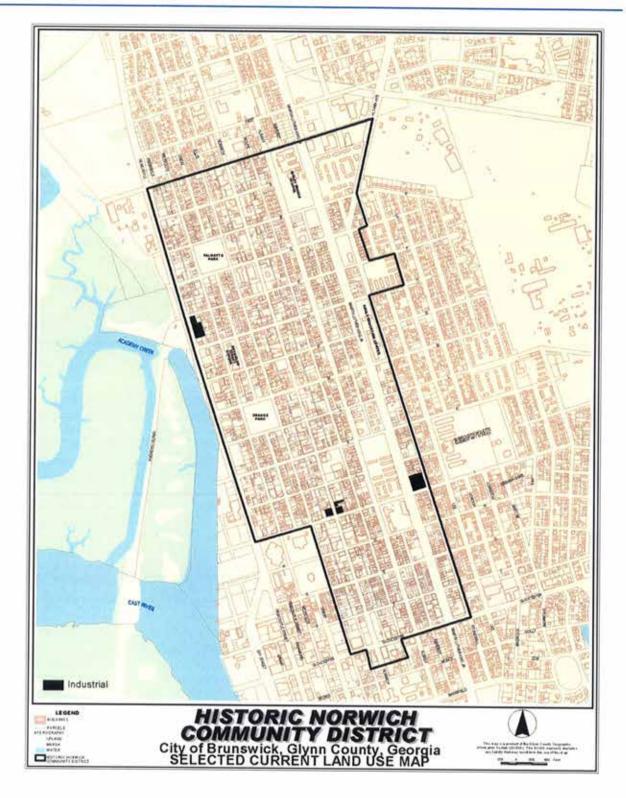
### FIG. 4.1.I FIRE STATIONS



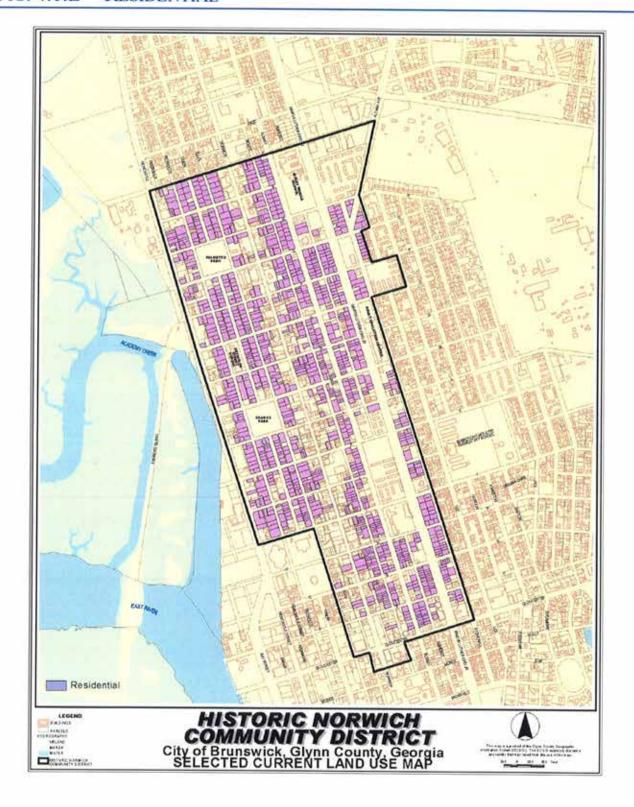
### FIG. 4.1.J GREEN SPACE



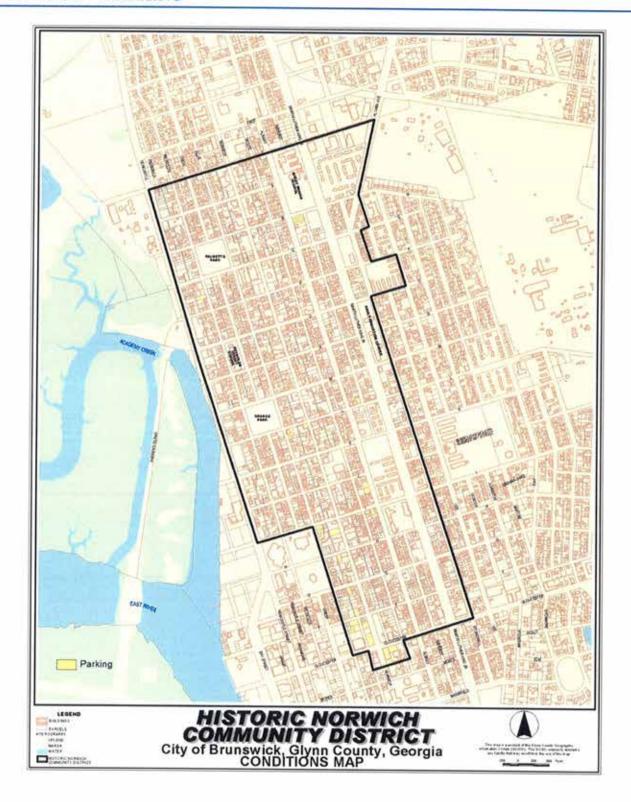
### FIG. 4.1.K INDUSTRIAL



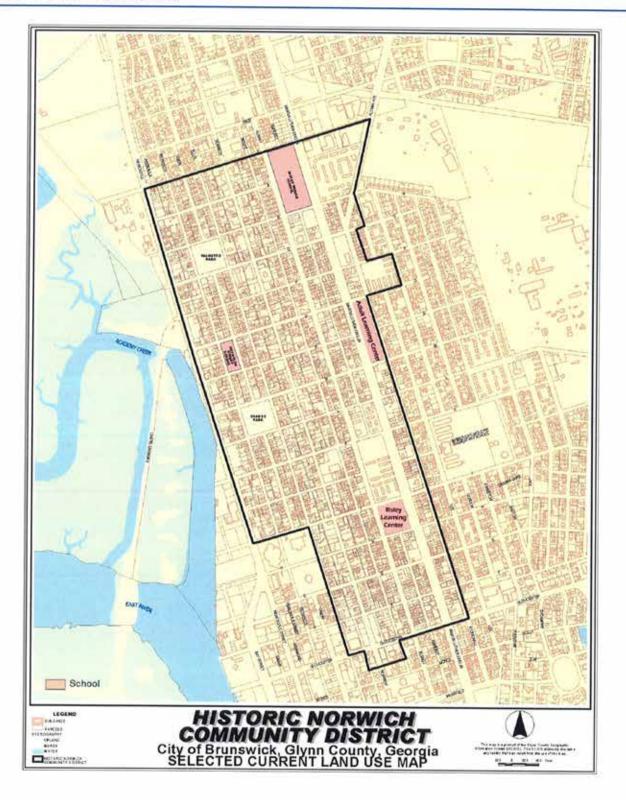
### FIG. 4.1.L RESIDENTIAL



### FIG. 4.1.M PARKING



### Fig. 4.1.N Schools



### Resources

The Historic Norwich District Master-planning Team made fact-finding excursions to several southern cities with proven, effective, center-city revitalization and community development track records. These cities included:

- Atlanta, Georgia
- Decatur, Georgia
- Savannah, Georgia
- Buford, South Carolina
- Chattanooga, Tennessee

The directors and staff of these cities' departments of community development, economic development, planning and housing provided valuable knowledge and insight into generic center-city revitalization issues, policies, programs and practices and action strategies.

In addition to the governmental entities fact-finding interviews, the master-planning team engaged in extensive interviews and discussions with CEOs and staff of not-for-profit and for-profit community development entities having national and regional acclaim as centercity community developers. These groups included:

- Atlanta Neighborhood Development Partnership, Atlanta, GA
- Chattanooga Neighborhood Enterprise, Chattanooga TN
- The Enterprise Foundation, Atlanta, GA
- The Integral Group, Atlanta, GA
- · Mercy Housing Southeast, Savannah, GA
- NewTown Macon, Inc., Macon GA
- River City Development Company, Chattanooga TN
- State of Georgia Department of Community Affairs

The Historic Norwich District Redevelopment Plan has been modeled after the Old Fourth Ward Community Redevelopment Plan produced by the Old Fourth Ward Community in Atlanta, Georgia in association with the Corporation for Olympic Development in Atlanta

### Special Thanks To

Brad Brown, Mayor, City of Brunswick, GA

Roosevelt Harris, City Manager City of Brunswick, GA

Artie Jones, Director City of Brunswick Department of Economic & Community Development

> Bill Piper, City Engineer City of Brunswick, GA

Meredith Hanak, Executive Director Brunswick Downtown Development Authority

Mia Knight-Nichols, Program Coordinator Brunswick Downtown Development Authority

> Jackie Magnant, Director Glynn County GIS Department

> Chris Chapman Glynn County GIS Department

Bryan Thompson, President Blueprint Brunswick, Inc.

University of Georgia Marine Extension Service

Georgia Department of Natural Resources Aircraft Support Unit St. Simons Island Georgia

> Beth Sutton Sutton Studios Graphic Design and Publishing

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Post Buckley, Schuh & Jemigan (PBS&J) and the Blueprint Brunswick Master Planning Team: John Fish, Vice President, PBS&J, Walter Ray, PBS&J, Ken Bleakly, President, Bleakly Advisory Group, Randy Roark, Principal, H. Randal Roark Architect and Urban Planning, Linda Wilson, President, Key Advisors, Carrie Fleming, Key Advisors and Starling Sutton, President, Starling Sutton & Associates.

# Brunswick RSVP



2017

# Credits & Thank-yous

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Special thanks to Georgia Power for providing the Brunswick Marketplace Profile and to all community members who participated in interviews, focus groups, the community town hall, and the survey.

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### THE GEORGIA DOWNTOWN RENAISSANCE

### PARTNERSHIP

ringing together a diverse mix of public institutions, nongovernmental organizations, and private foundations, the Georgia Downtown Renaissance Partnership combines the skills and resources of the Georgia Municipal Association, the Georgia Cities Foundation, and the University of Georgia's Carl Vinson Institute of Government to revitalize communities across Georgia. With support from the Georgia Department of Community Affairs and the UGA Small Business Development Center, the Georgia Downtown Renaissance Partnership facilitates the creation of strategic visions, plans, and work programs for partner communities throughout Georgia. The Georgia Downtown Renaissance Partnership works with government leaders, chambers of commerce, downtown merchants, property owners, Main Street programs, downtown development authorities, and citizens to help ensure that all cities in Georgia have the resources and tools necessary to realize their vision and maximize their potential.

### THE UNIVERSITY OF GEORGIA CARL VINSON INSTITUTE OF GOVERNMENT

For 90 years, the Carl Vinson Institute of Government at the University of Georgia has worked with public officials throughout Georgia and around the world to improve governance and people's lives. From Georgia's early days as a largely agrarian state with a modest population to its modern-day status as a national and international force in business, industry, and politics with a population of over 10

million, the Institute of Government has helped government leaders navigate change and forge strong directions for a better Georgia.

### GEORGIA MUNICIPAL ASSOCIATION

Created in 1933, the Georgia Municipal Association (GMA) is the only state organization that represents municipal governments in Georgia. Based in Atlanta, GMA is a voluntary, nonprofit organization that provides legislative advocacy and educational, employee benefit, and technical consulting services to its members. GMA's purpose is to anticipate and influence the forces shaping Georgia's communities and to provide leadership, tools, and services that assist local governments in becoming more innovative, effective, and responsive.

### GEORGIA CITIES FOUNDATION

The Georgia Cities Foundation, founded in 1999, is a nonprofit subsidiary of the Georgia Municipal Association. The foundation's mission is to assist cities in their efforts to revitalize and enhance downtown areas by serving as a partner and facilitator in funding capital projects through the revolving loan fund. The Georgia Cities Foundation's services include the Revolving Loan Fund Program, the Heart and Soul Bus Tour, the Peer-to-Peer Mentoring Tour, Downtown Development Authority Basic Training, and the Renaissance Award.



**2017 ELVIS FESTIVAL:** The annual Georgia Elvis Festival is a four-day event celebrating the life and music of Elvis Presley through live performances held at Mary Ross Park in downtown Brunswick.

eginning in November 2016, the Georgia Downtown Renaissance Partnership came together to assist downtown Brunswick in creating a strategic vision, plan, and short-term work program to address persistent challenges in the city and guide future growth. With support from the Downtown Development Authority, Brunswick's mayor and city commission, and the Downtown Brunswick Renaissance Strategic Vision and Plan Steering Committee, the resulting Downtown Brunswick Renaissance Strategic Vision and Plan (RSVP) helps to ensure that the city retains the unique history, vibrant community, and palpable sense of place that make Brunswick a great place to call home, while building on the city's existing strengths to achieve economic stability and attract desired development. Downtown Brunswick's strategic vision and plan was created via a three-stage process: 1) public engagement and analysis, 2) visioning and design, and 3) the development of an implementable work program.

The Downtown Brunswick RSVP is intended to serve as a living document to guide the future of downtown. As an everyday resource for local officials and citizens, the approachable goals included in the Downtown Brunswick Work Program and associated action items should be continually updated and removed as they are completed. As new opportunities arise, additional work program items should be added to the plan with a focus on implementation. At a minimum, local officials should update the Downtown Brunswick RSVP annually by answering the following questions: What was completed? Were enacted programs successful? What needs to be added? How, when, and who is responsible for implementation?

### CITY OF BRUNSWICK

### RSVPTIMELINE

### NOVEMBER

INITIAL STEERING COMMITTEE MEETINGS, INTERVIEWS, FOCUS GROUPS, TOWN HALL, COMMUNITY SURVEY

### DECEMBER

STEERING COMMITTEE MEETING, VISUAL PREFERENCE ASSESSMENT, PRELIMINARY DESIGNS, PUBLIC INPUT RESULTS AND ANALYSIS, COMMUNITY SURVEY RESULTS AND ANALYSIS, ECONOMIC ANALYSIS, PLAN REVIEW, PUBLIC INPUT SUMMARY, TOP ISSUE PRIORITIZATION

### **JANUARY**

STEERING COMMITTEE MEETING, DESIGN, RENDERING, VISUALIZATION, DRAFT WORK PLAN

### **FEBRUARY**

COMMUNITY GROUP AND STEERING COMMITTEE MEETING, PRESENTATION, ACTION ITEM DEVELOPMENT, DESIGN, RENDERING, VISUALIZATION

### MARCH

COMMUNITY AND STEERING COMMITTEE MEETING, DESIGN, RENDERING, VISUALIZATION

### APRIL

STEERING COMMITTEE MEETING, ACTION ITEM REFINEMENT, DRAFT FINAL REPORT

### JUNE

PRESENTATION TO MAYOR AND COMMISSION

### JULY

FINAL PRESENTATION TO PUBLIC

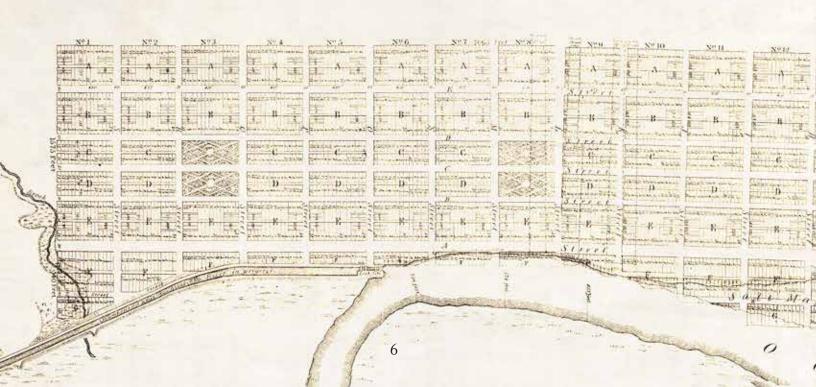


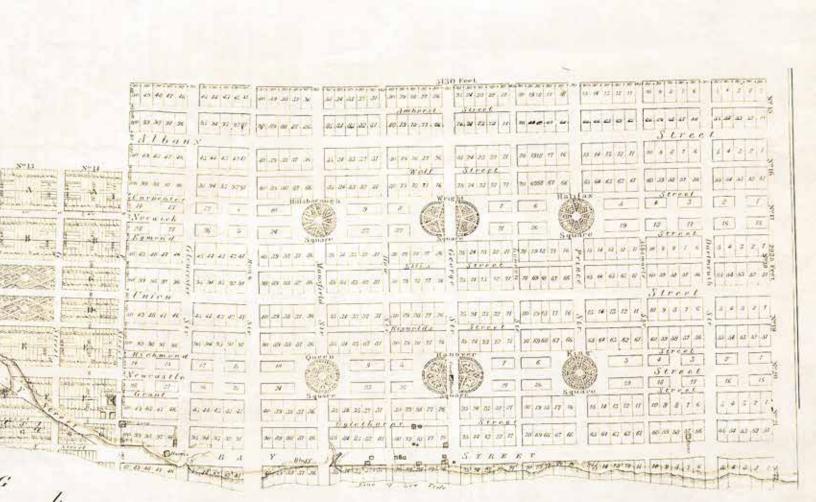
### THE DOWNTOWN BRUNSWICK

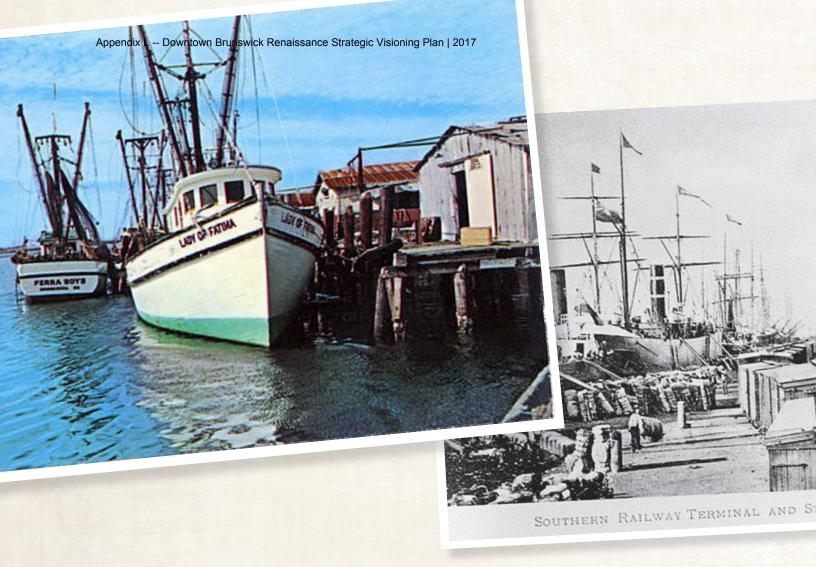
### STRATEGIC VISION & PLAN

ith the salty breeze of the nearby Atlantic and the Old World at his back, Captain Mark Carr of General James Oglethorpe's regiment sailed in 1738 to the fledgling Royal Colony of Georgia. Traveling west along an inlet from the mighty Atlantic, Carr settled in a protected harbor along the Turtle River. Here Carr and his family developed Plug Point, a sprawling tobacco plantation between the riverfront and the expansive marshland to the east. From this single point of origin, the modern city of Brunswick arose.

Planned by General Lachlan McIntosh to embody the values of the flourishing Enlightenment and reflect the designs of Georgia's master builder and founder General James Oglethorpe in 1771, Brunswick's compact, gridded layout, lush squares, and walkable streets continue to delight visitors and invite exploration. Sited on a peninsula near the convergence of the Brunswick, East, and Turtle Rivers, Brunswick's natural harbor and protected location allowed the city to develop into a colonial port of call and major center for trade. As one of five colonial ports of entry designated by President George Washington in 1789, Brunswick's waterfront has served for over two centuries as a bustling maritime hub, with development ebbing and flowing along with the fate of the fledgling country.







### If the city's ancient live oaks could speak,

they would tell of the city's journey through the boom and bust of the American Civil War, Reconstruction, and the early 20th century, as Brunswick's increasingly industrialized waterfront thrived. By the early 1900s, Brunswick's waterfront teemed with activity. The joint Atlanta, Birmingham & Atlantic Railroad and Southern Railway terminal along the waterfront served steamboats and cargo ships loaded with cotton, turpentine, timber, and the fruits of Southern fields. Shrimp boats clogged the channel, depositing their sweet cargo for hungry consumers.

Along busy Newcastle Street, crowded streetcars jostled tourists and locals downtown en route from the waterfront passenger depot and the city's surrounding residential neighborhoods. The turreted city hall, customs house, opera house, and magnificent Oglethorpe Hotel rose above the city's smoky waterfront skyline. Here Gilded Age millionaires with names like Morgan, Rockefeller, Vanderbilt, and Pulitzer bound for the pleasures of Jekyll Island awaited transport to their private winter retreat under the hotel's generous veranda. With the development of the US highway system in the 1920s, Brunswick boomed with traffic bound for the coast. Georgia's famous coastal highway, US 17, brought tourists, visitors, and locals through the heart of the city. Under the leadership of visionary city manager F.J. Torras in 1924, the city of Brunswick completed a new bridge to St. Simons Island, initiating a decades-long influx of tourist and residential development on St. Simons and Sea Island and cementing Brunswick's status as the Gateway to the Golden Isles.





hile the Depression brought hardship and stymied development in Brunswick and surrounding islands, the 1940s and World War II brought a new prosperity to the city as 16,000 former farmers, housewives, and sharecroppers from across Georgia and the South sacrificed for the war effort and built new lives in the teeming industrial city. Gravitating to the J.A. Jones Construction Company's massive shipyard, these laborers worked 24 hours a day to construct the mighty Liberty Ships so vital to Allied victory. North of the city, the new Glynco Naval Air Station housed massive hangars for dirigibles that scanned the coast for Nazi U-boats. Accompanied by these hovering blimps, 99 Liberty Ships set sail from Brunswick's shipyard to traverse the Atlantic and Pacific to supply American troops with all the equipment necessary to win the war.

While the end of the war brought newfound prosperity to the nation and the city, the changing postwar economy and new patterns of development quickly created unprecedented challenges for Brunswick. While Brunswick had long served as the Gateway to the Golden Isles, with the purchase of Jekyll Island by the state of Georgia in 1946, Brunswick's industrial and maritime economy increasingly became eclipsed by the growing tourist trade. Compounding this shift, a new bridge constructed by the state in 1956 allowed for further development of the once-private Jekyll Island as a haven for regular Georgians. Dedicated to the Marshes of Glynn poet, the Sidney Lanier Bridge provided easy vehicular access to the Golden Isles, contributing to a decades-long boom of tourist and residential development on the barrier islands and further de-concentrating the local economy and residential patterns.

While the advent of air conditioning and new industry lured more Americans to make a life in the South, new development in Brunswick after the 1950s typically occurred outside the city's core. With the mass availability of the automobile, strip malls, drive-throughs, and surface parking lots increasingly took the place of his-

torical homes and turn-of-the-century commercial businesses. Following patterns seen throughout the nation, in-town residents began leaving the city's historic core in favor of new developments outside the city's urban center. In the heart of downtown, beloved if aging landmarks like the Oglethorpe Hotel were demolished in favor of the welcoming neon glow of America's Innkeeper and a modern Holiday Inn. Following the relocation of US Highway 17 and new growth outside of downtown, many businesses struggled to lure customers downtown. To suit the changing tastes of a newly suburban clientele, businesses demolished aging Victorian commercial buildings or refaced these structures beyond recognition with contemporary metal or simple masonry façades. By the 1960s, many in-town neighborhoods were entering into a decades-long period of population decline. Further declines in the city's industrial and shrimping economy throughout the late 20th century continued to put pressure of the city's increasingly fragile economy.

While many in-town neighborhoods still face challenges, today Brunswick is once again a growing and diverse city on the rise. Draped in Spanish moss, arcades of ancient live oaks continue to shelter the city's quiet residential neighborhoods, which feature an unparalleled stock of 19th century homes, many recently renovated. Like Brunswick's first settlers two centuries ago, new residents continue to come, seeking their slice of the coastal life in Brunswick's historical in-town neighborhoods. Here peeling paint, centuries-old sidewalks, and massive canopies of live oaks contribute to the Brunswick's unique sense of history and speak to the city's romantic past. Seemingly untouched by the fears of their elders, morning in these neighborhoods brings a parade of children on bikes, foot, skateboard, and more making their easy progress to the leafy campus of Glynn Academy, the South's second-oldest public school. Where the Navy once constructed the world's largest wooden hangars during World War II, today recruits from across the United States come to train to become US Marshals



United States come to train to become US Marshals at the headquarters of the Federal Law Enforcement Training Center, contributing to the local economy and consistently attracting new visitors to the area. Nearby more than 3,100 students study at the growing College of Coastal Georgia, creating an educated base of young professionals to manage the next generation of Brunswick's growth and development. Long known as the Shrimp Capital of the World and now serving as a major port for vehicle import and export, Brunswick continues to build on a maritime heritage that has long played an important role in the city's unique culture and economy.

Having learned from the mistakes of the past, since 1979 Brunswick's venerable downtown has been protected and recognized as the Old Town Brunswick National Register District. Here, the city's large stock of 1800s buildings house the city's determined local artists, chefs, professionals, and entrepreneurs as they hone their crafts and pursue their dreams. Launched in 2005, Signature Squares of Brunswick has since partnered with the city and downtown stakeholders to restore many of the city's key historic squares, bringing life and activity back into these sacred community spaces. Attracted by the city's wealth of architecture,

history, walkability, and authenticity, major new attractions and businesses are set to relocate downtown. Along the city's once bustling industrial waterfront, Mary Ross Waterfront Park has replaced the competing rail lines of the old Atlantic Coastal Line Terminal and associated warehouses. Recently the city has commissioned a masterplan for the park and is working to implement a \$15 million improvement plan aimed at restoring the city's waterfront as the center of the community. Adjacent to the waterfront, the site of the former Oglethorpe Hotel is once more attracting the attention of developers.

With both the promise of new growth on the horizon and persistent challenges in the city's historical core, Brunswick contracted with the University of Georgia's Carl Vinson Institute of Government and partners to develop a guiding, community-supported vision for downtown. The resulting Downtown Brunswick Renaissance Strategic Vision and Plan (RSVP) relies on three basic questions to evaluate current conditions in the community, address issues to ensure success, and create a road map for enacting Brunswick's vision for the future. These questions—Where are we now? Where are we going? How do we get there?—provide the foundation of the eight-month strategic visioning effort outlined within this report.

#### THE DOWNTOWN BRUNSWICK RSVP

# Three-Step Process

## STEP ONE: WHERE ARE WE NOW?

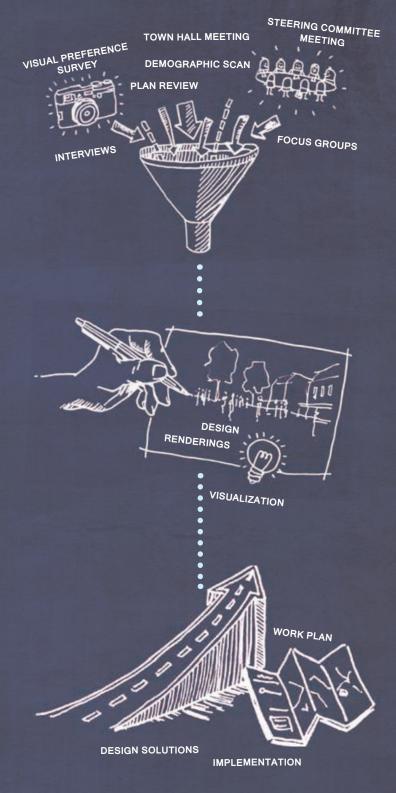
A successful planning effort is built upon a fundamental understanding of current conditions in Brunswick. Step one creates this foundation through a demographic profile, an analysis of market conditions, a review of prior plans and studies, and an extensive public engagement process. Together, these elements paint a comprehensive picture of Jefferson while creating a consensus on current issues and opportunities.



In the second step of the process, Brunswick looks to the future to shape the shared vision for the city that emerged in step one. Built on the community desires and strengths discovered in community input sessions, Brunswick's vision is interpreted through illustrations and design recommendations. The final products of step two allow all community members to experience the physical translation of their collective vision.

## STEP THREE: HOW DO WE GET THERE?

During the final step in the RSVP process, community leaders and citizens come together to create an implementation plan to move Brunswick toward the community's vision for the future. By focusing on achievable work program items with community support, step three builds momentum while helping to enact Brunswick's vision in a step-by-step process. Community input and effort form the foundation for the resulting work and action plan, and citizen-led implementation is critical for successful outcomes



# DOWNTOWN BRUNSWICK PUBLIC ENGAGEMENT



uring the "Where are we now?" phase of the RSVP process, representatives of the Institute of Government partnered with the Brunswick Downtown Development Authority, the UGA Small Business Development Center, and the Georgia Department of Community Affairs to conduct an extensive public engagement process that included multiple focus groups, one-on-one interviews of downtown stakeholders, a community-wide town hall forum, and a public survey that received more than 400 individual responses. The results of this effort (included in full in the digital appendix) help to paint a comprehensive picture of current conditions in the city.



Interviews and focus groups were conducted with members of the following groups:

- BRUNSWICK CITY COMMISSION
- BRUNSWICK DOWNTOWN DEVELOPMENT AUTHORITY
- BRUNSWICK URBAN REDEVELOPMENT AGENCY
- BRUNSWICK-GOLDEN ISLES CHAMBER OF COMMERCE
- BRUNSWICK AND GLYNN COUNTY DEVELOPMENT AUTHORITY
- BRUNSWICK HISTORIC PRESERVATION BOARD
- BRUNSWICK PLANNING, DEVELOPMENT, AND CODES DEPARTMENT
- BRUNSWICK POLICE DEPARTMENT
- THE BRUNSWICK NEWS
- COLLEGE OF COASTAL GEORGIA
- GLYNN COUNTY COMMISSION

- GLYNN COUNTY AIRPORT COMMISSION
- GLYNN COUNTY FINANCE DEPARTMENT
- GOLDEN ISLES ARTS & HUMANITIES
- LOCAL REALTORS
- LOCAL DEVELOPERS
- DOWNTOWN BUSINESS OWNERS
- DOWNTOWN PROPERTY OWNERS
- HISTORIC NORWICH DISTRICT BUSINESS OWNERS
- SIGNATURE SQUARES OF BRUNSWICK
- SOGLO NEIGHBORHOOD ASSOCIATION

GROUPS
ONE-ON-ONE
INTERVIEWS
SURVEYS & TOWN HALL



"We're right in the middle of everything"

"I love the people"

"We're excited about our town"

"We make a point of accepting into the community"

"You get that feeling of community in Brunswick"

"It makes me feel good to come downtown"

"It's just beautiful"

ublic input participants overwhelmingly praised Brunswick's incredible sense of history, scenic coastal surroundings, beautiful architecture, walkable streets, handsome squares, busy restaurants, and vibrant arts and cultural scene. Locals enjoy living in an ideally situated coastal small town with a strong and energetic local community. Above the city's wealth of history, beautiful architecture, and scenic coastal location, the city's people make Brunswick a great place to call home. With beloved public institutions like Glynn Academy and the Ritz Theater and events like First Friday that bring locals together, downtown serves as a magnet for the wider area and helps cultivate a strong community in Brunswick. Participants and tourists love coming downtown to visit Brunswick's successful restaurants, shops, and services. Locals praised downtown Brunswick's active restaurant scene, with Tipsy's, Indigo Coastal Shanty, and The Farmer & The Larder standing out as consistent favorites. Because Brunswick serves as the county seat of Glynn County, locals and residents of the islands are drawn to the variety and quality of professional services downtown including law offices, accountants, and banks. Businesspeople in particular praised the quality of life in the area and Brunswick's strategic location near Interstate 95 and a short drive from major metropolitan areas. Buzzing with activity during popular events, Brunswick's walkable tree-lined streets, attractive squares, and compact Grid plan continue to charm visitors and bring the community together. The city's inherent walkability and bike-friendly topography contribute to the local residents' quality of life.

Many locals who participated in the public input process are migrants from other areas around Georgia and the nation, drawn to Brunswick to make a new life. These residents in particular praised the city's proximity to the coast, low cost of living, incredible historical architecture, and unique sense of place. One downtown business owner called Brunswick a place of "high ceilings and low expectations," where locals can live a slow coastal life, become entrepreneurs, or pursue their dreams surrounded by a supportive local community and the architectural and historical heritage of this beautiful city. The availability and affordability of Brunswick's housing stock is a key element that drives entrepreneurship and creative expression in the city. Ensuring that Brunswick continues to accommodate and attract new residents is essential

to reversing declining population rates in the city. Encouraging new residents, nurturing local entrepreneurs, continuing public investment downtown, and cultivating a welcoming climate for business are critical for continued success downtown.

In addition to identifying existing strengths, the extensive RSVP public input process revealed several critical issues that informed all subsequent planning efforts. A steering committee of dedicated local citizens honed community priorities to determine the following top issues facing Brunswick: addressing the maintenance of buildings and issues of vacancy, ensuring the safety of residents and visitors, addressing the appearance of gateways and signage, bridging gaps in downtown connectivity, providing safe and ample public parking, creating a draw for visitors and locals downtown, promoting Brunswick's existing assets, and cultivating a warm climate for local businesses. While other serious and long-term issues were introduced during the public input process, above all, this plan must be achievable. Therefore, concrete and addressable problems were drawn out of the broader issues identified during the public input process.

Community priorities that emerged during the public input process overwhelmingly echo plans that already exist for downtown. Summarized in the Brunswick RSVP digital appendix, the wealth of existing downtown planning documents for Brunswick reiterate widespread community desires for an activated, revitalized waterfront; a better connected downtown across Bay Street; solutions for vacancy; maintenance; and more. For over a decade and a half, city-sponsored efforts have developed a series of ambitious proposals for an activated waterfront, a bustling hotel and convention center at the former Oglethorpe Hotel site, rejuvenated corridors along Gloucester Street and Norwich Street, expanded housing opportunities throughout the city, and more. To be successful, city officials must begin implementing real, perceptible improvements that address these long-term goals. Committing to implementing items included in the Downtown Brunswick Work Program will help build the momentum necessary to achieve the long-planned revitalization of downtown and tackle larger city-wide issues.

#### BRUNSWICK'S

### FAVORITE THINGS:

#### STRONG COMMUNITY TIES

FRIENDLY PEOPLE, SENSE OF COMMUNITY, ARTS, LOCAL GOVERNMENT, DOWNTOWN EVENTS

#### DOWNTOWN'S PHYSICAL STRUCTURE

HISTORICAL BUILDINGS, WALKABLE SQUARES, SMALL TOWN FEELING

#### **BUSINESS INFRASTRUCTURE**

LOCAL SHOPS AND RESTAURANTS, TOURISM, VALUE

#### **NATURAL FEATURES**

WATERFRONT, PARKS, OAKS, GREENSPACE, LOCATION



ity officials should work to confront the serious and persistent challenges that threaten Brunswick's quality of life and the future of the city. Poverty, homelessness, intergovernmental tensions, and other important issues emerged during the public input process and must be addressed to achieve the long-term success desired by the community. While these problems all pose serious city-wide challenges for the community, they are outside the scope of this plan as a downtown strategic planning document. Focusing first on implementing real, perceptible improvements downtown may help build the momentum necessary to tackle these systemic long-term issues.



# Brunswick's TOP ISSUES

## LOTS OF PLANS, NOT ENOUGH IMPLEMENTATION

#### GATEWAYS & SIGNAGE

IMPROVING GATEWAYS / CONNECTING BAY STREET

#### SAFETY

LIGHTING / PARKING / INCREASE DOWNTOWN POLICE PRESENCE

#### PUBLIC & PRIVATE MAINTENANCE

VACANCY ISSUES & NEGLECT / CODE ENFORCEMENT

#### **BUSINESS DEVELOPMENT**

ATTRACTING DINING, RETAIL, & WATERFRONT DEVELOPMENT / INCENTIVES / CREATING A DESTINATION

#### MAINTENANCE

runswick's stock of available historical properties are an asset that can attract potential investors. However, the sheer number of vacant, derelict, and ill-maintained properties in the city emerged as a top issue during discussions with community members. Particularly in Brunswick's surrounding residential neighborhoods and along the Norwich corridor, the many vacant and blighted properties discourage activity, invite crime, and send a negative message to residents, visitors, and potential investors. Many local residents and urban pioneers who have rehabilitated properties in these areas complained about the inconsistency of the city's code enforcement, with habitual violators seeming to get off the hook for unsafe property conditions. These residents in particular prioritized more consistent and stringent enforcement of the city's existing codes, pushing redevelopment through a land bank authority, and punishing absentee landlords and owners who refuse to maintain their properties.

Throughout the public input process, many locals advocated marketing the city's many available historical homes to potential investors. Doing so could help draw resilient local entrepreneurs and invested community members to help make

Brunswick a great place to call home. Addressing issues of vacancy has long been a goal for the city, with recommendations in plans dating back to at least 2001. While plans like Blueprint Brunswick recommended a land bank to address the number of vacant properties in the city, only in the past few months have city officials collaborated to create this critical tool to address vacancy in the city.

The following items included in the Downtown Brunswick Work Program address critical issues of maintenance and vacancy in the city:

- Design: Art in Vacant Storefronts
- Economic Vitality: Land Bank
- Economic Vitality: Downtown Garbage Collection Strategy
- Economic Vitality: Expand Façade Program for Building Owners
- Economic Vitality: Incubator Village
- Economic Vitality: 1315 Union Revitalization
- Economic Vitality: Howe Street Cottages

## MAINTENANCE

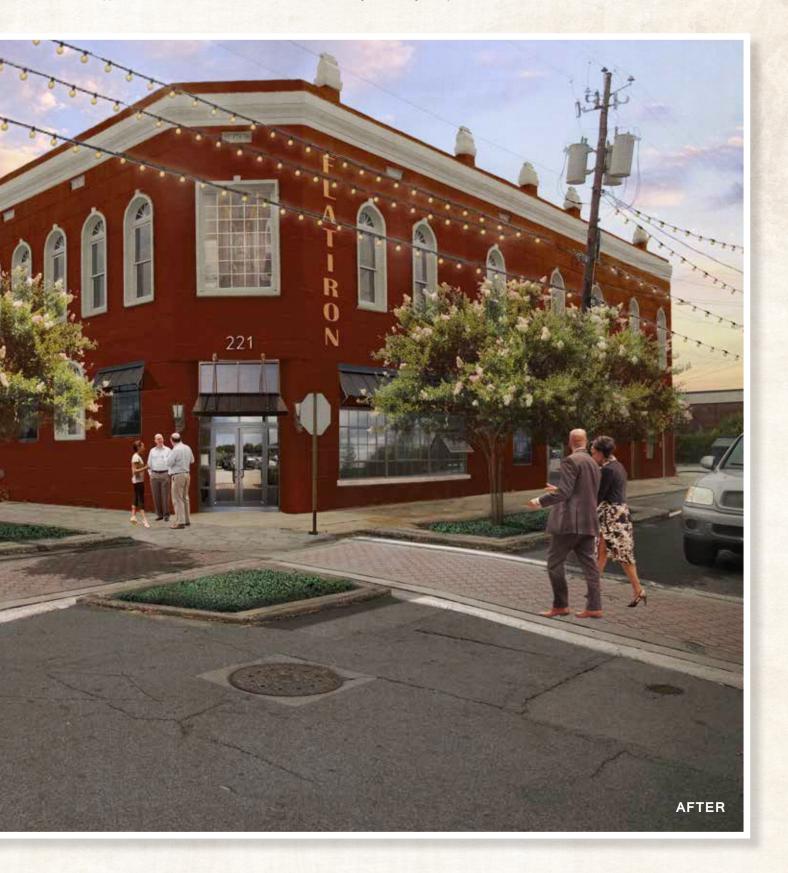
**FLATIRON BUILDING, 221 MONCK STREET** 

**BEFORE:** Located at the corner of Grant and Monck streets downtown, the flatiron building at 221 Monck Street is a fine example of the wealth of historical commercial architecture downtown. This and adjacent vacant commercial properties could be refurbished to house downtown businesses, offices, and lofts. This street could benefit from more shade, removing unattractive dumpsters, and installing better pedestrian accommodations.

**AFTER:** With refurbished façades, new plantings, string lighting, and enhanced pedestrian accommodations, the site has been transformed into a thriving corner downtown. Restored historical buildings housing local businesses and downtown living help preserve the character of downtown while bringing people and activity to the area.

**BEFORE** 





### SAFETY

ore than anything else, ensuring a safe experience downtown for residents and visitors is essential to bringing the community to the area and attracting investment downtown. Public input participants routinely ranked safety as the number one issue that must be addressed downtown. While the Brunswick Police Department has performed admirably and crime is down significantly over the past decade, fighting the perception that Brunswick is unsafe remains critical for city leaders, downtown business owners, and other stakeholders. Working to improve the maintenance of downtown properties and address derelict conditions ties directly to the demand for a safe downtown climate. By tackling broken windows, hazardous conditions, and more, the city sends a message that Brunswick will not tolerate crime. Many locals suggested further combating the perception and reality of crime downtown through better lighting and a more accessible and visible police presence. Promoting recent declines in crime; ensuring better maintenance of downtown properties, parking lots, and public spaces; and building a resident population downtown would all significantly combat the negative perception of safety downtown.

The following items included in the Downtown Brunswick Work Program address downtown safety:

- · Design: Downtown Lighting
- · Design: Downtown Lighting: String Lights
- Design: Lighting Downtown Buildings







**BEFORE:** One block east of Newcastle Street, Richmond Street serves back-of-house functions for businesses along downtown's main drag. The lack of shade, absence of street lights, various service uses, and overhead wiring here make Richmond Street uninviting both during the day and in the evening hours.

**AFTER:** This rendering illustrates the same area of Richmond Street after landscaping the existing parking lot, improving the sidewalk, and adding string lighting to create a more inviting and safer feeling street.

### GATEWAYS & SIGNAGE

runswick's reputation as the Gateway to the Golden Isles relies on the city's proximity to Jekyll, St. Simons, and Sea Island. Any visitor driving to these destinations must pass through Brunswick via US Highway 17 (Glynn Avenue) or US Highway 341 (Bay Street). With a location near busy Interstate 95 and a downtown sandwiched between two major tourist corridors, the city could do more to attract visitors already passing through the city. During public engagement sessions, locals noted that all too often motorists along all three key corridors leading into downtown Brunswick are greeted by vacant properties, unattractive surface parking lots, and tired commercial buildings. Attractive signage and gateways at key vehicular intersections and major access corridors into downtown could invite exploration and provide a critical first impression for potential visitors and investors. The city should work to develop a phased approach to address the appearance of major corridors. Planting street trees, removing unnecessary curb cuts, installing rain gardens and planted buffers, promoting façade grants and rehabilitation, and making related improvements would all work to improve quality of life for local citizens and encourage a welcoming experience for visitors.

The following items included in the Downtown Brunswick Work Program address gateways and signage leading to downtown:

- Design: Hip Wayfinding
- Design: Gateway/Corridor Redevelopment: Gloucester Street, Norwich Street, and Bay Street
- Design: Gloucester Streetscape Improvements
- · Design: Gateways: Glynn Avenue and Gloucester
- · Design: Gateways: Howard Coffin Fencing
- Design: Gateways: Methodist Hut on Gloucester
- Design: Gateways: Highway 341 at Newcastle and Bay Street
- Economic Vitality: Norwich Street Improvements







**BEFORE:** The photograph shows a view of the intersection of Bay Street and Newcastle at the entry of downtown. The view is currently dominated by wide asphalt paving and harsh concrete medians with an absence of shade, sidewalks, and landscaping. Currently, no welcome signage exists to notify visitors that downtown restaurants, shops, and more are located straight ahead.

**AFTER:** The rendering shows reconfiguring and simplifying the intersection with Bay Street. Existing concrete medians have been removed and replaced with attractive landscaping to welcome visitors and provide shade. In addition to a new shaded median along Bay Street, existing medians along Newcastle Street have been extended to expand the footprint of downtown and invite activity. Mirroring the look of the new gateway at US 17 and Gloucester, new signage imparts a sense of arrival for visitors.

### BRIDGING THE GAP / BAY STREET

hile locals cherish downtown Brunswick's compact, gridded streets, walkability, and connectivity, many highlighted the notable gaps that limit connectivity between downtown and the city's once teeming waterfront. Public input participants identified Bay Street (US-341) as a major barrier separating downtown from the city's waterfront and Mary Ross Waterfront Park. The excessive width of Bay Street's travel lanes, speeding vehicles, broad expanses of unshaded asphalt, and lack of accommodation for bikers and pedestrians all work to sever connectivity between downtown and Mary Ross Park and discourage visitors from exploring Brunswick's waterfront. During interviews, focus groups, and the town hall, many community members prioritized connecting the gap between downtown and Brunswick's waterfront as the primary objective of any successful downtown planning work. For any further development of the city's waterfront to be successful, improving access between downtown and the riverfront is essential. With corridor improvements planned from 2001 onward, any further delay in connecting downtown to the waterfront threatens the fate of ongoing public investments in the area. With a \$15 million improvement plan at Mary Ross Waterfront Park underway, city leaders must work hard now to connect downtown to the waterfront.

The following items included in the Downtown Brunswick Work Program work to allay gaps in connectivity downtown:

- · Design: Connecting Downtown and the River
- Design: Downtown Streetscape Improvements
- Design: Ninety-Nine Liberty Trees
- Design: Complete Streets Ordinance
- Economic Vitality: Waterfront Tax Allocation District



**BEFORE:** Bay Street's excessive width, lack of pedestrian connections, and absence of shade disconnect downtown Brunswick from the city's historic waterfront. Reducing the width of asphalt, planting trees, and planning accommodations for pedestrians could invite more activity to the city's waterfront.

Appendix L -- Downtown Brunswick Renaissance Strategic Visioning Plan | 2017



**AFTER:** By reducing the excessive width of paving and travel lanes, replacing the existing concrete medians with plantings, and developing a multi-use trail and pedestrian connections within the existing right-of-way, Bay Street transforms from a tourniquet dividing the city to a vibrant coastal boulevard between downtown and the waterfront. Improvements to Bay Street include planted bump-outs, the addition of a landscaped median that acts as a bioswale, delineated on-street parking, crosswalks, and a new 10' multi-use trail located in a formerly underutilized parking lane.

### PARKING

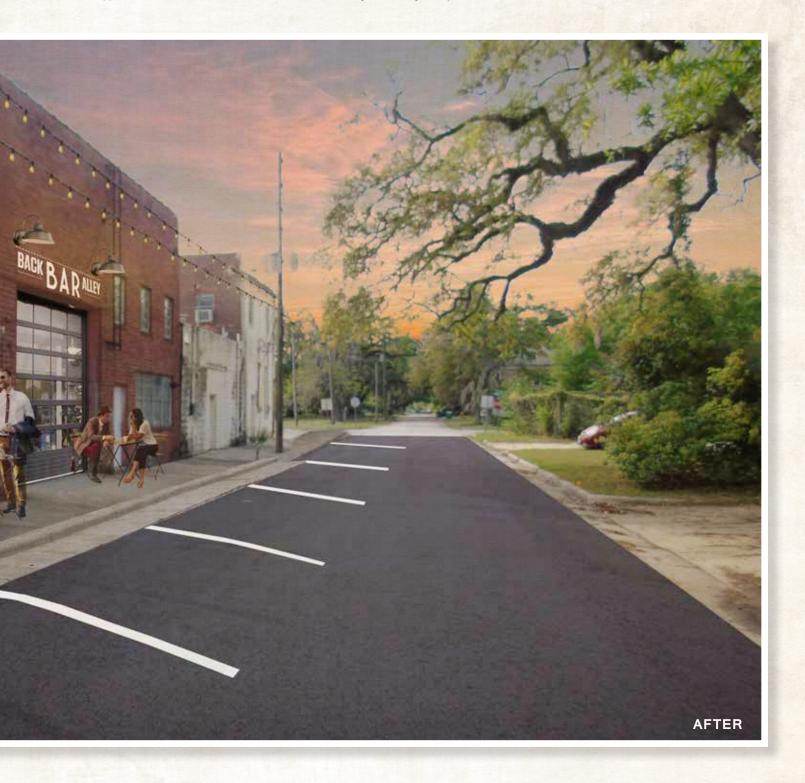
or to the invention of the automobile, accommodating parking in Brunswick's historical core remains a challenge. Throughout the public input process, many locals cited improving downtown parking as a top issue facing the city. While noted as an issue that needs to be addressed, other participants felt that with the exception of high volume events and busy meal times, parking capacity is generally sufficient downtown. Although the city contains a wealth of on-street parking spots and a number of public lots exist within the downtown core, many of these parking opportunities are unmarked or not easily visible to visitors. Improving the lighting and signage of downtown parking lots, better directing visitors to public parking, and marking all public spaces could all help address parking problems downtown.

The following items included in the Downtown Brunswick Work Program address downtown safety:

- Organization: Parking Improvements: Re-striping Downtown Parking
- Design: Downtown Lighting







**BEFORE:** Like other side streets and alleys downtown, Grant Street contains many on-street parking opportunities and performs additional service functions for property owners.

**AFTER:** Here Grant Street is shown resurfaced, with parking opportunities clearly marked and new string lighting enhancing safety and ambiance along this back street. By clearly marking existing parking opportunities, visitors could better utilize parking downtown. Attracting businesses like the one shown to Brunswick's side streets is key to creating a vibrant experience throughout downtown.

### CREATING A DESTINATION

ith the relocation of Highway 17 out of the downtown core and the explosion of new development on St. Simons Island and in unincorporated Glynn County surrounding Brunswick, downtown faces more competition than ever before for local and visitor foot traffic. During the public input process, many residents of surrounding communities and the islands noted that aside from community events or business at the courthouse, their neighbors often do not have much reason to come downtown. These residents in particular would like to see downtown Brunswick alive daily with a greater variety of local dining, specialty retailers, nightlife, and attractions for locals. Locals suggested many concepts for a downtown attraction. In order for Brunswick to be the downtown destination for the surrounding community, the area must offer many potential draws. In addition to increasing the city's retail, dining, and entertainment offerings, the Brunswick community must build on the city's vibrant culture and strong local arts scene to create a unique destination downtown unlike any other in the region. One way to do so is to see everything as an opportunity for local arts downtown. Water towers, vacant storefronts, bike racks, blank walls, dumpsters, and every element of Brunswick's streetscape should be seen as a blank canvas for local artists. By encouraging artistic expression throughout the city, Brunswick can build on the city's reputation as an arts-friendly community and create an authentic and enriching experience downtown.

In addition to boosting downtown as a local destination, many residents expressed the need for a major tourist attraction downtown. While public input participants put forth a diverse array of potential downtown attractions, most agreed that a tourist draw downtown should build on Brunswick's unique maritime heritage, the city's wealth of historical ar-

chitecture, and the surrounding natural splendor of Georgia's coastline and the Golden Isles. Creating new opportunities to attract both locals and regular visitors downtown could prove a successful strategy for long-term economic stability and growth in the area.

The following items included in the Downtown Brunswick Work Program work to create a destination for locals and visitors downtown:

- Organization: Maritime Infrastructure
- Organization: College of Coastal Georgia (CCGA)
   Connections
- · Promotion: Downtown Rike Rentals
- Promotion: Brunswick Bike Tour
- Promotion: Low Country Boil at Mary Ross Park
- Promotion: Brunswick Street Dances
- Promotion: Kayak Infrastructure
- Promotion: Sunset Bar at Mary Ross Park
- Promotion: Food Trucks at Mary Ross Park
- Promotion: Norwich Street Saturday Events
- Design: Mary Ross Waterfront Park Improvements
- Design: Queen Square Revitalization
- Design: Link the Georgia Coastal Greenway to Downtown
- Design: Link the Georgia Coastal Greenway to Downtown: Master Trail Plan
- Economic Vitality: Riverside Environmental Center
- Economic Vitality: Lofts Downtown
- Economic Vitality: Retail Incubator
- Economic Vitality: College Shuttles Downtown
- Economic Vitality: Downtown Brewery
- Economic Vitality: Richland Rum



**BEFORE:** Located along an otherwise busy stretch of Newcastle Street, this long-vacant commercial building needs a lot of rehabilitation work.

**AFTER:** Recently acquired by a local investor, this property could house a downtown brewery. This type of destination attraction would be a boon for downtown and create a draw to the area.

#### PROMOTION / MARKETING

rom fraying layers of peeling paint on a turn-of-thecentury warehouse and a centuries-old live oak overtaking a sidewalk to glimpses of cobblestone beneath a pothole, Brunswick's laid-back coastal attitude and the unique patina of this historical town help create a magical experience for many residents and visitors. The city's proud local residents, urban pioneers, creatives, and spirited entrepreneurs see the tremendous potential of the city's historical properties, coastal location, strong local arts community, and quality of life. Brunswick's character as a place of "high ceilings and low expectations" shapes the community and creates a distinctive selling point to potential visitors, residents, and investors. Many would like to see Brunswick promoted to like-minded parties interested in building new lives in this history-rich environment. In addition to the downtown development authority's (DDA) currently successful promotion of downtown shops, restaurants, and events, the city should consider marketing Brunswick "warts and all" both regionally and nationally to attract new residents and potential investors. Targeting those with the resources to appreciate and rehabilitate Brunswick's culture and historical housing stock will help facilitate wider revitalization throughout the city.

The following items included in the Downtown Brunswick Work Program focus on continuing to successfully promote downtown to local residents as well as marketing the city to a wider audience:

- Organization: Downtown Communication
- Organization: Hire Program Manager
- Promotion: Marketing Brunswick
- Promotion: Billboard Advertising
- · Promotion: Manage Downtown Facebook Profile
- Promotion: Manage Downtown Instagram Account
- Promotion: First Friday
- Promotion: Christmas Parade
- · Promotion: Rhythm on the River
- Promotion: Tree Lighting and Holiday Decor
- Promotion: Develop Mobile-Friendly Maps
- Promotion: Peaches to the Beaches Yard Sale
- Promotion: Media and Marketing Strategy
- Economic Vitality: Property Listing on DDA Website
- Economic Vitality: Arts-Based Branding Downtown
- Economic Vitality: Board of Realtors Meet and Greet/ Information Session



**BILLBOARD CONCEPT:** The billboard design above is one of an endless possibility of concepts that could work on billboards along the interstate. "Slow down in Brunswick" is an example of a simple catchphrase that could be used to capture the lifestyle and relaxing coastal culture of the city.

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**BRUNSWICK BILLBOARDS:** Brunswick's strategic location near I-95 creates many opportunities for the city. By promoting downtown with billboards and signage along the interstate, local business owners might benefit more from this steady stream of traffic.

#### BUSINESS DEVELOPMENT

rom beloved local restaurants and watering holes to boutique shops and services, local businesses are the backbone of downtown Brunswick, attracting activity downtown, contributing to the local culture and tax base, and stabilizing the local economy. To create the vibrant downtown experience desired by the community, address challenges like building vacancy, and create a safe and welcoming downtown for all users, Brunswick must put a premium on nourishing a culture of entrepreneurship and cultivating a warm climate for investment. Throughout the public input process, downtown's devoted entrepreneurs, local investors, and small business people all noted that business development downtown is a key priority for the city. Many cited the need for incentives to allow interested investors to rehabilitate downtown buildings and attract the diversity of dining, retail, and other businesses necessary to create a local destination. Other participants mentioned growth areas and roadblocks to business growth, including a slow building-permitting process and excessive fees for liquor licensing, among other issues. Additionally and often echoing points in previous plans for the city, locals throughout the community identified the need for decent jobs, workforce development, and transit throughout the city to rebuild a vibrant local economy for future generations.

The following items included in the Downtown Brunswick Work Program focus on building a culture of entrepreneurship in the city, incentivizing investment, and creating a stable and sustainable local economy:

- Promotion: Education and Outreach for Historic Preservation
- Promotion: Tourism Product Development Resource Team Visit
- Design: Oglethorpe Block Architect
- Economic Vitality: Alcohol Ordinance
- Economic Vitality: Historic Tax Credit Consultant
- Economic Vitality: Incentive Package
- Economic Vitality: Downtown Grocery
- Economic Vitality: FLETC Housing

- Economic Vitality: One-Stop Shop for Permitting
- Economic Vitality: Develop Form-Based Codes for New Development
- Economic Vitality: Update Old Town National Register
   District
- Economic Vitality: Hire Economic and Community
  Development Director



**BEFORE:** Brunswick is not lacking in unique historical structures. This building sits on Gloucester Street and is currently owned by First United Methodist Church.

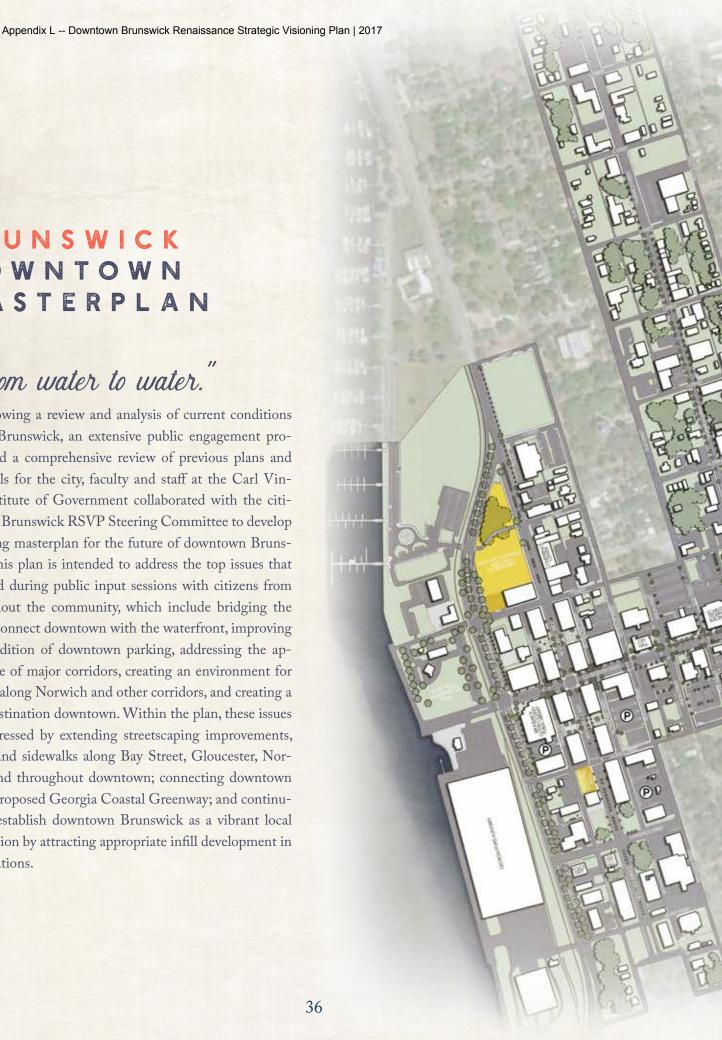






# "From water to water.

ollowing a review and analysis of current conditions in Brunswick, an extensive public engagement process, and a comprehensive review of previous plans and proposals for the city, faculty and staff at the Carl Vinson Institute of Government collaborated with the citizen-led Brunswick RSVP Steering Committee to develop a guiding masterplan for the future of downtown Brunswick. This plan is intended to address the top issues that emerged during public input sessions with citizens from throughout the community, which include bridging the gap to connect downtown with the waterfront, improving the condition of downtown parking, addressing the appearance of major corridors, creating an environment for growth along Norwich and other corridors, and creating a local destination downtown. Within the plan, these issues are addressed by extending streetscaping improvements, shade, and sidewalks along Bay Street, Gloucester, Norwich, and throughout downtown; connecting downtown to the proposed Georgia Coastal Greenway; and continuing to establish downtown Brunswick as a vibrant local destination by attracting appropriate infill development in key locations.



Conceptual Masterplan









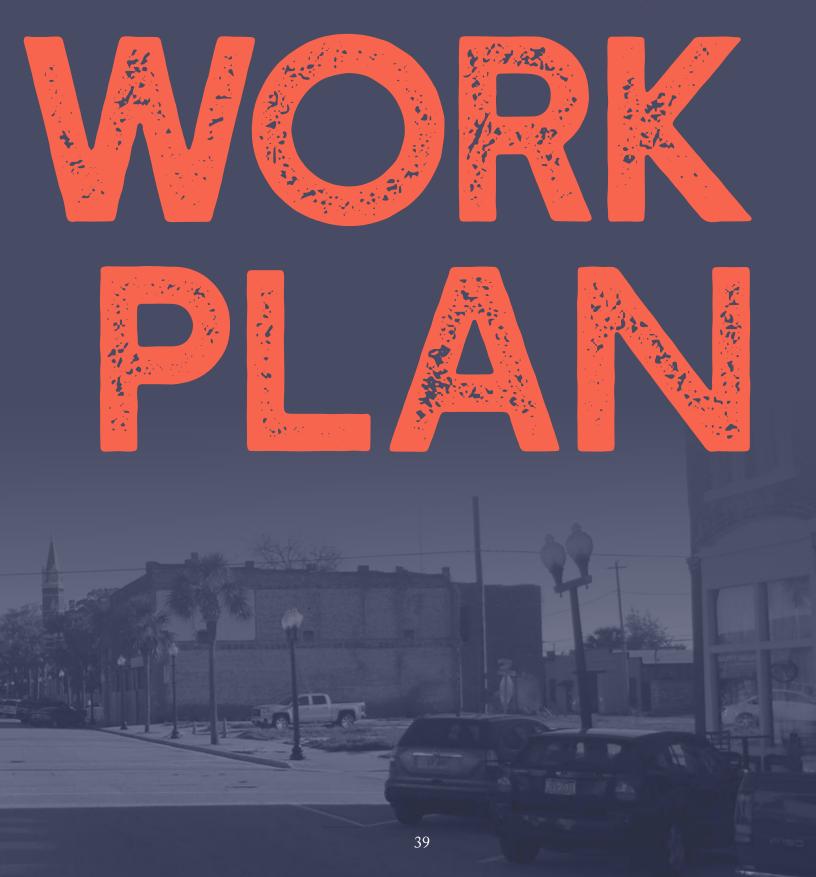






Appendix L -- Downtown Brunswick Renaissance Strategic Visioning Plan | 2017

# DOWNTOWN BRUNSWICK



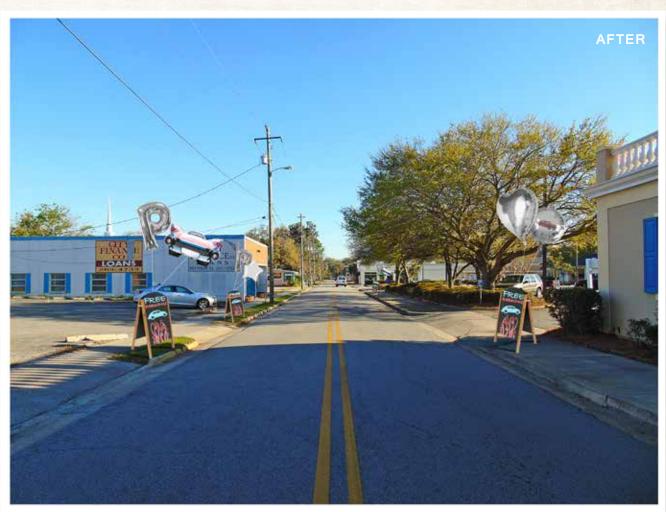
# THE DOWNTOWN BRUNSWICK WORK PLAN ORGANIZATION

PARKING IMPROVEMENTS: Re-striping Downtown Parking: Downtown Brunswick's streets contain many opportunities for on-street parking. While many spaces are already properly delineated, some spaces have faded. When spaces are not properly striped, many motorists assume that they are not allowed to park on downtown streets. The city could better utilize downtown streets, invite visitors, and bring more parking downtown by re-striping faded on-street parking spots downtown.





**TEMPORARY EVENT PARKING:** Particularly during popular community events like First Friday, downtown visitors often find it difficult to park conveniently downtown. While there are only so many on-street spaces and public lots downtown, many large surface lots exist for private business, local churches, and other institutions. Particularly during public events, the DDA could consider developing an MOU with property owners to allow the public to use these lots after the close of business hours.



**BEFORE:** After normal business hours, many private parking lots are empty. Evening is also the prime time for people to enjoy downtown's amenities. On-street parking can easily fill up in the evenings, making it difficult to find a spot. Partnering with local businesses and utilizing private lots after hours could make downtown parking more accessible.

**AFTER:** Highlighting where patrons can utilize park free after hours is key to making this plan work. Placing chalkboard sandwich board-style signage and balloons draws attention to the location of these potential lots. This simple quick fix could also add character to the streetscape.



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#### PARKING SIGNS ON GLOUCESTER

**BEFORE:** In order to draw drivers off of Gloucester to adjacent free public parking lots, chalkboard signs need to be paired with something larger along this main corridor. Currently, no indication of off-street parking is given on this section of Gloucester. The painted no parking zone provides ample space for addressing this issue.



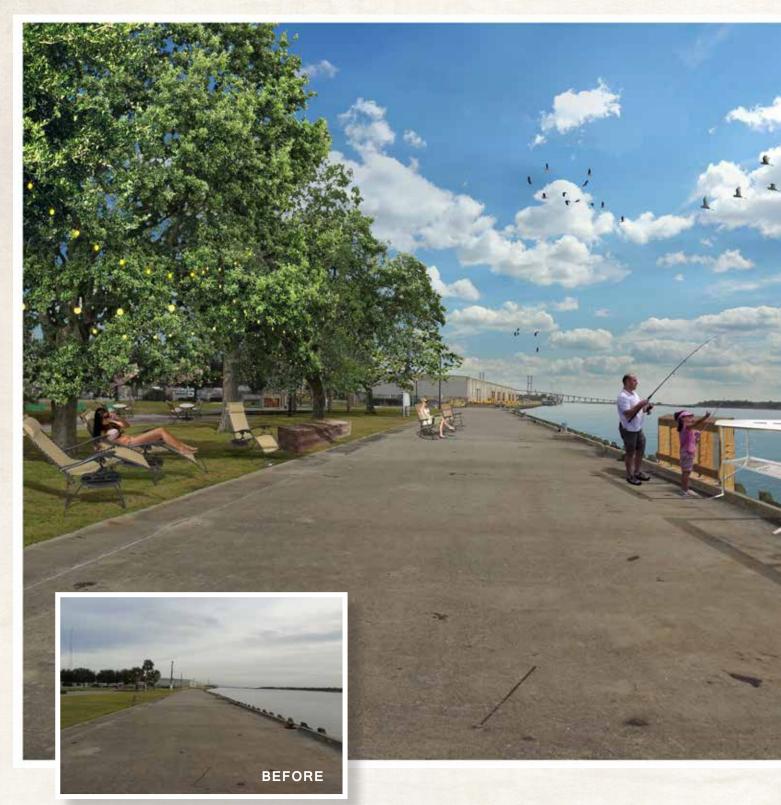
**AFTER:** Keeping consistent with the rows of palm trees on the opposite side of Gloucester, here a palm is placed in a movable container in the no parking zone. It is adorned with an artistic free parking sign that directs drivers down the side street. Such a sign meets multiple demands by greening the streetscape, adding character, and increasing pedestrian safety.



### COLLEGE OF COASTAL GEORGIA CONNECTIONS

Located just northeast of downtown, Brunswick's College of Coastal Georgia is a growing hub for the city and major potential stakeholder in the future of the city. Brunswick's local leaders should work closely with the college to bring courses downtown. Georgia State University's growing presence in Atlanta or the revitalization of Savannah facilitated by the Savannah College of Art and Design could serve as models for an ideal city-college relationship. Relationships between developers and CCGA need to be fostered to ensure adequate student housing in the city. The College of Coastal Georgia Foundation should be courted to assist with off-campus development.

# THE DOWNTOWN BRUNSWICK WORK PLAN ORGANIZATION





# Creating a Destination

**MARITIME INFRASTRUCTURE:** Resulting from a DDA collaboration and generous funding from Georgia Power, recent dock improvements and a new power supply at the Mary Ross Waterfront Park dock enable larger vessels and longer stays on Brunswick's waterfront. Contractors have also begun improving the existing docks at the site. The recent visit of the *Ocearch* research vessel is one example of a unique floating attraction now able to use Mary Ross Park. The city should continue working with the private sector and community partners to encourage a vibrant maritime culture at the park.

BEFORE: Mary Ross Park is the only public space along Brunswick's reason for being: the waterfront. The park could be an anchor for recreation and relaxation among local residents, regional visitors, and working-day commuters. However, this view of Mary Ross Park's landing leaves much to be desired. Offering no waterfront seating, shade from the midday heat, or fisherman-friendly infrastructure, this space has limited utility beyond enjoying the view for a few minutes. Given its spectacular views and constant breezes, with limited improvements this area is ripe with potential.

AFTER: A row of live oak shade trees, movable tables and chairs, artistic benches, string lights, and angler-friendly amenities such as a fish-cleaning station, and railings to lean on transform the space into a usable, welcoming, and interactive area. The ability to move furniture into or out of the shade gives freedom and comfort for locals to better enjoy their park experience. The fisherman-friendly infrastructure encourages a daily presence, while the string lights invite nightly walks around the waterfront. All of these factors enliven the park and increase the daily presence regardless of events happening at the park.

# THE DOWNTOWN BRUNSWICK WORK PLAN PROMOTION

**DOWNTOWN COMMUNICATIONS:** Communicating everything going on in downtown Brunswick is a full-time job. Currently the DDA operates a popular Facebook profile advertising events like First Friday. Listing all of the activities going on downtown and posting a yearly calendar of events here could help spread the word about everything happening in the city. A Downtown Brunswick app could deliver notices of downtown events directly to subscribers' phones.

**HIRE A PROGRAM MANAGER**: Having enough staff dedicated to improving downtown daily remains a challenge for Brunswick and many cities undertaking revitalization efforts. To help ease this burden, the city increased the DDA's budget to fund a Program Manager position. By selecting a program manager, the city and DDA have signaled their commitment to fostering a vibrant downtown.

## Creating a Destination

**DOWNTOWN BIKE RENTALS**: Brunswick's compact layout, scenic neighborhoods, and coastal topography make the city ideal for exploring by bike. The city could build on Brunswick's appeal to bicyclists by offering bike rentals. The city could continue to grow as a destination for bicyclists by developing bike paths, designating bike lanes, and creating bike-friendly connections to Jekyll and St. Simons Island.

**BRUNSWICK BIKE TOUR:** Brunswick's compact plan and flat topography make the city an ideal biking destination. The city should consider working with the Historic Brunswick Foundation or similar community groups to conduct regular themed bicycle tours of the city. These tours could prove to be unique draws that play on the city's rich history and attract tourist traffic from the surrounding Golden Isles.

LOW COUNTRY BOIL AT MARY ROSS PARK: Programmed events attract needed activity to Brunswick's waterfront. Working

with the local shrimp industry, the DDA could sponsor an annual low country boil along the waterfront. If successful, Brunswick could claim the title of Georgia's largest low country boil, creating a unique draw and claim to fame. This event could build on the Lyons Club moving their annual barbecue cook-off to Mary Ross Waterfront Park from Jekyll Island.

**BRUNSWICK STREET DANCES:** To draw activity downtown from the surrounding county and the islands, the city must have unique attractions that play on Brunswick's existing culture and atmosphere. Simply closing off selected downtown streets once a month and encouraging local musicians to perform could create a regular attraction and encourage the city's growing reputation as a creative, artistic community.

**KAYAK INFRASTRUCTURE:** Attracting activity to Brunswick's waterfront is essential to realizing the city's potential. Southeast Adventure Outfitters leads a Brunswick kayak tour focused on the Marshes of Glynn east of the city. The city or DDA should consider working with Southeast Adventure Outfitters to develop a downtown kayak outpost along the East River.

SUNSET BAR AT MARY ROSS PARK: To realize the community's vision for Brunswick's waterfront, the city must reprogram the riverfront as a community hub and asset. Perhaps in concert with a Food Truck Night program, the DDA could work with downtown restaurateurs to sponsor a biweekly Sunset Bar at Mary Ross Park, with al fresco cocktails and appetizers. While increasing activity on the riverfront, money raised from the program could help fund park improvements.



**FOOD TRUCKS AT MARY ROSS PARK:** Bringing regular activity to Mary Ross Park catalyzes momentum for the city's ambitious park plans. Working with existing organizations, the DDA should consider creating a regular Food Truck Night at the park with a portion of the proceeds funding park improvements. Such a program would bring new flavors to downtown while attracting activity to the park.

**BEFORE:** While Mary Ross Waterfront Park has the potential to be a cherished community attraction, currently the park remains underutilized and existing facilities are often neglected. Particularly in the evening hours, more programmed events at the park could attract community members and encourage Brunswick's citizens to take advantage of stunning sunsets and waterfront views here.

**AFTER:** This rendering proposes a fun and creative solution to several common issues downtown by building on the desire to create diverse dining opportunities, the need for more evening activity, and the potential of Mary Ross Park as a community attraction. Here an evening food truck festival provides new opportunities for local entrepreneurs while bringing life and activity to a neglected corner of this community resource.

# THE DOWNTOWN BRUNSWICK WORK PLAN PROMOTION

## Promotion & Marketing

**NORWICH STREET SATURDAY EVENTS:** Activating Norwich Street was a frequent topic in both public input sessions and the review of previous plans for the city. Building on the city's successful First Friday program, Brunswick could explore bringing distinctive programming to Norwich Street on Saturdays. Events like a food truck fair or monthly street market could help attract activity and build the momentum necessary to attract development to this major corridor.

MARKETING BRUNSWICK: From fraying layers of peeling paint on a building and a centuries-old live oak overtaking a sidewalk to glimpses of cobblestone beneath a pothole, Brunswick's unique patina helps create a magical experience for residents and visitors. In addition to Brunswick's low cost of living, sunny climate, and scenic coastal location, the city's sometimes derelict architecture and pleasant decay make Brunswick a perfect fit for certain potential residents. The city should consider marketing the city "warts and all" in regional publications like Southern Living and Garden & Gun. The city could also target "snowbirds" of a romantic bent in the New York Times, Boston Globe, and Toronto Sun. Targeting those with the resources to appreciate and rehabilitate Brunswick's culture and historical housing stock will help facilitate wider revitalization throughout the city.

**BILLBOARD ADVERTISING:** Brunswick's strategic location along I-95 ensures that steady streams of regional visitors bypass the city. To fully take advantage of this traffic just six miles from downtown, the city and DDA could develop an attractive billboard to promote downtown dining and entertainment options to interstate travelers.

**MANAGE DOWNTOWN FACEBOOK PROFILE:** Facebook and other social media platforms provide great promotional tools for downtown businesses. Once operated by a private social media agency, control of downtown Brunswick's Facebook

profile recently has been returned to the DDA. In addition to continuing to keep a central downtown Brunswick Facebook profile up-to-date, the DDA could provide training to downtown merchants on how to use Facebook to promote downtown to visitors.

MANAGE DOWNTOWN INSTAGRAM ACCOUNT: Instagram is a social media platform built around users sharing photos and videos. The visual nature of Instagram creates a free promotional tool that allows downtown dining, retail, and other businesses to advertise their wares. The DDA should continue to promote downtown Brunswick on Instagram and build the city's presence on this platform. Additionally, the DDA could consider training downtown merchants in appropriate promotional uses of Instagram.

**FIRST FRIDAY:** Brunswick's popular monthly First Friday program continues to attract evening activity downtown. Attendance at the event is growing, and the city should work to maintain this successful community attraction. Continuing to promote First Friday, attract diverse musical acts, and expand the event to a wider swath of downtown could over time help to ensure the vibrant downtown experience desired by the community.

**CHRISTMAS PARADE:** A tradition for over 30 years, events like Brunswick's beloved Christmas Parade help to attract activity downtown and create a comfortable regular opportunity for locals to rediscover downtown. Following a move to evening hours, the parade now brings desired after-5:00 activity downtown. The city and DDA should work to continue funding and promoting the parade and similar events.

**RHYTHM ON THE RIVER:** Annual events encourage locals and visitors to explore restaurants, retail stores, and other local businesses downtown. Unlike other events, Rhythm on the

River helps to activate Mary Ross Waterfront Park and bring the community to Brunswick's riverfront. To grow and expand this event, the DDA could work with local merchants to attract food trucks. Supplementing the event by bringing in fun new attractions or even staging a floating musical parade could celebrate Brunswick's waterfront and rich culture.

**TREE LIGHTING AND HOLIDAY DECOR:** Lighting street trees and decking out downtown with seasonal decor enhances the atmosphere of the area and helps to create a pleasant downtown experience for visitors. The DDA and city employees should continue working together to rotate, replace, and install festive decorations each year.

**DEVELOP MOBILE-FRIENDLY MAPS:** Brunswick's historical architecture, bike routes, and ancient live oaks are just a few examples of assets that could be better leveraged by developing mobile-friendly maps. Working with the Historic Preservation Board and other interest groups, the DDA could collaborate to develop easily accessible tourist maps of relevant downtown attractions.

**PEACHES TO THE BEACHES YARD SALE:** Stretching along Highway 341 from Barnesville to the Golden Isles, Peaches to the Beaches is Georgia's largest yard sale and an important regional event. City DDA staff should continue working to bring Peaches to the Beaches to the Brunswick waterfront and promote this annual event.

**MEDIA AND MARKETING STRATEGY:** Promoting the programs, businesses, and events in Brunswick is key to creating a community destination and attracting activity downtown. Using print, social media, and other outlets, the city should work with the recently hired program manager at the Brunswick DDA to pursue a comprehensive strategy to market activities downtown.





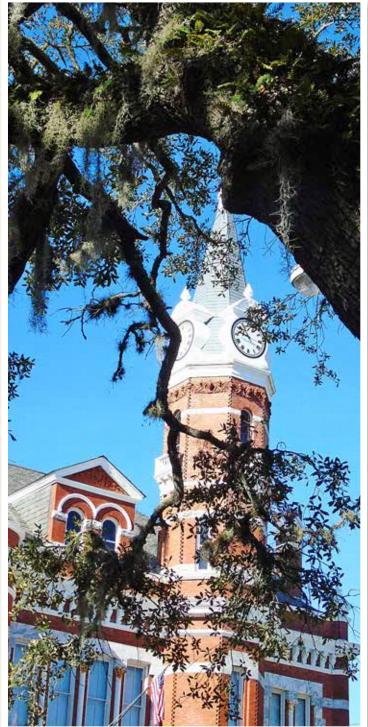
# THE DOWNTOWN BRUNSWICK WORK PLAN PROMOTION

## Business Development

**EDUCATION AND OUTREACH FOR HISTORIC PRESERVATION:** Downtown Brunswick's status as a National Register District entitles property owners interested in preserving historical homes to certain benefits and programs. Brunswick's Historic Preservation Board should consider working with downtown property owners and potential investors to promote these benefits and other tools available to preserve and renovate homes.

Tourism Product Development (TPD) team at the Georgia Department of Economic Development assists public and private clients with technical assistance and helps pair government and other clients with financial resources. The city, county, and Golden Isles Convention and Visitors Bureau (CVB) have arranged a strategic visit with the TPD to help increase the tourism potential of the city. Pursuing similar opportunities will help the city continue to grow Brunswick as a destination.







### DESIGN

### Maintenance

**ART IN VACANT STOREFRONTS:** Brunswick's many vacant downtown buildings should be seen as opportunities for local artists. Establishing a process that allows artists to creatively adapt vacant buildings as art projects could draw visitors downtown and promote vacant properties to investors.



**BEFORE:** One of many vacant storefronts along Norwich Street, this neglected commercial building holds potential for redevelopment.

**AFTER:** The rendering shows a night view of the building with artful colored lighting installed in the windows. This effect could be accomplished with colored paper and string lights to impart an economical stained glass effect. Because attracting businesses here will take time, lighting buildings along Norwich at night could be a short-term solution to make the street more active and inviting.

### Safety

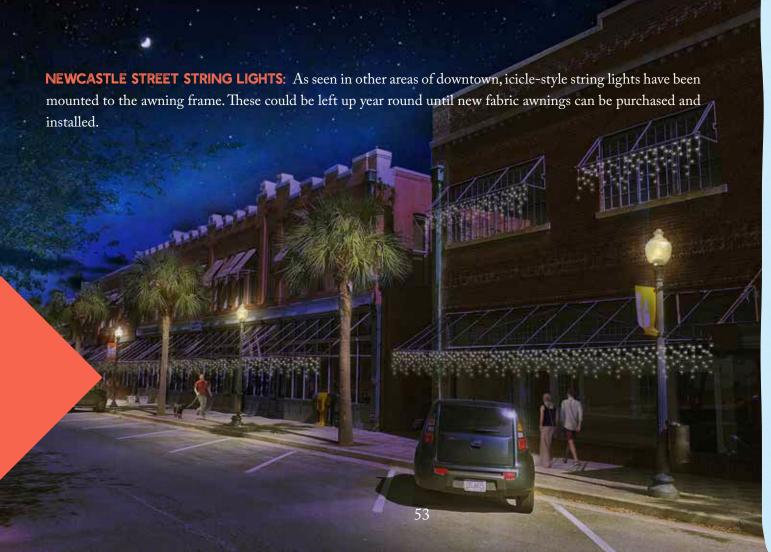
**DOWNTOWN LIGHTING:** Public input participants frequently expressed the perception that downtown is not safe after dark. Well-lit streets send the message that downtown is safe and open for business after 5:00. Whether these lights are traditional fixed poles or more creative string lighting, the city should work to bring more lighting downtown and better visibility to back streets and parking lots. The city and DDA should work with Georgia Power to provide improved lighting.

**DOWNTOWN LIGHTING: STRING LIGHTS:** To address the perception of downtown safety, Brunswick should work to creatively increase downtown lighting. Across downtown's dark alleys and squares, string lights or similar creative, inexpensive lighting options could inject some atmosphere and enhance Brunswick's laid-back, artistic vibe.

**LIGHTING DOWNTOWN BUILDINGS:** Building on the demand for lighting improvements downtown, the DDA could consider working with downtown property owners to creatively illuminate downtown storefronts. Outlining the buildings of downtown merchants with attractive string lighting could create a charming downtown experience and encourage evening shopping, dining, and activity downtown.

**NEWCASTLE STRING LIGHTS:** These historical buildings on Newcastle Street provide a first impression for visitors entering downtown. Awnings here are tattered and missing, leaving only bare metal awning frames to greet visitors. Although this stretch of Newcastle is otherwise active and well maintained, these awnings make downtown look vacant and uncared for.





## Gateways & Signage

HIP WAYFINDING: As the Gateway to the Golden Isles, Brunswick's roads host thousands of visitors en route to St. Simons, Jekyll, and Sea Island. Particularly at key intersections like Gloucester and Highway 17, using hip signage to guide visitors and new residents downtown could help the city share in the benefits of this tourist traffic.

## GATEWAY / CORRIDOR REDEVELOPMENT ON GLOUCESTER STREET, NORWICH STREET, AND BAY STREET:

Major access corridors into downtown provide a first impression for potential visitors and investors. Too often motorists along all three key corridors leading into downtown Brunswick are greeted by vacant properties, unattractive surface parking lots, and tired commercial buildings. Planting street trees, removing unnecessary curb cuts, installing rain gardens and planted buffers, promoting façade grants and rehabilitation, and making related improvements along these key corridors would all would work to improve quality of life for local citizens and encourage a welcoming experience for visitors.

busy Glynn Avenue (Highway 17) to Mary Ross Waterfront Park, Gloucester Street serves as a key downtown corridor and the primary point of entry for downtown visitors. The city, DDA, Georgia Department of Transportation, and local stakeholders should work together to develop a phased approach to improving this critical corridor. Improving Gloucester by planting trees, enhancing pedestrian accommodations, improving and screening parking lots, removing unused or underutilized paving, and more could help to encourage investment and create a sense of arrival downtown.

**GATEWAYS: GLYNN AVENUE AND GLOUCESTER:** The intersection of Glynn Avenue (US Highway 17) and Gloucester Street is the primary gateway for visitors to downtown Brunswick. Recent improvements here have upgraded the look of this critical gateway. The city should use this gateway as a model for additional key gateways including the intersection of Bay Street (Highway 341) and Newcastle entering downtown.

**GATEWAYS:** HOWARD COFFIN FENCING: Located at the busy corner of Golden Isles Parkway (US-17) and Gloucester Street, the large fence at Howard Coffin Park could be converted into an attractive gateway into the city. Working with local artists, the city could consider developing a Request for Proposals (RFP) for a large-scale art installation along the fence. The existing fencing could be used as a canvas to promote Brunswick's wealth of arts and culture and invite visitors downtown.

**GATEWAYS: METHODIST HUT ON GLOUCESTER:** Located along the busy Gloucester corridor, the large historical Quonset hut warehouse owned by the First United Methodist Church of Brunswick holds great potential as a future market space downtown. In the short term, the city could discuss options with the church to beautify and repair the building. Bringing in local artists to rejuvenate the façade could create a local landmark and beautify this major gateway into the city.

### HOWARD COFFIN FENCING

**BEFORE:** Located at the busy intersection of US 17 and Gloucester, this large fence at Howard Coffin Park is the first thing seen by many visitors entering downtown.





**AFTER:** Using chain link put-in cups or other chain link art to beautify this fence could create a gateway opportunity for the city.

### DEVELOPMENT

**BEFORE:** Located at the busy intersection of Gloucester Street and US 17 across from Howard Coffin Park, the fenced site to the center-right holds great potential for a premier housing development.



**AFTER:** This after image shows the same area transformed by a major mixed-use housing development that takes advantage of the site's close proximity to the Marshes of Glynn and the islands. New plantings provide shade for pedestrians, screen obtrusive views, and transform Gloucester into an attractive gateway into downtown.

BEFORE



### STREETSCAPING

**BEFORE:** Approaching downtown along Gloucester Street, this corridor could benefit from more shade and enhanced pedestrian accommodations to both attract pedestrian activity and invite visitors to explore downtown.

**AFTER:** Extending downtown streetscaping at crosswalks and new plantings along Gloucester create a consistent look and improve conditions for pedestrians. Natchez crape myrtles repeat the planting palette used in downtown medians and introduce shade without interfering with overhead utility lines.

### STREETSCAPING

**BEFORE:** Gloucester Street suffers from a lack of shade and could benefit from enhanced pedestrian infrastructure.

**BEFORE:** Downtown streetscaping elements have been extended throughout the corridor. Natchez crape myrtles planted beneath utility lines provide shade and beautify the corridor.







**BEFORE:** Many older commercial strips along Gloucester feature oversized parking lots with many more spaces than necessary. If acquired, these excess spaces could become planting strips for large street trees, reintroducing large shade trees to this corridor.

AFTER: Here underutilized spaces at the far end of the parking lot have been transformed into a wide planting bed for handsome Laurel Oak street trees. This bed could be used as a rain garden to collect stormwater from the large surface parking lot. Excess curb cuts have been removed and planted with Natchez crape myrtles.



### STREETSCAPING

BEFORE: The intersection of Gloucester and Martin Luther King, Jr. Boulevard marks the unofficial entry into downtown Brunswick. Currently this intersection in particular suffers from the excessive width of unvarying asphalt pavement and the absence of shade. Unlike elsewhere in town, here MLK's generous median is unplanted, creating a harsh and unwelcoming environment for pedestrians.





BEFORE: At the intersection of Norwich and Gloucester Street, the parking lot of the Frank M. Scarlett Federal Building occupies a prominent site downtown. Following recent improvements and a reconfiguration of parking, existing curb cuts along Norwich Street at right have been rendered unnecessary. While overhead utility lines have been removed from this point on to the terminus at Gloucester, no shade trees offer refuge for pedestrians on sunny days.



AFTER: By planting currently superfluous paved areas, now this corner serves as a welcoming gateway to the downtown core. Underutilized asphalt has been taken up in sections and replaced with large canopy oaks and crape myrtles, shading pedestrians, treating stormwater, and slowing traffic while creating a sense of arrival downtown. Unused asphalt spaces in front of the Federal Building parking lot have been removed and landscaped.



#### STREETSCAPING

**BEFORE:** Approaching the intersection of Egmont Street, Gloucester Street becomes increasingly dense and urban. Despite this change in form, excessive travel lanes, wide asphalt paving, and the lack of traffic calming devices mean that many drivers speed through this increasingly populated corridor.



**AFTER:** This image shows the same view adjacent to the Frank M. Scarlett Federal Building. Underutilized asphalt has been taken up in sections and replaced with plantings of Asian jasmine and large canopy oaks, shading pedestrians, treating stormwater, and slowing traffic while creating a sense of arrival downtown. Parallel spaces in front of the Federal Building have been removed for security concerns.

BEFORE



### STREETSCAPING

**BEFORE:** Approaching Richmond Street, Gloucester remains an overly wide, sunbaked corridor. While attractive, the palms shown here provide almost no shade for pedestrians and surrounding buildings.

**AFTER:** This rendering shows the same view with large canopy oak street trees and plantings installed in formerly unused or underutilized paved areas.

### STREETSCAPING

**BEFORE:** The intersection of Newcastle and Gloucester Street lies at the very heart of downtown Brunswick. Here as elsewhere, excessive paving and the absence of shade limit pedestrian activity in the hot summer months.

**AFTER:** By selectively removing corner parking spots and replacing them with landscaped rain gardens with large shade trees, this stretch of Gloucester is more accommodating to year-round pedestrian activity.





### STREETSCAPING

**BEFORE:** While featuring attractive paving and a beautiful facility, Gloucester Street outside of the Brunswick Glynn County Public Library currently lacks shade. Wide, unvarying asphalt paving offers little appeal for visitors.





**AFTER:** This stretch of Gloucester has been enhanced with landscaped rain gardens and large shade trees following selective removal of parking and underutilized asphalt. The downtown streetscaping palette has been extended here to enhance pedestrian safety and the overall appearance of the corridor.

### GATEWAYS: HIGHWAY 341 AT NEWCASTLE AND BAY STREET

The intersection of Highway 341 with Newcastle Street near Brunswick's waterfront is a major gateway into downtown. Mirroring the new gateway improvements at Golden Isles Parkway, the city should work to beautify this key entry point and help direct visitors downtown.

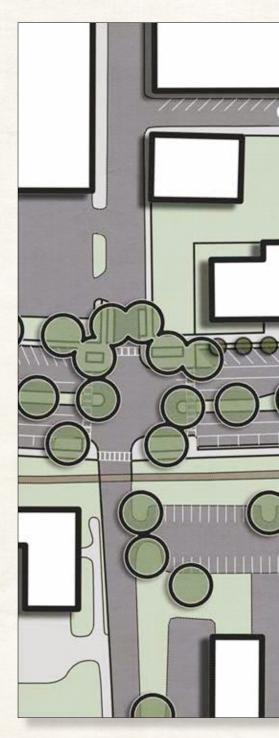
## Completing the Gap

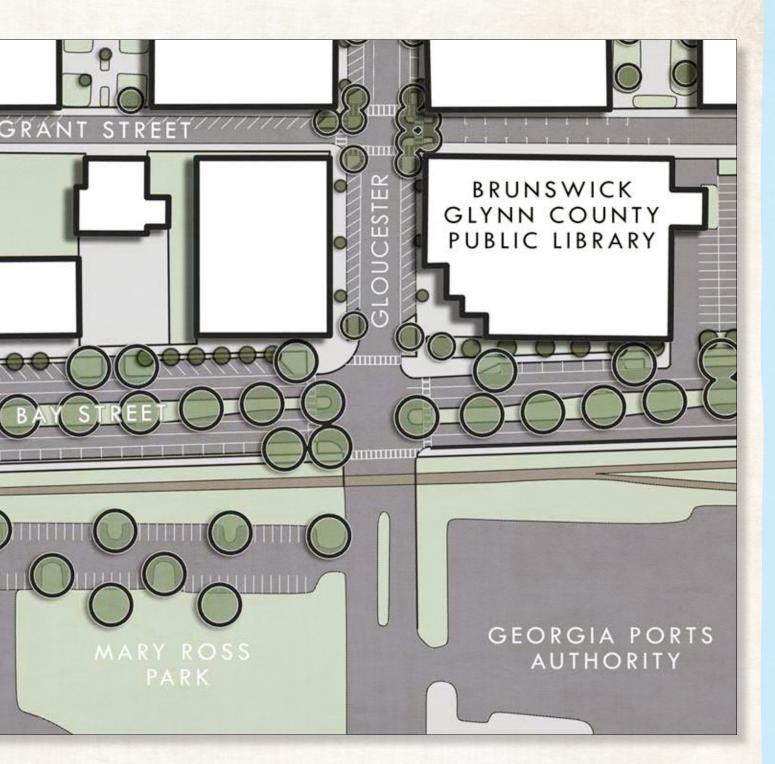
**DOWNTOWN STREETSCAPE IMPROVEMENTS:** In various locations downtown, many streets could benefit from enhanced lighting and other infrastructure improvements. The city, the DDA, and other stakeholders could together develop a strategy to identify target areas and improve streetscapes throughout downtown.

**NINETY-NINE LIBERTY TREES:** During the World War II war effort, local shipbuilders in Brunswick produced 99 "Liberty Ships" vital to transporting cargo and supporting Allied forces abroad. To commemorate the 75th anniversary of VJ Day in 2020, the city could work with the Glynn Academy's 4H Program and the US Forestry Service to plant 99 "Liberty Trees" at Mary Ross Waterfront Park and throughout downtown. These trees could stand for generations as living memorials to the sacrifice of American troops and Brunswick's important role in victory.

**COMPLETE STREETS ORDINANCE:** Complete Streets programs take into account all users to create pleasant and safe environments for pedestrians, bikers, and motorists. The city should continue working with the Public Works Department and local engineers to develop a Complete Streets ordinance for the city.

CONNECTING DOWNTOWN AND THE RIVER: Separated from downtown by four lanes of Bay Street and the railroad, Brunswick's riverfront is among the city's most neglected assets. To better connect downtown with the untapped potential of Brunswick's waterfront, the city must develop safe and attractive pedestrian connections across Bay Street. Instituting a streetscaping program here—including wide planted medians, traffic calming elements, plenty of shade, sidewalks, and safe crosswalks—is essential for Brunswick to attract desired development and realize the potential of the waterfront.





### BAY STREET IMPROVEMENTS

**BEFORE:** Bay Street's excessive width and lack of shade deter pedestrians and disconnect downtown Brunswick from Mary Ross Park and the city's waterfront.

**AFTER:** By installing new sidewalks, plantings, and street trees, Bay Street now connects visually to the remainder of downtown while serving as an attractive gateway into the city. This rendering imagines vacant warehouse spaces along Bay Street transformed into active local businesses, downtown lofts, and thriving restaurants and bars.





### DESIGN

## Creating a Destination

**MARY ROSS PARK IMPROVEMENTS:** While the city has an ambitious \$15 million plan for Mary Ross Park, many inexpensive short-term improvements could drastically enhance the experience and allure of the park. Investing in shade trees and movable seating, improving restroom facilities, adding a playground, installing fish cleaning stations and a volleyball court, and programming the park with more music and events could help build momentum for major improvements.

**BEFORE**: The paving patterns, landscaping, and overall design principles currently employed at Mary Ross Waterfront Park are the strength of this public space. The infrastructure and amenities present are an excellent start, but the space needs activity. Some basic 'phase II' additions can help complete designs that have been started and further the functionality of the space.

AFTER: The addition of live oak shade trees, artistic benches, lounge chairs, string lights, and a food cart could turn a barren sidewalk into a family-friendly promenade. These additions encourage residents to enjoy Brunswick's premier amenity, the water. Providing places to sit in the shade helps residents escape the heat, while better enjoying the birds, the breezes, and



### MARY ROSS PARK MUSICAL INSTRUMENTS

**BEFORE**: Outdoor xylophones are a fantastic park amenity and can provide a fun environment for children. However, the mallets used to play these instruments are missing. This once fun-filled structure now lies empty and purposeless.

**AFTER:** Bring back the mallets, and bring back the fun! Parks are made for playing, and providing quality play spaces for the youth of Brunswick is of prime importance to the quality of life downtown.



**AFTER** 

### DESIGN

### MARY ROSS PARK RESTROOMS

**BEFORE:** The restrooms at Mary Ross need a little sprucing up. The facilities are unmarked, could benefit from improved maintenance, and are not very welcoming for visitors. They don't especially reflect Brunswick's unique character either.

**AFTER:** A can of paint, some reclaimed wood, and a touch of creativity could transform this restroom into a welcoming facility that fits into Brunswick's coastal atmosphere. Pirate-themed restroom plaques encourage further creative responses to the everyday challenges the city faces.





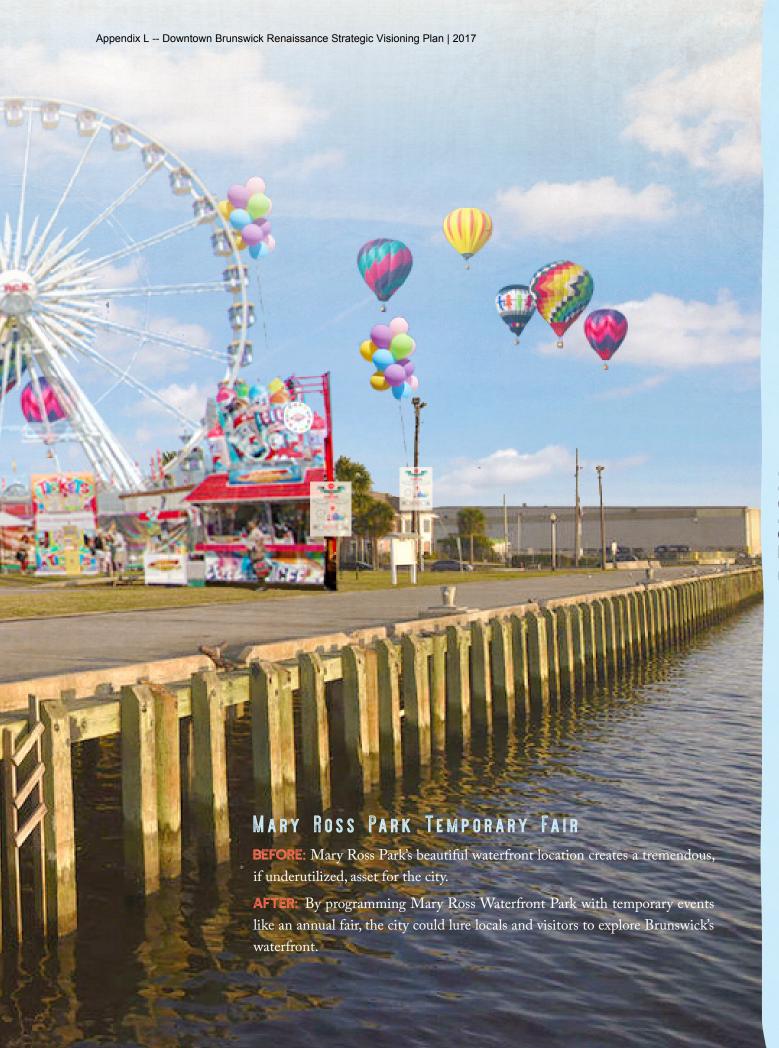


### MARY ROSS PARK PLAYGROUND

**BEFORE**: This wide open field at Mary Ross Park is great for kids to play games from football to Frisbee. However, with no playground, children do not see this space as a place for play. The lack of trees and seating also make the place inhospitable for mothers with small children, or for anyone seeking a place to relax on a hot day.

AFTER: A pirate-themed playground and sandpit encourage outdoor play, while shade trees and seating encourage new mothers, baby sitters, and those looking to relax mid-day to spend time in the park. These additions also pay homage to Brunswick's coastal heritage, and encourage locals to enjoy the waterfront. String lights, artistic benches, and a variety of movable seating allow residents to make the park their own. This level of ownership and use breeds public support for the city and future projects Brunswick undertakes. It also encourages young families to move in downtown.





### MARY ROSS PARK OVERLOOK

**BEFORE:** With an ample public gazebo and wrap-around porch, the building at the center of Mary Ross Park provides an architecturally striking focal point for the park. The tower also offers a great view of the waterfront, surrounding marshes, and downtown. However, the structure remains underutilized. Some simple additions could encourage better uses for this community amenity.



**AFTER:** Adding festoon lighting around the structure and the rest of the park makes this structure more inviting, especially in the evening hours. Opening the overlook tower to visitors and actively encouraging public use of the facility highlights the potential of this community asset and could help make the park an active part of everyday life downtown.

**AFTER** 

### MARY ROSS PARK, SPLASH PAD

**BEFORE:** With funds already being allocated toward improvements including a splash pad at Mary Ross Waterfront Park, this wonderful amenity will have features in place to create a community destination. However, the location proposed for a splash pad in the recent Mary Ross Waterfront Park Master Plan would require the costly and unnecessary demolition and rebuilding of several areas of the park.





**AFTER:** This rendering illustrates how a splash pad could be integrated into the existing landscape of the park, without necessitating major changes or demolition. This design preserves the cohesive feel of the park by integrating new and exciting amenities within the park's existing layout. The addition of trees and seating options provide economical comfort and a shaded refuge for parents and caregivers.

### QUEEN SQUARE REVITALIZATION

Long devoted to the people of Brunswick and home to Old City Hall, Queen Square ranks high among Brunswick's most cherished and heavily trafficked Signature Squares. Having recently completed the first phase of improvements to the square, the city and Public Works Department should continue working with Signature Squares to fund and implement phases two and three of the project.

**BEFORE:** Home of Brunswick's historic City Hall, Queen Square is among the city's original squares planned by followers of James Oglethorpe. While portions of the square have undergone recent renovations, this section directly across from Old City Hall could be better programmed to invite activity.



**AFTER:** With improved landscaping, elevated maintenance, and relaxing movable hammocks, Queen Square now offers respite for downtown visitors. Murals honor the history of the square as the former home of Brunswick's Queen Square Firehouse and the adjacent Coca-Cola bottling plant.

### LINK THE COASTAL GEORGIA GREENWAY TO DOWNTOWN:

Proposed along Glynn Avenue (US Highway 17), the 155-mile Coastal Georgia Greenway trail would link Georgia's six coastal counties and connect to South Carolina and Florida. If fully implemented, the Greenway could serve as a major attraction and potential economic development generator for Brunswick and the Golden Isles. While downtown is currently bypassed by the Greenway's projected path, Mary Ross Waterfront Park at the far end of Gloucester rests less than a mile and a half from the proposed trail. The city should work hard to develop spur paths and multi-use trails off of the Greenway to connect downtown with this amazing potential asset.



**SEA MONSTER BIKE RACK ART:** Pairing this blank wall with a bike rack presents a wonderful opportunity to express Brunswick's character creatively. Rather than simply drop a typical bike rack here, local artists could be commissioned to develop something more creative. Industrial metal pipe bike racks are becoming more commonplace. Creating a mythical sea creature out of industrial pipes would add flare and interest to a utilitarian object. This empty wall could be transformed into a useful and attractive space that builds on Brunswick's unique coastal character.

## LINK THE COASTAL GEORGIA GREENWAY TO DOWNTOWN: MASTER TRAIL PLAN

With assistance from the PATH Foundation, Brunswick is in the process of developing a Master Trail Plan to link downtown with the Coastal Georgia Greenway trail. The city should continue working with PATH, planning bike trails, and seeking funding to develop the city as a destination for bicyclists.



## Business Development

### OGLETHORPE BLOCK ARCHITECT

Attracting development to the former site of the Oglethorpe Hotel has long been a goal for Brunswick officials. Many plans currently exist for the site, and commercial developers have expressed an interest in developing this key downtown property. The city should continue working with the Urban Redevelopment Authority and other stakeholders to review and rank existing proposals and choose an architect for the project.



# THE DOWNTOWN BRUNSWICK WORK PLAN ECONOMIC VITALITY

### Maintenance

LAND BANK: Identified as a major priority for the city in Blueprint Brunswick, developing a land bank for vacant properties in the city is an essential step toward addressing one of the primary issues of local residents. With support from the Brunswick Planning and Zoning Department and city attorney, the city and Glynn County Commission have officially adopted a land bank ordinance. Brunswick should use this tool effectively to encourage the continued revitalization of downtown.

**DOWNTOWN GARBAGE COLLECTION STRATEGY:** Many streets and sidewalks downtown are blocked by dumpsters and trash receptacles. The city should consider working with downtown property owners and waste contractors to limit downtown receptacles and develop a strategy for centralized collection of waste downtown.

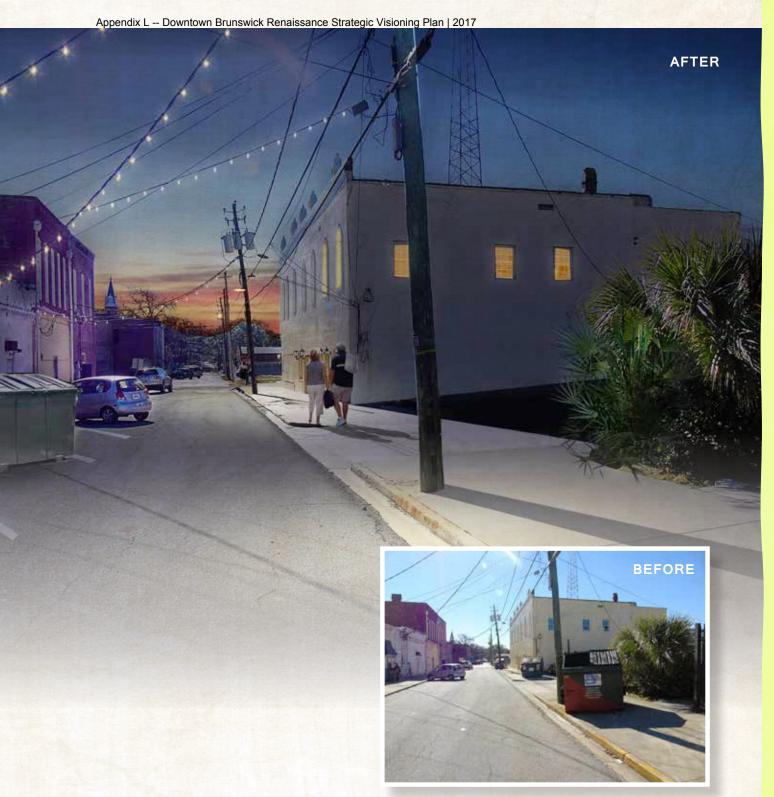
**EXPAND FAÇADE PROGRAM:** Brunswick's vacant and aging building stock was a frequently addressed issue during conversations with local citizens. While the city's existing façade grants are supported by the Community Development Block Grant program, the city should consider funding companion programs like the city's Stabilization Forgivable Loan to assist building owners.

**INCUBATOR VILLAGE:** Brunswick's vacant properties are a frequently addressed issue in previous plans and were brought up often during conversations with community members. While these properties are significant roadblocks to success, they are also opportunities for the city. Working with a pri-

vate investor or the DDA, the city could consider rehabilitating key vacant properties as an incubator village for startup firms, artists, and more.

**1315 UNION REVITALIZATION:** Recently obtained by the city, the historical property at 1315 Union Street could be a model for the revitalization of historical residences downtown. The city should work with the Historic Brunswick Foundation and land bank to locate a partner organization or developer to rehabilitate the structure.

Howe Street Cottages: Now a colorful mix of attractive downtown residences completed by private developer Robin Durant, the once-vacant collection of cottages adjacent to Glynn Academy could serve as a model for further rehabilitation of downtown properties. Brunswick's Historic Preservation Board and local leaders should continue to assist the private rehabilitation of downtown properties by supporting State Historic Preservation Tax Credit applications, easing permitting, and marketing rental units as appropriate.



## DOWNTOWN GARBAGE COLLECTION

**BEFORE**: This photograph shows a view looking south down Grant Street. Here and elsewhere along downtown's side streets, unsightly dumpsters block pedestrian traffic along the sidewalk.

**AFTER:** By re-striping existing on-street parking and creating new spaces to relocate dumpsters along one side of the street, pedestrians can travel along the sidewalk without messy obstructions. This night view rendering illustrates how string lights could make downtown's side streets more safe and inviting.

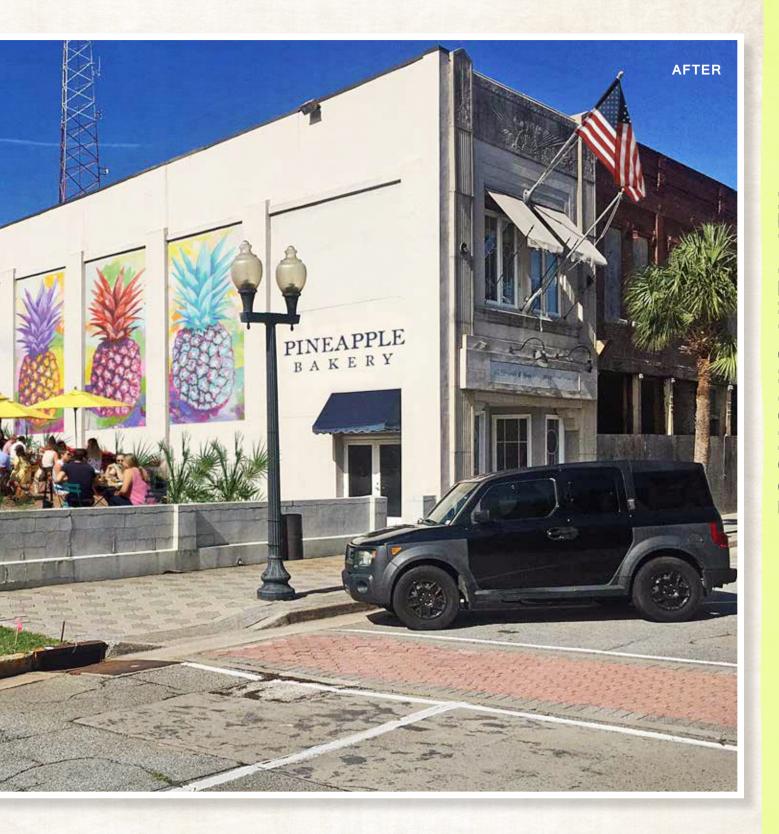


# EXPAND FAÇADE PROGRAM:

**BEFORE:** This building on Newcastle Street has great outdoor space and provides a unique development opportunity along Brunswick's main downtown corridor.

**AFTER:** The rendering shows a restaurant design concept with outdoor patio seating and large printed or painted murals on the side of the historical building.

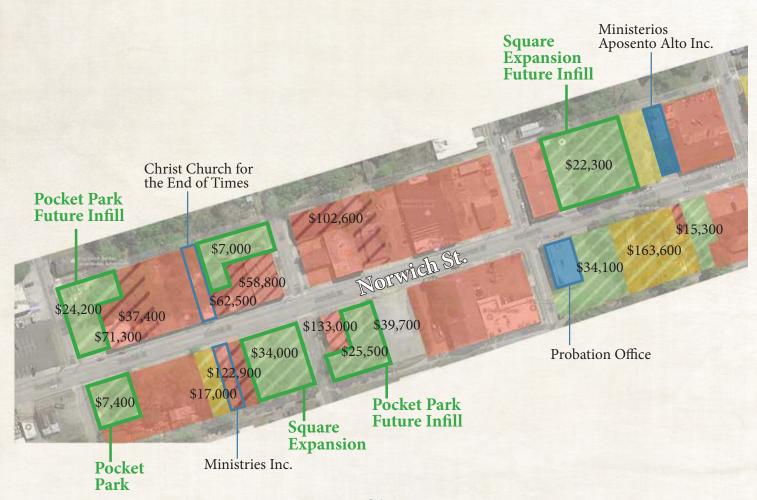




### NORWICH CORRIDOR PHASED REDEVELOPMENT

Once a thriving gateway to the city, since the late 1960s, Norwich Street has suffered extensively from economic decline and the long-term effects of suburban flight. With almost 40% of the properties along these blocks now vacant, city leaders must attract activity and fill gaps here to bring economic vitality back to this key corridor and other downtown neighborhoods. The plan below illustrates extending the streetscape improvements seen throughout downtown to the Norwich corridor. With the installation of landscaped medians, street trees, bump-outs, crosswalks, and more, this plan is a combination of short- and long-term investments. Taken together, these improvements can slow traffic, increase safety, invite investment, and visually tie Norwich to the remainder of downtown. Implementing these improvements is a first step to invite activity and reestablish Norwich as a vibrant corridor and gateway to downtown.

In addition to streetscape improvements, this plan visualizes a more robust city effort to revitalize this critical downtown neighborhood and transform downtown. Through a joint effort of Brunswick's Downtown Development Authority and Urban Redevelopment Agency (URA), the city could utilize tools like the recently established land bank to begin acquiring vacant properties along these key blocks leading into downtown. Doing so could appeal to interested developers, create the opportunity to have a say in attracting compatible infill development, and address the long-term redevelopment of the corridor. Acquiring vacant properties would show real dedication to the corridor's success and give the public power over redevelopment. To better inform decision makers and provide a strategy for the long-term redevelopment



of the corridor, the plan below breaks down current uses of parcels along these four key blocks of Norwich Street. Currently, of the total landscape studied, 21.5% of the land is composed of undeveloped vacant lots and 17.3% of parcels are occupied by vacant buildings, making for a total vacancy rate of 38.8%. Based on property assessments gathered from the Glynn County Board of Assessors, the DDA or URA could purchase the entirety of vacant lands and buildings along these blocks for just over \$1 million. Drawing from recent sales in the area, sale prices would more than likely be less than assessed values, as recent sales have often been roughly half of the assessed value. The city could opt to purchase just the undeveloped vacant lands, with a substantially lower cost of \$168,500.



### INCUBATOR VILLAGE

**BEFORE**: Following population decline over the decades, underused spaces dot the landscape throughout Brunswick. Located on Norwich Street, the former garage pictured is a flexible space brimming with potential. While the continuous curb cut allows easy vehicular access, public space and entry points are undefined. Reprogramming the many garage bays presents a multi-functional opportunity for the property owner.

AFTER: Utilizing vacant spaces in creative ways captures the artistic character and culture of Brunswick. Creativity should be encouraged all along the Norwich corridor to rehabilitate vacant properties. Tapping into the creative workforce within Brunswick keeps this property authentic and inspires the surrounding neighborhood to stay funky. The flexible, creative, and cost-effective solution shown here encourages local small business ventures. In addition, multiple businesses housed under one roof maximizes the existing building's potential for the landowner. Several viable ventures could be located under one roof at a lower cost and with limited total overhead. Small, viable retail or restaurants like these could enliven the community by creating eclectic social spaces that celebrate Brunswick's character.

The multiple bays provide a unique business opportunity as well. Food truck owners can house their trucks when not in use, and can also do all of their prep work on-site. This business model is a cost-effective way of providing support for several small business owners, and can include ventures such as catering services, bakeries, and other startups.

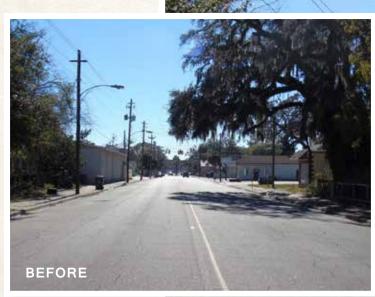
The reclaimed wood planters define the space and can be placed on casters, further enhancing the space's flexibility for fluctuating customer intensity. The plantings green the space, add shade, and provide seasonal color, while also creating a buffer between the seating area and the road.





# Gateways & Signage

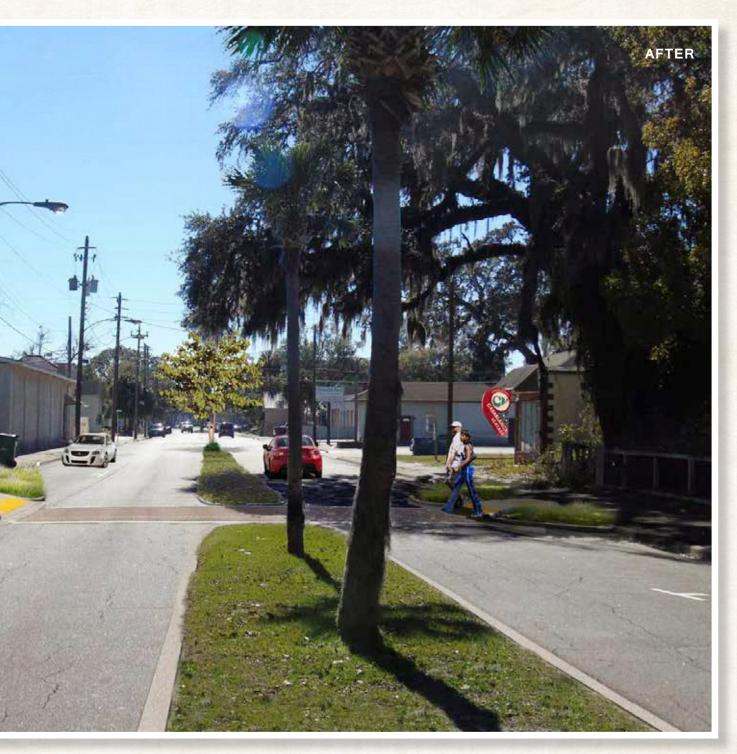
NORWICH STREET IMPROVEMENTS: Norwich Street was a frequent topic during public input sessions. Locals want the city to extend streetscaping, enhance lighting and safety, and address blight throughout this major corridor. Working with the local community, the city should develop a phased strategy to implement streetscaping improvements, rehabilitate troubled properties, and attract development to Norwich Street. Improvements could include unleashing local artists and encouraging the creativity of the local community to address persistent problems. The city could use the newly formed land bank and additional tools to revitalize the first four blocks of Norwich first. Subsequent phases could move away from downtown to revitalize the whole corridor over time.



**BEFORE:** This section of Norwich already boasts handsome shade trees, and successful businesses anchor either end of the block. However, central commercial spaces remain largely vacant and the excessive width of travel lanes here encourage traffic to speed dangerously through the area.

**AFTER:** The addition of tree-filled medians, mid-block crosswalks, landscaped bumpouts, and exciting signage encourage traffic to slow down, and make crossing the street safer for pedestrians. Vibrant signage allows local businesses to stand out while making the street feel more active and occupied.





#### NORWICH AND J STREET INTERSECTION

**BEFORE:** The J Street intersection serves as the entrance to Norwich's commercial district and is the first gateway Brunswick residents experience as they enter downtown. The vacant lots and neglected buildings here make this area feel unsafe, while the wide streets encourage drivers to move quickly. However, these vacant spaces and buildings provide an excellent opportunity for the city to address the look and feel of the Norwich corridor.

AFTER: The addition of street trees and cross-walk bump-outs slow traffic and make crossing the street safer and more pleasant. Empty walls are prime real estate for beautification with murals that boast Brunswick's vibrant arts scene and intense local pride. Picnic tables, benches, grills, trees, and signage turn these empty lots into valuable public spaces for children and local residents while activating these otherwise underutilized areas.



Appendix L -- Downtown Brunswick Renaissance Strategic Visioning Plan | 2017



#### NORWICH SIGNATURE SOUARE EXPANSION

**BEFORE**: This series of connected lots is located adjacent to Central Hardware on Norwich Street. The buildings on these lots were recently razed, leaving a massive green space with plenty of potential as an active community space.

**AFTER:** Transforming these empty lots into a future Signature Square could enliven the corridor and spur development. Signage, murals, and basic maintenance are necessary investments to establish the squares. Picnic tables, grills, and benches help reclaim these spaces for public use, and could help this space become a point of pride for the neighborhood.







# Connecting the Gap

**WATERFRONT TAX ALLOCATION DISTRICT:** While ambitious plans exist for Brunswick's riverfront, funding must be raised to realize the city's vision. Creating a tax allocation district (TAD) along the river could help the city fund essential improvements.

# Creating a Destination

RIVERSIDE ENVIRONMENTAL CENTER: Envisioned in Blueprint Brunswick and further discussed in the recent Mary Ross Waterfront Park Plan, a Coastal Environmental Center on the East River supported by the Department of Natural Resources could help activate Brunswick's riverfront and create a unique draw downtown. Such a center could leverage the city's reputation as the Gateway to the Golden Isles and create a new attraction unavailable on the islands.

**LOFTS DOWNTOWN:** Downtown housing represents a major opportunity to activate the city with a resident population. The city could work with the DDA and private developers to create incentives for rehabilitating downtown housing and creating lofts in downtown buildings.

**RETAIL INCUBATOR:** Significant demand exists for increasing the diversity of businesses downtown. The city or DDA should work with private developers or foundations to transform vacant storefronts and commercial buildings into retail incubators, offering short-term leases to potential business owners wishing to open "pop-up" retail outlets. Working with existing flex space and downtown property owners, the

city could develop a retail incubator program to bring fresh retail options downtown while addressing vacancy issues and luring activity downtown.

**COLLEGE SHUTTLES DOWNTOWN:** Many locals would like to see the presence of the College of Coastal Georgia (CCGA) expanded downtown as well as new public transportation options in the city. Brunswick could consider partnering with CCGA to fund a shuttle service from downtown to the college campus northeast of the city. Such a service would make downtown housing a viable option for students and increase the draw of events like First Friday.

**DOWNTOWN BREWERY:** Public-private cooperation is key to revitalizing Brunswick's many vacant historical properties. In the middle of downtown, 1317 Newcastle is a long-vacant commercial property recently acquired by an owner interested in rehabilitating the downtown building. For this and other similar properties, the city and DDA should work with private property owners to expedite rehabilitation and assist with relevant permitting.

**RICHLAND RUM:** Attracting the Richland Rum distillery is a major coup and an unequaled attraction for downtown Brunswick. With construction in process, the city should continue to support restoration efforts, back tax credits, and promote the distillery to visitors. The presence of the distillery could be used as the foundation for creating a lively downtown entertainment and dining district.



## INFILL DEVELOPMENT

**BEFORE**: Currently vacant and overgrown, this lot at the corner of Newcastle and Monck streets occupies a prominent location downtown. This site holds long-term potential for infill development downtown.

**AFTER**: With the adjacent 1800s commercial building restored and serving as the home of a downtown brewery, this formerly vacant lot has been transformed into a corner market and beer garden. With decorated shipping containers, vintage trailers, and a pea gravel courtyard, this flexible and casual concept creates a hub of downtown activity while providing local entrepreneurs and startups an innovative and creative market for their wares.



# Promotion & Marketing

**PROPERTY LISTING ON DDA WEBSITE:** The many available and vacant properties in downtown Brunswick emerged as a frequent issue in discussions with the community. To help market these properties to potential investors, the DDA should collaborate with local real estate agents to list available properties in a central online location like the DDA website.

ARTS-BASED BRANDING DOWNTOWN: The city should see everything as an opportunity for local arts downtown. Water towers, vacant storefronts, bike racks, blank walls, dumpsters, and every element of Brunswick's streetscape should be seen as a blank canvas for local artists. By encouraging artistic expression throughout the city, Brunswick can build on the city's reputation as an arts-friendly community and create an authentic and enriching experience downtown.

#### BOARD OF REALTORS MEET AND GREET/INFORMATION SESSION:

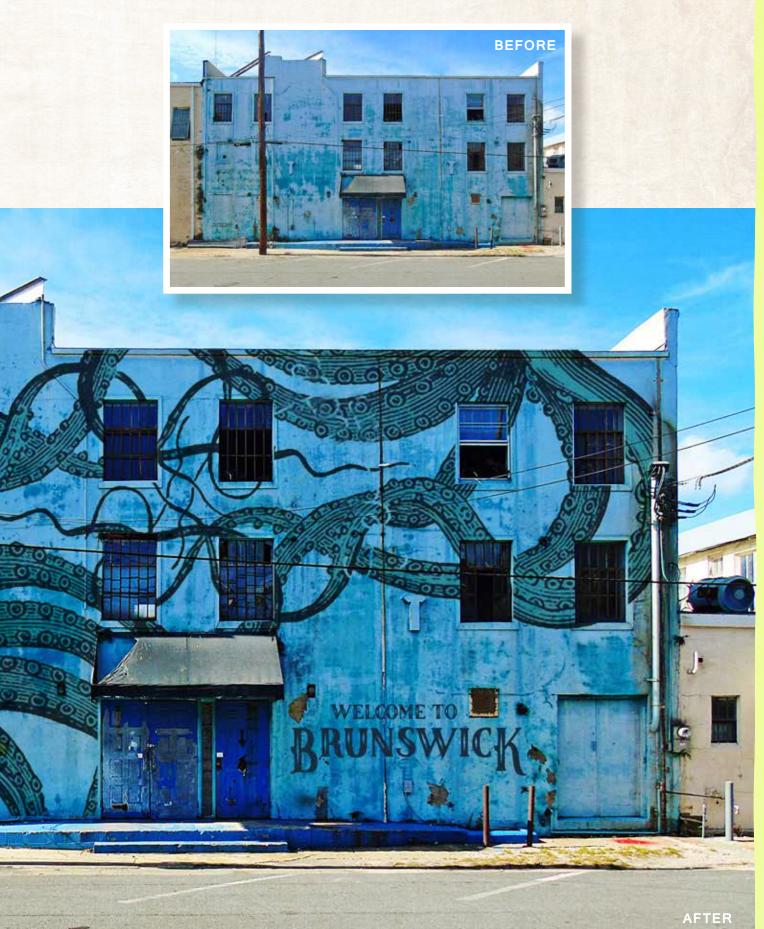
Local real estate agents are often the first contact out-of-town investors have in Brunswick. Getting these key players invested in downtown is essential to revitalizing the city. The DDA or local leaders could consider creating an annual Realtors Meet and Greet/Information Session. While building important relationships, this program could help to disseminate information about local tax incentives and potential development in the city.

#### OCTOPUS MURAL CONCEPT

**BEFORE:** This distinctive building on Richmond Street fronts busy Newcastle Street. By addressing the appearance of side street buildings, the city could invite more activity and enhance the perception of safety on downtown's secondary streets.

**AFTER:** By attracting the skills of some of Brunswick's talented artistic community to create a striking mural downtown, this building is transformed into an iconic downtown landmark.





### TREE ART

**KEITH JENNINGS TREE CARVINGS:** In the 1980s, artist Keith Jennings decided to make his mark on St. Simons Island, carving faces on a few selected specimens of the island's famous live oak trees. Each hand-carved, unique face took the artist between two and four days to complete. Brunswick could consider recruiting Mr. Jennings to carve his unique faces on some of downtown Brunswick's signature trees. The city could also encourage local artists to create their own designs to add a little more character and whimsy downtown.



PHOTO CREDIT: GAG Daily

## TIPSY McSway'S FUN CUTOUT

**DOWNTOWN PHOTO OPPORTUNITIES:** Tipsy McSway's is a favorite local bar and grill and a common downtown gathering place for residents and visitors. This life-size cutout uses the existing Tipsy's logo to create a fun photo opportunity for visitors passing by on the sidewalk.



# Business Development

**ALCOHOL ORDINANCE:** Locals want more entertainment and dining options downtown. Many local restaurateurs commented on the excessive fees the city charges for alcohol licenses. The city could consider reducing licensing fees in the downtown central business district to encourage more dining and entertainment. Researching alcohol ordinances in similar cities could help city officials gain perspective on potential roadblocks to local entrepreneurs in Brunswick's Code of Ordinances.

HISTORIC TAX CREDIT CONSULTANT: Brunswick's many historical properties and the nationally registered Brunswick Old Town Historic District enable property owners to take advantage of the National Park Service's tax credit and other programs. The city could consider hiring a historic tax credits expert to leverage these properties and ensure property owners are getting the benefits they are entitled to. City officials could charge a greatly reduced tax credit application preparation fee or waive a preparation fee for residences.

INCENTIVE PACKAGE: Bringing good jobs and new businesses downtown remains a key priority for Brunswick citizens. Brunswick should look into all options available to attract decent jobs and employers. The city should consider reaching out to attract ideal businesses from outside the community. In addition, developing a targeted incentives package could help lure desired businesses downtown. While considering additional targeted incentives, the DDA, city staff, and Economic Development Authority leaders should collaborate to compile a thorough list of all existing incentives and promote incentives already offered locally to potential investors.

**DOWNTOWN GROCERY:** Attracting a downtown grocery has been a goal for Brunswick for many years. The city should research large, central sites downtown that could house a potential grocery. By developing a memorandum of understanding (MOU) with potential property owners at a key downtown location, the city could help attract a small grocery store to the area.

**FLETC HOUSING:** Brunswick's Federal Law Enforcement Training Center (FLETC) brings significant activity, jobs, and federal investment to the city. The thousands of annual recruits enrolled at FLETC represent a major untapped market for downtown housing. The city should work with FLETC, the DDA, and private developers to tailor downtown housing and lofts for FLETC recruits.

ONE-STOP SHOP FOR PERMITTING: While the condition of downtown buildings emerged as a critical issue during public input sessions, many property owners criticized the red tape involved in restoring historical properties downtown. At the same time, attracting investment and infill construction are top community priorities and essential for the long-term economic health of the city. Working with the DDA, city staff should develop a complete list of all required steps and permits needed to develop new construction or rehabilitate historical properties in the city. Following a thorough review and internal audit of these permitting requirements to determine what is necessary, the city should consider creating a one-stop shop for renovations, with a streamlined permitting process and incentives for redeveloping derelict properties.

**DEVELOP FORM-BASED CODES FOR NEW DEVELOPMENT:** The community sees attracting infill housing and ensuring that new development complements Brunswick's historical architecture as key priorities. Developing form-based codes should help Brunswick maintain the physical characteristics and scale of beloved historical neighborhoods while allowing for compatible infill development.

**UPDATE OLD TOWN NATIONAL REGISTER DISTRICT:** Old Town Brunswick's status as a National Register Historic District makes certain tax and rehabilitation programs available for applicable property owners. The city should consider expanding National Register protection to buildings constructed through 1966 and promote the benefits of register status to property owners.

HIRE ECONOMIC AND COMMUNITY DEVELOPMENT DIRECTOR: To realize residents' goal of a more activated and lively downtown Brunswick, the city needs an employee dedicated to attracting development to the community every day. To address this need, the city has hired a full-time Economic and Community Development Director to pursue economic development opportunities throughout the city. The city should continue to select qualified professionals to address long-term priorities.

## BAY STREET BUILDING

**BEFORE**: Located along a major downtown corridor at the corner of Bay and Monck streets and boasting a large outdoor space, this property has significant potential for redevelopment.

**AFTER:** The rendering shows a restored building with a new covered patio. Although the building could become a home to many different types of businesses, a restaurant or café could take advantage of the opportunity for outdoor seating. Landscaping improvements along Bay Street are also shown, including new planted bump-outs and shade trees.



# THE DOWNTOWN BRUNSWICK WORK PLAN

# ECONOMIC VITALITY

### DOWNTOWN CO-OP CONCEPT

**BEFORE:** Brunswick is not lacking in unique historical structures. This building sits on Gloucester Street and is currently owned by First United Methodist Church.

**AFTER:** Throughout the public input process, residents voiced the desire for a downtown co-op store. This building could offer a perfect downtown location with ample square footage. Brunswick could work to recruit a co-op business to this site or a similar location downtown.

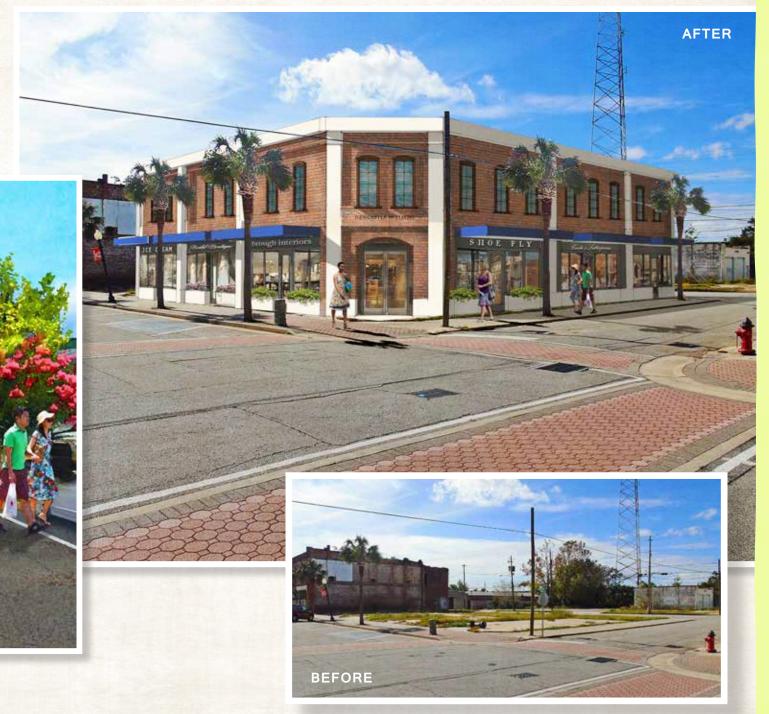




## INFILL AT NEWCASTLE AND MONCK STREETS

**BEFORE:** The vacant, unkempt corridor at Newcastle and Monck Street is a key infill opportunity downtown. Bringing activity to this corner is essential to creating a vibrant downtown experience.

**AFTER:** By attracting infill development in scale with and complementary to surrounding historical buildings, this building brings activity to this once desolate corner.





# DOWNTOWN BRUNSWICK



# 1

## **ACTION ITEMS FOR ORGANIZATION**

Action Item: Peaches to the Beaches Yard Sale

Lead: Harvest Hale

Partners: Downtown Development Authority

Timeline: Now-March 10, 2017

Funding: \$2,000

Obstacles: Time, promotion, funding, Elvis Festival, Farmers' Market, unofficial sites, online applications and

payment, mapping

#### Steps:

1. Find a way to manage all vendor applications digitally.

2. Create a new map that adheres to the needs of the Elvis Festival and Farmers' Market.

3. Divide budgeting into different operations effectively.

4. Design a calendar of activities needed to maximize success of the event.

5. Seek and make connections with businesses and entities that would be invested in Peaches to the Beaches.

2

### Action Item: Parking Improvements: Re-striping Downtown Parking

Lead: Mathew Hill

Partners: Brunswick Department of Public Works

Timeline: July-December 2017

Funding: \$1,000-\$3,000

Obstacles: N/A

#### Steps:

1. Develop a plan for re-striping parking spaces and crosswalks in downtown.

2. Determine the availability of the Brunswick Department of Public Works striping crew.

3. Divide budgeting into different operations.

4. Schedule striping based on crew availability and activity downtown.

5. Implement the striping schedule.

# 3

### **ACTION ITEMS FOR ORGANIZATION**

Action Item: Media and Marketing Strategy

Lead: Harvest Hale Partners: TBD

Timeline: Ongoing

Funding: \$1,000-\$2,000 monthly

Obstacles: Spreading information in an efficient and timely manner, time and effort of one person to orchestrate an organization's entire marketing strategy, following a broad marketing campaign that limits interest of certain demographics, knowledge of downtown demographics, and spreading interest among as many possible niches of locals willing to visit downtown.

- 1. Develop current marketing objectives.
  - a. Create a resource document (one week).
    - i. List each current method of marketing.
    - ii. Define objectives for current media outlets.
    - iii. Design a calendar for posting and publishing for all media sources that can be repeated annually, defining times, days, and types of ads as necessary.
  - b. Begin implementing objectives defined in the resource document (three months).
    - i. Mark efforts on a physical calendar.
    - ii. Operate an application for social media that is cross platform and is either free or cheap.
    - iii. Track success on execution of all possible marketing methods and track audience response in social media.
- 2. Improve the marketing campaign.
  - a. Collect information about Brunswick and downtown (one month).
    - Research other methods of connecting with demographics both in media outlets and DDA branding.
    - ii. Develop an outreach platform for downtown businesses and people to maximize awareness of activities downtown to the community.
  - b. Compare the present marketing (two months).
    - i. Compare current costs of each market platform to their outreach.
    - ii. Preview maximized usage of finance to marketing; compare to (1) population size and (2) demographics of our population.
    - iii. Create a marketing proposal that is easy to shift into.

# Appendix E- Downtown Brunswick Renaissance Strategic Visioning Plan 72017



## **ACTION ITEMS FOR ORGANIZATION**

Action Item: Maritime Infrastructure

Lead: Mathew Hill

Partners: City, Georgia Power

Timeline: November–December 2016 Funding: \$17,000, dock improvement fund

Obstacles: Timing for installation of shore power

#### Steps:

- 1. Determined what vessels need to be able to dock at Mary Ross City Dock. Vessels need 3-phase power, fresh water, and trash service at the dock.
- 2. Obtained assistance from Georgia Power to determine the availability of needed power. 3-phase power is available at the park.
- 3. Determined the cost to install needed power. Georgia Power: \$15,000, Electrician: \$6,700.
- 4. Obtained assistance from Georgia Power and Ocearch research vessel to reduce costs.
- 5. Determined sources of city funding. The dock fee account had sufficient funds to cover the costs.
- 6. Authorized work and coordinated between Georgia Power, the electrician, and the vessels.
- 7. Project was completed.



### Action Item: Hire Program Manager

Lead: Mathew Hill

Partners: DDA Board, City

Timeline: Complete

Funding: Position in current budget

Obstacles: Find candidates

- 1. Program Manager position duties were revised by the board.
- 2. A search for candidates through the College of Coastal Georgia internship program was completed.
- 3. A Program Manager was hired.

Action Item: Rhythm on the River Event Promotion

Lead: Peggy Shanahan

Partners: Mathew Hill, Harvest Hale Timeline: Annually March–November

Funding: \$10,000 annually; Sponsors: Brunswick Main Street, City of Brunswick, Georgia Power, Golden

Isles Arts Humanities Association (GIAHA), The Islander

Obstacles: Low attendance

- 1. Develop a new radio commercial.
- 2. Appear live on radio talk shows.
- 3. Reach out to attract college students.
- 4. Reach out to attract FLETC employees and students.
- 5. Attract food to the event by reaching out to food trucks.
- 6. Develop blade signs.
- 7. Contact hotel concierges.
- 8. Reach out to attract campers on Jekyll and other campgrounds.
- 9. Develop a rack card.
- 10. Create and promote a catchy slogan.
- 11. Develop new art, and emphasize that the event is FREE.
- 12. Place the event on public calendars such as those of the Economic Development Authority, Golden Isles Convention and Visitors Bureau, Count, and Brunswick–Golden Isles Chamber of Commerce.
- 13. Increase awareness of the event at First Fridays.
- 14. Raise funds for a prize from downtown businesses.



Action Item: First Friday

Lead: Harvest Hale Partners: DDA Staff

Timeline: monthly and annually Funding: \$500 monthly in advertising

Obstacles: Cohesion of businesses, awareness of local activities both downtown and in surrounding areas, spreading awareness of these events, maximizing use of the squares, making each First Friday festive and unique (February 3rd – National Wear Red Day, 5th of May – Cinco de Mayo, August 4th – Coast Guard's Birthday)

#### Steps:

- 1. Start advertising the unique activities that are free on First Friday (do the second half of the original obstacle, keep it fresh without changing it too much). We don't change First Friday, we expand on it.
- 2. Continue marketing efforts by researching what other businesses are doing. Start pushing this fact to bring them to contact us.
- 3. Advertise these free activities in social media, flyers, newspapers, and radio ads.
- 4. Create themes based on holidays and awareness months when applicable. Use the calendar designed for Media/Marketing. Coordinate with businesses on these opportunities.

3

### Action Item: Food Trucks at Mary Ross Waterfront Park

Lead: Mathew Hill

Partners: Downtown Business Group, City of Brunswick

Timeline: July 2017–January 2018

Funding: \$1,000–\$2,000 Obstacles: Promotion

- 1. Determine schedule for event Monthly, bi-monthly, or a seasonal event?
- 2. Locate partner groups to coordinate food truck event at Mary Ross Waterfront Park.
- 3. Reach out to Savannah Food Truck Festival and related groups.
- 4. Schedule event(s) with the Ritz.
- 5. Promote event(s)



Action Item: Develop Mobile-Friendly Maps

Lead: Harvest Hale

Partners: DDA Board, HPB, Historic Foundation

Timeline: December-January 2017

Funding: N/A

Obstacles: Compiling information (knowing who and where to get information, effective imports, keeping up to date), limited number of maps, and spreading awareness.

- 1. Sort the types of maps that can or will be used.
  - a. Walking tour, commercial properties for sale, downtown businesses
  - b. Complete current maps.
  - c. Begin compiling data on an Excel sheet to upload.
    - i. Clean current map imports.
    - ii. Research businesses and important locations through Norwich, Gloucester, and Newcastle.
    - iii. Verify information and begin transferring it into the software.
  - d. Repeat step C for commercial properties.
  - e. Request types of maps the board would also like to see (other walking tours, event maps).
- 2. Begin advertising strategically.
  - a. Orchestrate campaigns.
  - b. Creating marketing buzz.
  - c. Create special events specifically using Walkabout Maps (Big Read Easter Egg Hunt).
  - d. Hold tables at events to spread awareness.
  - e. Add it to website and brochure literature.
- 3. Help businesses see the benefit of Walkabout Maps to encourage them to spread its use.
- 4. Keep maintenance and updates of maps; continue marketing, especially through businesses.



Action Item: Downtown Bike Rentals

Lead: Wendy Lutes

Partners: City, DDA, Bike Organizations Timeline: March 2016–January 2018

Funding: \$4,000-\$5,000 per bike; TAP funds available next spring

Obstacles: Funding

#### Steps:

- 1. Investigate other bike rental/sharing programs. Determine which program is the best fit for Brunswick.
- 2. Determine the cost of the program. How many bikes will be needed? Are dedicated docking stations needed for the selected program?
- 3. Locate funding for the program. Will matching funds be required for grants? What is the impact on the city's general fund budget? Ongoing costs?
- 4. Develop and release an RFP for the system.
- 5. Select a vendor for the program. Was the funding located sufficient for the program? How will ongoing costs be budgeted?
- 6. Obtain funding for the program.
- 7. Implement the program.



#### Action Item: Brunswick Bike Tour

Lead: Wendy Lutes

Partners: Historic Brunswick Foundation, DDA, Historic Preservation Board

Timeline: May 2016-November 2017

Funding: N/A

Obstacles: Finding consistent volunteer guides

- 1. Historic Brunswick Foundation has already hosted two bike tours of the historic district. These tours could be shortened and held on a regular basis: every Tuesday night? Every other Thursday evening?
- 2. Design bike tours of historical downtown, Old Town, Windsor Park, etc.
- 3. Determine the tour schedule, the maximum number of participants, and the number of guides needed.
- 4. Obtain commitments from guide groups.
- 5. Develop web-based "ticketing" for tours, and advertise the availability of the tours.



Action Item: Christmas Parade

Lead: Harvest Hale

Partners: DDA Staff, City Staff, Downtown Business Community

Timeline: Ongoing, first Saturday in December annually

Funding: Less than \$2,500 annually; DDA, city funds, entry fee

Obstacles: Lower participation in move to evening

#### Steps:

1. Continue locating parade sponsors and community support.

2. Promote the event in advance of the deadline.

3. Stage the event.



### Action Item: Billboard Advertising

Lead: Harvest Hale

Partners: DDA Staff, Georgia Department of Economic Development, City

Timeline: March 2016-November 2017

Funding: \$12,000–\$24,000 – City funds in proposed budget

Obstacles: Funding

- 1. Work with outdoor advertising companies and the Georgia Department of Economic Development to determine pricing for a billboard ad campaign on I-95.
- 2. Include billboard advertising in the fiscal year 2018 budget request for approval by the City Commission.
- 3. Upon approval of the budget, work with partners and staff to finalize any needed contracts.
- 4. DDA staff will produce advertisements for approval by the DDA board.
- 5. Begin installing advertisements.

# 9

# **ACTION ITEMS FOR PROMOTION**

Action Item: Manage Downtown Facebook Profile

Lead: Harvest Hale

Partners: DDA Board, DDA Staff, Downtown Businesses

Timeline: Complete Funding: N/A

Obstacles: Compiling information

#### Steps:

- 1. Hired a Program Manager.
- 2. Ensured that Facebook profile management returned to DDA staff from the social media agency.
- 3. Market appropriate uses of Facebook to downtown merchants.
- 4. Continue to keep content up to date.

10

#### Action Item: Brunswick Bike Tour

Lead: Harvest Hale

Partners: DDA Board, DDA Staff, Downtown Businesses

Timeline: Complete

Funding: N/A

Obstacles: Compiling information

- 1. Hired a Program Manager.
- 2. Ensured that Instagram feed management was returned to DDA staff from the social media agency.
- 3. Market appropriate uses of Instagram to downtown merchants.
- 4. Continue to keep content up to date.

# **ACTION ITEMS FOR PROMOTION**

Action Item: Rhythm on the River Event Organization

Lead: Harvest Hale

Partners: DDA Event Committee
Timeline: Annually March–December

Funding: \$1,000 per concert, \$10,000 annually; DDA Funds

Obstacles: Advertising and promoting event

## Steps:

1. Increase promotion to raise awareness of event.

2. Reach out to food trucks and other interested participants.

3. Research and acquire relevant games and attractions.

4. Contact musicians.

5. Stage the events.

12

# Action Item: Tree Lighting and Holiday Decor

Lead: Mathew Hill

Partners: DDA Staff, Public Works Department, City

Timeline: Annually October-December

Funding: \$10,000 annually

Obstacles: How to keep funding to replace worn decor and add new decor for other areas

- 1. Submit funding in the budget request.
- 2. Get quotes from suppliers.
- 3. Purchase supplies and decorations.
- 4. Public Works installs the decorations the Thursday before Thanksgiving.

# Appendix L -- Downtown Brunswick Renaissance Strategic Visioning Plan | 2017

# 13

# **ACTION ITEMS FOR PROMOTION**

Action Item: Education and Outreach for Historic Preservation

Lead: Bren White Daiss

Partners: Historic Preservation Board, DDA Board, Property Owners

Timeline: March 2017–November 2018

Funding: \$19,000; in-kind donations, Historic Preservation Foundation Grant

Obstacles: TBD

- 1. Discuss with Historic Preservation Board steps for informing public about historic preservation and options for preserving buildings. Complete
- 2. Apply for a 2017 Historic Preservation Fund Certified Local Government Survey & Planning Grant. Complete
- 3. Kick off a social media campaign. May 2017
- 4. Update brochures to give out to residents/developers. July 2017
- 5. Initiate workshop/lecture program to educate the public. September 2017–September 2018
- 6. Update the website following the Georgia Department of Natural Resources Historic Preservation Division's guidelines.

Action Item: Gateways: Howard Coffin Fencing

Lead: Julie Martin

Partners: Bren White Daiss

Timeline: April-September 2017

Funding: Undetermined, RFP for signage design

Obstacles: TBD

## Steps:

- 1. Take photos and measurements of the existing fence.
- 2. Draft an RFP with a cap on cost.
- 3. Publicize the RFP and get the public excited.
- 4. How would additional landscaping improve that entry?
- 5. Review the RFP applications submitted.

9

# Action Item: Methodist Hut on Gloucester

Lead: Julie Martin

Partners: First United Methodist Church of Brunswick

Timeline: March–August 2017

Funding: Undetermined Obstacles: City code?

- 1. Contact the First United Methodist Church of Brunswick and set up a meeting.
- 2. Outline various options for artfully beautifying the exterior.
- 3. Discuss long-term plans for the building and possible re-purposing.
- 4. Identify various artists and designs for the new façade.

Action Item: Highway 341 at Newcastle and Bay Street

Lead: Julie Martin, John Hunter, and Garrow Alberson

Partners: City of Brunswick Engineering Department, DDA, Department of Public Works, City Commission

Timeline: March-December 2017

Funding: Undetermined, city funding, Department of Corrections detainee labor

Obstacles: TBD

## Steps:

- 1. Determine the exact location and type of signage.
- 2. Estimate the cost and determine a budget.
- 3. Design the sign based on the same design used for Highway 17/Gloucester.
- 4. Determine whether landscaping around the sign needs to be addressed.
- 5. Determine a landscaping budget and funding source.



Action Item: Link the Georgia Coastal Greenway to Downtown: Master Trail Plan

Lead: Ben Slade

Partners: PATH Foundation, City of Brunswick, Glynn County

Timeline: March–September 2017 Funding: PATH Foundation funding

Obstacles: Getting buy-in from Glynn County

- 1. Hold a county work session on March 21, 2017.
- 2. Negotiate an agreement between city, county, and PATH.
- 3. Create a fundraising plan: SPLOST, private philanthropy.



# Action Item: Downtown Lighting: String Lights

Lead: Peggy Shanahan Partners: Julie Martin

Timeline: March 2017-March 2018

Funding: TBD
Obstacles: TBD

## Steps:

- 1. Determine the best type of lighting to use (LED, solar, etc.).
- 2. Talk to Georgia Power.
- 3. Determine/map where lights can attach.
- 4. Determine the quantity and footage needed.
- 5. Create an installation schedule.
- 6. Create a maintenance schedule.



## Action Item: Downtown Lighting

Lead: Mathew Hill

Partners: Downtown Business Group, City of Brunswick, Georgia Power

Timeline: July 2017–January 2021 Funding: \$20,000–\$100,000

Obstacles: Funding

- Make improvements to infrastructure (lighting or other) to allow for better holiday decor, security, and signage.
- 2. Develop a plan for the main streetscape (Newcastle) and auxiliary streetscape (Grant, Richmond, cityowned parking lot).
- 3. Locate funding sources for the improvements.
- 4. Install improvements as funding is available.

# **ACTION ITEMS FOR DESIGN**

Action Item: Art in Vacant Storefronts

Lead: Lynda Gallagher

Partners: DDA Board and Staff, Arts Community, Galleries

Timeline: May-September 2017

Funding: Less than \$2,000 annually, DDA funds

Obstacles: Permissions, insurance issues

## Steps:

- 1. Find volunteers to spearhead artist recruitment and space recruitment.
- 2. Determine the best use for the spaces recruited: Should art go in or on the window of vacant storefronts? In the window would allow passersby to see the space, increasing the chance of the space being rented. On the window would hide unsightly interiors.
- 3. Develop and execute agreements with property owners: Who provides insurance? Is there a fee paid to this landlord? Does the artist need to sign any kind of waiver or agreement?
- 4. Develop rules and a selection process for artists to submit proposals: juried selection, board selection, committee selection. What should proposals include?
- 5. Open for submission of artist proposals. Artists should describe the type of installation and their preferred location.
- 6. Select artists and begin installations.



#### Action Item: Complete Streets Ordinance for City

Lead: Bren White Daiss

Partners: Engineering, Brunswick Department of Public Works, City Commission, City Attorney

Timeline: December 2016-March 2017

Funding: N/A
Obstacles: N/A

- 1. Meet with the city manager.
- 2. Finalize the ordinance.
- 3. Send the ordinance to engineering/the Brunswick Department of Public Works for consent.
- 4. Send the ordinance to the city attorney for consent.

# **ACTION ITEMS FOR DESIGN**

Action Item: Gloucester Streetscape Improvements

Lead: Julie Martin

Partners: DDA, City, GDOT, Brunswick-Golden Isles Convention and Visitors Bureau

Timeline: April 2017-January 2022

Funding: TBD, \$5-8 million

Obstacles: Funding

## Steps:

- 1. Prepare a streetscape improvement plan for Gloucester Street, one of the city's primary gateways. Determine whether the Blueprint plan is sufficient.
- 2. Develop a phased work plan based on the overall improvement plan.
- 3. Locate and obtain funding for the work.
- 4. Complete phases as funding is available.
- 5. Finish all phases.

# 10

## Action Item: Downtown Gateways

Lead: Julie Martin

Partners: City Engineering, DDA, Department of Public Works, City Commission

Timeline: April 2017–January 2022 Funding: TBD, \$60,000–\$100,000

Obstacles: Funding

- 1. Prepare an improvement plan for key downtown gateways.
- 2. Develop a phased work plan based on the overall improvement plan.
- 3. Locate and obtain funding for the work.
- 4. Complete phases as funding is available.
- 5. Finish all phases.

# **ACTION ITEMS FOR DESIGN**

# Action Item: Lighting Downtown Buildings

Lead: Mathew Hill

Partners: Downtown Business Group, City Attorney, Public Works, Building Owners

Timeline: December 2016–August 2017 Funding: Less than \$3000; DDA/city budget Obstacles: Legal agreements with building owners

## Steps:

- 1. Work with the city attorney to develop an agreement between the city and building owners allowing the city to install clips and lighting to outline buildings.
- 2. Obtain building owners' consent for the agreement.
- 3. Purchase mounting hardware and arrange installation by the Department of Public Works.
- 4. Install the lighting.

12

# Action Item: Oglethorpe Block Architect

Lead: John Hunter

Partners: City Commission, City Manager, Urban Redevelopment Authority, Planning Department

Timeline: Complete Funding: City funding

Obstacles: N/A

- 5. A request for qualification was submitted and posted.
- 6. The staff reviewed and rated the proposals.
- 7. The commission reviewed and rated the proposals.
- 8. Presentations were completed.
- 9. The commission chose an architectural firm.

Action Item: Mary Ross Waterfront Park Improvements

Lead: Julie Martin

Partners: City, DOT, Urban Redevelopment Authority, DDA, Gateways Committee

Timeline: July 2017–July 2018 Funding: TBD, \$10,000–\$50,000

Obstacles: Funding

## Steps:

- 1. Funding for dock improvements (Phase I) is complete.
- 2. Determine the order of the additional phases.
- 3. SPLOST funds have been allocated to Mary Ross Waterfront Park. What improvements should be completed first?
- 4. Acquire supplies and bid out projects as appropriate.
- 5. Schedule improvement installations.

# 14

# Action Item: Queen Square Revitalization

Lead: Julie Martin

Partners: Signature Squares, Department of Public Works, City Timeline: Phase I Complete; Phase III: April 2017–January 2019

Funding: \$120,000 per quarter; Match Signature Squares funds with city funding and in-kind funding

Obstacles: Funding

- 6. Phase I complete; Design for Phases II and III are nearing completion.
- 7. Seek funding for the next phases.
- 8. Complete phases as funding is available.
- 9. Finish all phases.

# **ACTION ITEMS FOR ECONOMIC VITALITY**

Action Item: Land Bank

Lead: John Hunter

Partners: City Staff, City Commission, County Commission, City Attorney

Timeline: Complete: January 2015-March 2017

Funding: N/A

Obstacles: Ordinance adoption

## Steps:

- 1. A land bank ordinance was developed with the city attorney.
- 2. The staff reviewed the ordinance. After the staffed approved it, the ordinance was submitted to the City Commission.
- 3. The City Commission and County Commission adopted the ordinance.
- 4. Appoint Land Bank Board of Directors.
- 5. Hold first directors meeting, develop work plan.

# 2

# Action Item: 1315 Union Revitalization

Lead: Bren White Daiss

Partners: City, Historic Brunswick Foundation, Land Bank

Timeline: October 2016–January 2018

Funding: Undetermined

Obstacles: Finding partner to rehabilitate structure

- 1. Obtain a Quit Claim Deed from the city. Complete
- 2. Transfer ownership to an organization able to partner with the private sector.
- 3. Find a partner organization or developer to rehabilitate the structure.

# **ACTION ITEMS FOR ECONOMIC VITALITY**

Action Item: Downtown Brewery

Lead: Chris Moline

Partners: Owner, City, DDA

Timeline: January–December 2017 Funding: \$1,000,000–\$2,500,000 Obstacles: Completing project

## Steps:

1. 1317 Newcastle has a new owner who will rehabilitate the structure.

2. The new owner has applied for and received a City of Brunswick Stabilization Loan for the rehabilitation.

3. A stabilization plan has been approved by the DDA and Historic Preservation boards.

4. Additional funding may be needed for the owner to complete the project.

## Action Item: Alcohol Ordinance

Lead: Brian Corry

Partners: City Staff, Police Department, DDA Staff

Timeline: March-July 2017

Funding: N/A

Obstacles: Research

- 1. Investigate ordinances in other cities: what works, what doesn't (in process). Consider decreasing prices for downtown businesses as an economic incentive to create a downtown destination/district.
- 2. Develop a draft ordinance from Step #1.
- 3. Review the draft ordinance. Is it clear? Does it cover all we want it to? Are fees fair/competitive?
- 4. Obtain staff approval of draft ordinance.
- 5. Staff presents new ordinance to City Commission at a work session.
- 6. The City Commission holds a public hearing and votes on the new ordinance.



# **ACTION ITEMS FOR ECONOMIC VITALITY**

Action Item: Board of Realtors Meet and Greet/Information Session

Lead: Mathew Hill

Partners: City Staff, DDA Staff, Realtors

Timeline: March-September 2017

Funding: \$1,000–\$2,000 Obstacles: Scheduling

#### Steps:

- 1. Locate a suitable venue for the regular event: a ready-to-lease building, a building needing some work, or another space to host the monthly Board of Realtors luncheon.
- 2. Invite the Board of Realtors to the chosen downtown location for monthly meetings and programs. Determine date. Is there a set fee that the Board of Realtors pays for lunch?
- 3. Arrange use of the space with the owner. Determine any special needs for space use (tables/chairs, are there restrooms available? Is power available?).
- 4. Arrange catering if not provided by the Board of Realtors. Use a downtown or Norwich restaurant, depending on the location of the meeting.
- 5. Arrange any equipment (tables/chairs, etc.) needed for the event. Arrange a speaker, if needed.
- 6. Hold the event.



## Action Item: Downtown Garbage Collection

Lead: Lea King-Badyna

Partners: Keep Golden Isles Beautiful, City, DDA, Downtown Businesses

Timeline: March 2017-March 2018

Funding: TBD, grants, fees

Obstacles: Cost

- 1. Improve the appearance of downtown alleys; multiple business's trash receptacles could be replaced with one compactor or container per block.
- 2. Arrange for the city to mandate centralized collection and billing for businesses downtown.
- 3. Determine the cost of options from various waste contractors.
- 4. Research and select waste contractors.
- 5. Determine and roll out the collection schedule.
- 6. Promote and advertise to downtown businesses.
- 7. Implement billing and install compactors / receptacles.

# **ACTION ITEMS FOR ECONOMIC VITALITY**

Action Item: Hire City Economic and Community Development Director

Lead: City Manager Jim Drumm

Partners: Human Resources Department, City Commission

Timeline: Complete Funding: City budget

Obstacles: Locating potential hire

## Steps:

- 1. Fund/budget for the position.
- 2. Create a job description and list of core responsibilities.
- 3. Post the opening.
- 4. Receive and review applications.
- 5. Interview candidates.
- 6. Hire a candidate.



## Action Item: Historic Tax Credit Consultant

Lead: John Hunter

Partners: City Staff, Historic Preservation Board, State Historic Preservation Office (SHPO)

Timeline: March-July 2017

Funding: N/A
Obstacles: N/A

- 1. Planning works with Historic Preservation Board and SHPO to develop a list of qualified tax credit consultants in the area.
- 2. Interview consultants through actual interview or RFQ process. Determine their best project type fit (commercial, residential, developer or homeowner).
- 3. Compile a list of available area consultants, indicating project type and fee range.
- 4. Make the list available on city and DDA websites.

# **ACTION ITEMS FOR ECONOMIC VITALITY**

Action Item: Howe Street Cottages

Lead: Robin Durant

Partners: Historic Preservation Board (HPB), State Historic Preservation Office (SHPO)

Timeline: January 2015-June 2017

Funding: Privately funded, State Historic Preservation Tax Credits

Obstacles: SHPO issues with second half of tax credits

## Steps:

- 1. Property obtained by developer. Complete
- 2. Rehabilitation work complete.
- 3. Tax credit application needs support from HPB and city. In progress
- 4. Assist owner with marketing high-end rental units.

# 10

#### Action Item: Richland Rum

Lead: Mathew Hill

Partners: DDA Board, Property Owner, Lender

Timeline: Fall 2015-Fall 2017

Funding: Private funding, \$1,000,000

Obstacles: Development plan

- 1. Locate prospect. Complete
- 2. Locate a suitable building.
- 3. Purchase the property.
- 4. Develop a plan for the site.
- 5. Work with the property owner on financing.
- 6. Update the plan.
- 7. Construction financing is pending.
- 8. Construct and promote the business.

# 11 ACTION ITEMS FOR ECONOMIC VITALITY

Action Item: One-Stop Shop for Permitting

Lead: Bren White Daiss

Partners: City Staff, DDA, City Attorney Timeline: March 2017-September 2017

Funding: N/A
Obstacles: Publicity

## Steps:

- 1. Assemble all required actions for building permits and business licensing, including Historic Preservation Board, Planning, Engineering, inspections, etc.
- 2. Develop a plan and determine who will be the point of contact.
- 3. Historic Preservation Board and DDA Board have approved the reassignment of HP staff to the Planning department.
- 4. Train staff on new duties, and move files to a central location. Planning staff has been trained to perform duties as HP Board Staff. The file move is pending.
- 5. Make edits to the city and DDA websites to account for changes. The DDA website will be changed once the city edits are made.
- 6. Promote new "One-Stop Shop" to the public. The HP Board has applied for a Historic Preservation Foundation grant to promote the new streamlined process. It will include new publications and mailing to district property owners.

# 12

# Action Item: Norwich Street Improvements

Lead: Mathew Hill

Partners: Norwich Business Group, City, Land Bank, DDA

Timeline: April 2016–January 2021

Funding: TBD

Obstacles: Funding, multiple owners

- 1. Develop a phased plan for improvement.
- 2. Locate funding sources for early phases.
- 3. Obtain funding, start work.
- 4. Complete phases as funding becomes available.

# 13 ACTION ITEMS FOR ECONOMIC VITALITY

Action Item: Update Old Town National Register District

Lead: Mathew Hill

Partners: DDA Board, City, Historic Preservation Board, Planning Department

Timeline: August 2016-February 2017

Funding: N/A

Obstacles: Preparation of amendment

## Steps:

- 1. Text amendment to the Old Town National Register District is completed.
- 2. Mapping for the Old Town National Register District is completed.
- 3. New photography is completed for the amendment.
- 4. The amendment was sent to the State Historic Preservation Office.
- 5. The city is waiting for acceptance.

# 14

# Action Item: Property Listing on DDA Website

Lead: Harvest Hale

Partners: DDA Board, Board of Realtors Timeline: December 2016–February 2017

Funding: N/A

Obstacles: Getting local real estate agents on board

- 1. Design the property listing page. Complete
- 2. Design a property information mechanism. Complete
- 3. Market the program to realtors and property owners.
- 4. Obtain information from realtors and owners and publish on the website.
- 5. Advertise the website as a source of information about available properties.

# **ACTION ITEMS FOR ECONOMIC VITALITY**

Action Item: Tourism Product Development Resource Team Visit

Lead: Mathew Hill

Partners: Glynn County, Brunswick-Golden Isles Convention and Visitors Bureau, DDA, City, Georgia De-

partment of Economic Development

Timeline: July 2016-June 2017

Funding: Free visit; lodging, etc. in-kind donations

Obstacles: Public input; contacting and gathering committee members

## Steps:

- 1. Apply for a Tourism Product Development Team visit. Complete
- 2. Organize a visit to sites and the community. Complete
- 3. Publicize the visit at town hall meetings.
- 4. Publicize the results of the TPD team visit.
- 5. Apply for available grants to fund activities resulting from the visit.

# 16

# Action Item: Incentive Package

Lead: Travis Stegall

Partners: City Staff, DDA, Economic Development Authority

Timeline: March-July 2017

Funding: N/A
Obstacles: Research

- 1. Assemble all incentive programs from the city, DDA, Economic Development Authority (EDA), Brunswick–Golden Isles Chamber of Commerce, and Georgia Department of Economic Development.
- 2. Update existing documents or develop a new document detailing incentives.
- 3. Publish the document in print and also in associated websites, such as those of the city, DDA, Brunswick Economic Development Department, and EDA.



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# City of Brunswick Urban Redevelopment Plan, Third Amendment February 2016

Prepared by Public-Private Partnership Project Management, Inc. (4PM)



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# **Attachments**

- 1- Notice of Public Hearing on the Proposed Amendment to the Brunswick Urban Redevelopment Plan
- 2- Public Comments on the Proposed Brunswick Urban Redevelopment Plan
- 3- Resolution Describing the Boundaries of the Urban Redevelopment Area within the City of Brunswick, and for other purposes
- 4- Resolution Amending the Urban Redevelopment Plan and Establishing Qualifications and Terms of Office for Members of the Urban Redevelopment Agency of Brunswick
- 5- Legal Department Certification
- 6- 2012 Substandard Housing Analysis
- 7- City of Brunswick Demolition Properties and Demolished Structures Map
- 8- Norwich Commons Redevelopment Plan for 3400 Norwich Street
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- 10- City of Brunswick Urban Redevelopment Area Map
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# Introduction

"This plan outlines best practices that will help Brunswick redevelop those areas of our community that have suffered from blight or are otherwise threatened. It underscores our commitment to protect and preserve those things which have always made Brunswick a unique place; to fulfill our responsibilities to the environment; to create upward mobility for our citizens, and enhance their quality of life; to encourage investment and to realistically plan for the inevitable growth that is coming.

"The keys to making this work are partnerships and perseverance. Our tools include good codes, professional planning, quality enforcement, concerned leadership, and the active involvement of our citizens. Our focus must always be on improving our community and making a place we are all proud of."

Bryan Thompson Mayor of Brunswick

# **Executive Summary**

# **Purpose:**

The Brunswick Urban Redevelopment plan provides a general outline for redevelopment of blighted or threatened areas of the City of Brunswick.

# **Background:**

The Brunswick Urban Redevelopment Plan was created in accordance with the Official Code of Georgia Annotated Section 36-61-7 (Georgia's Urban Redevelopment Law). This plan describes the City's broad powers derived from the Urban Redevelopment Law; which enables the City to redevelop blighted or threatened areas of the community. The plan articulates goals and objectives, describes strategies for accomplishing them, and identifies essential tools.

The Components of the Brunswick Urban Redevelopment Plan include:

- 1. Boundaries of the redevelopment area.
- 2. Evidence that the area on the whole has not been subject to growth and development through private enterprise and would not reasonably be anticipated to be developed in the near future without the approval of this plan.
- 3. Explanation of proposed uses for urban redevelopment purposes and proposed method of financing any construction, reconstruction, expansion, renovation, rehabilitation, repair, demolition, alteration or remodeling of property for such uses and estimated cost thereof.

- 4. Description of proposed construction, reconstruction, expansion, renovation, rehabilitation, repair, demolition, alteration or remodeling of any public works, public housing, or other public facilities, estimates of cost thereof, and explanation of proposed method of financing same.
- 5. Description of proposed construction, reconstruction, expansion, renovation, rehabilitation, repair, demolition, alteration or remodeling of privately owned property, estimates of cost thereof, and explanation of proposed method of financing same.
- 6. Description of contracts, agreements and other instruments creating obligations of more than one year which are proposed to be entered into by the City of Brunswick to implement this plan.
- 7. Description of type of relocation payments proposed to be authorized by this plan and estimates of cost thereof.
- 8. Statement of conformity of plan to master plan, zoning ordinances and building codes of the City of Brunswick and exceptions thereto.
- 9. Summary of estimated expenditures from public and private financing sources for each of the first ten years following implementation of this plan.
- 10. Historic Property within the redevelopment area, as defined in Section 10 herein will be sought to be preserved.

## The Brunswick Urban Redevelopment Plan is established by:

- o Drafting a Brunswick Urban Redevelopment Plan.
- o Holding a public hearing and soliciting comments on the draft plan.
- O City Commission Resolution appointing a redevelopment authority or organization to implement the plan.
- O City Commission Resolution describing the boundaries of the urban redevelopment area(s) within the City.
- O City Commission Resolution to approve the Brunswick Urban Redevelopment Plan.
- o Implementation

## **Amendment:**

The City of Brunswick adopted an Urban Redevelopment Plan on March 18, 2009 and amended that Plan on December 19, 2012 to modify the boundaries in accordance with the updated Urban Redevelopment Law of Georgia. This A second amendment is was approved on September 4, 2013 intended to add an additional priority project to the Urban Redevelopment Plan of the City of Brunswick. This priority project, commonly referred to as the Oglethorpe Block, is a designated SPLOST project and is consistent with the 2007 Comprehensive Plan and the 2008 Community Agenda and the Short Term Work Program of the City of Brunswick. The other priority projects, the C.B. Greer School site and the Perry Elementary School site, remain as priority projects under the Urban Redevelopment Plan. A third amendment to the Urban Redevelopment Plan is now proposed to add the Mary Ross Waterfront Park, the Highway 17 corridor, and the Perry School site as additional priority projects.

In addition, this amendment and accompanying resolutions clarify the role of the Redevelopment Agency of Brunswick as the Redevelopment Agency of the City of Brunswick per the requirements of the Urban Redevelopment Law of Georgia, as well as designating the City Office of Planning and Development to serve as the City of Brunswick's coordinating office and as staff liaison with the Brunswick Redevelopment Agency.

# **Goals & Objectives:**

- Implement a process that does not require a referendum
- Have a plan that is fairly easy and inexpensive to prepare and amend; and one that can be implemented by a City-appointed authority
- Use appropriate tools to buy and assemble property for revitalization and resale
- Encourage private enterprise/public-private partnerships to redevelop neglected areas of the community
- Use tax exempt bonds, secured by loans or grants, for redevelopment purposes
- Keep the public informed of what is being planned for the redevelopment area
- Guide City investments in infrastructure to support redevelopment
- Allow the City to negotiate variances and selectively waive portions of its existing zoning and development requirements in order to achieve the optimum economic and aesthetic results in the redevelopment area
- To utilize the development of public facilities within the Urban Redevelopment Area as catalyst for the creation of new desired private development, consistent with this plan

# **Strategies:**

- The City's redevelopment actions are based on Georgia Law and reflect the best practices of other municipalities.
- All code enforcement and redevelopment decisions are impartial and based on the state of the properties. Ownership is not a consideration.
- Public understanding and support for redevelopment will be accomplished through a continuing
  public information and outreach effort involving elected officials, City staff, news media, and
  other key communicators.
- Code Enforcement is used to identify occupied houses that should be brought into the redevelopment process. These properties are targeted for redevelopment ONLY when they become vacant. This avoids future implications of the Uniform Relocation Act.
- All reasonable efforts will be taken to cause rental property owners to bring their properties up to standards if they want to continue to rent. With a redevelopment plan in place, properties which have been identified as substandard with outstanding code violations will receive a prioritized focus from City Code Enforcement to bring these properties to minimum housing standards.
- Junk cars are remediated by enforcing existing codes.

- Eminent Domain will remain at the bottom of the toolbox because of its provocative reputation.
- Condemnation will be avoided if possible; except in title-clearing cases (friendly condemnation). This process ties up scarce resources and creates public dissention.
- Selected City staff members will be trained and certified as asbestos inspectors and certified as lead paint inspectors
- All demolition will be supervised by the City Demolition Coordinator and may be performed by the City Public Works Department to reduce costs. Certified asbestos inspectors will determine the demolition method to be used for each property. In those cases where a property has salvage value, demolition may be performed by someone willing to take it down for the valued construction materials. If contracting is needed for disposal, it should include trying to recycle tin, wood and brick; sort inert debris; and using a loader that allows shaking the dirt out before loading.
- Apply to the Georgia Department of Community Affairs for Opportunity Zone tax credits for all areas in the Urban Redevelopment Area
- Utilize the Urban Redevelopment Agency of Brunswick as a vehicle for the investment of public funds for public purposes in development activities within the Urban Redevelopment Area that are designed to encourage, promote, facilitate and participate in the creation of new private development consistent with this Plan

#### **Essential Tools:**

Create an atmosphere and vehicle by which the Urban Redevelopment Plan will afford maximum opportunity, consistent with the sound needs of the municipality as a whole, for the rehabilitation or redevelopment of the Urban Redevelopment Area by private enterprise.

Establish the Urban Redevelopment Agency of Brunswick as the primary development entity for master planning and developing of such priority projects as may be designated by the Plan from time to time and to utilize the Urban Redevelopment Agency of Brunswick as the development entity for those public projects that serve to enhance the opportunity for the rehabilitation or redevelopment of the Urban Redevelopment Area by private enterprise.

Provide such public resources, consistent with the sound needs of the municipality as a whole, as will allow the Urban Redevelopment Agency of Brunswick to perform these functions. Enter into such agreements with the Urban Redevelopment Agency of Brunswick for the provision of public facilities, as are consistent with the sound needs of the municipality as a whole, and to facilitate the such agreements between the Urban Redevelopment Agency of Brunswick and other public and private entities as will further the purposes of the Plan.

The Nuisance Abatement Process, previously the primary tool for redevelopment, will continue to be a critical component of the Plan. Based on the City Codes, it uses the processes and forms found in the plan's attachments. A lien can be attached equal to a tax lien for clean-up costs; and the property can be foreclosed-on should the need arise. Nuisance Abatement also allows the City to include demolition removal costs in the lien. Although the lien may exceed the value of the property, the City is investing in the community and not trying to generate short-term profits.

Professionally qualified staff and other resources must be available to implement the program. This includes the Building Inspection, Code Enforcement, Demolition Coordination, Asbestos Inspection, Police, Fire Inspection, Public Works, and Municipal Court functions. All must be thoroughly familiar with the City codes pertaining to public nuisances and the nuisance abatement processes; then rigorously follow them. The Municipal Court must also have an understanding of O.C.G.A. Section 36-61.

The City Commission must understand and support the legitimacy and impartiality of the nuisance abatement process. This must be clearly communicated to the public.

The Blighted Buildings Act (HR 391) may be used as a tool for redevelopment. This is a constitutional amendment (Ga. L. 2002, p.1497, Par. 1), which revised Article IX, Section II, paragraph VII (Community Redevelopment) to provide that counties and municipalities may establish community redevelopment tax incentive programs (i.e. a Community Redevelopment Tax Incentive Ordinance) under which increased taxation shall apply to properties maintained in a blighted condition and decreased taxation shall apply for a time to formerly blighted property which has been rehabilitated. It was approved by a majority of the state voters voting in the general election held November 5, 2002. The Office of Downtown Development, Georgia Department of Community Affairs, is currently conducting research to determine what communities have successfully utilized this act and how it was implemented.

Accessible sources of funding are vital to support rehabilitation of housing and commercial properties, and redevelopment of targeted areas in concert with private investment and nonprofit organizations such as Habitat for Humanity. This includes such things as revolving loan funds, Community Development Block Grants (CDBG), Community Home Investment Program (CHIP) Grants, Revitalization Area Strategy (RAS/CHIP) grants, Georgia Department of Community Affairs home ownership programs, US Department of Agriculture programs, and other public and private financial resources. Other potential sources of funding and financing might include downtown development-specific programs such as the Georgia Department of Community Affairs Downtown Development Revolving Loan Fund and the Redevelopment Fund, Tax Exempt Bond Financing, Historic Tax Credits, New Market Tax Credits, the Georgia Cities Foundation Revolving Loan Fund, and a Tax Allocation District. Conventional Market Rate financing will also be utilized where applicable and appropriate.

# City of Brunswick Urban Redevelopment Plan

This plan shall constitute a written redevelopment plan adopted and approved under the provisions of Official Code of Georgia Annotated Section 36-61-7 for the Urban Redevelopment Areas identified and described herein.

**Section 1. Boundaries.** The boundaries of the area proposed for redevelopment are as follows:

See attached map entitled "Brunswick Redevelopment Area."

- Section 2. Evidence that area on the whole has not been subject to growth and development through private enterprise and would not reasonably be anticipated to be developed without the approval of this plan.
  - (a) Within just 4 neighborhoods contained in the Urban Redevelopment Area, some five hundred and twelve (512) properties are vacant, two hundred and eighty-four (284) residential units are in "poor" condition, and one hundred and two (102) residential units are considered "uninhabitable".
  - (b) Numerous unkempt vacant lots adversely affect tax base and slow development of neighborhoods. All determinations made by on-site inspections.
  - (c) A 2012 substandard housing analysis revealed 22.65% of dwellings in the City of Brunswick meet the definition of "uninhabitable," "poor condition," or "fair condition needing major repair" (see attachment 6).
  - (d) Since January 2006, 155 structures have been demolished citywide for being dilapidated beyond repair and 179 structures remain on the City's demolition list. The City offers demolition assistance grants and the amount of the demolition grant depends on the income of the property owner (see attachment 7).
- Section 3. Explanation of proposed uses for urban redevelopment purposes and proposed method of financing any construction, reconstruction, expansion, renovation, rehabilitation, repair, demolition, alteration or remodeling of property for such uses and estimated cost thereof.

Propose to reestablish housing and commercial uses per the existing zoning wherever practical, or in compliance with such specific redevelopment plans as contained herein, though the utilization of the Urban Redevelopment Agency of Brunswick as the master developer, in concert with private investment and not-for-profit developers such as Habitat for Humanity, the Brunswick Housing Authority, Southeast Georgia Community Land Trust, Southeast Georgia Community Development Corporation, and others. Anticipated demolition costs will be split between the property owner and the City to the extent practicable. CHIP, CDBG, DCA, and local funding may be used for down-payment assistance

and/or rehabilitation and incentives per available programs. The City will work with the Department of Community Affairs on other options to finance home ownership; thereby making development more enticing to private sector.

Where consistent with the sound needs of the municipality as a whole, the City shall enter into such agreements with the Urban Redevelopment Agency of Brunswick as will provide for the necessary expansion, rehabilitation or addition of public facilities. The potential sources of funding and financing for Public and Private investment contemplated for downtown redevelopment projects, may include downtown development-specific programs such as the Georgia Department of Community Affairs Downtown Development Revolving Loan Fund and the Redevelopment Fund, Tax Exempt Bond Financing, Historic Tax Credits, New Market Tax Credits, the Georgia Cities Foundation Revolving Loan Fund, and a Tax Allocation District. Conventional Market Rate financing will also be utilized where applicable and appropriate.

Section 4. Description of proposed construction, reconstruction, expansion, renovation, rehabilitation, repair, demolition, alteration or remodeling of any public works, public housing, or other public facilities, estimates of cost thereof, and explanation of proposed method of financing same.

- The City has entered into a public private partnership to redevelop the old C.B. Greer School site and will seek to develop a public private partnership to redevelop the Perry Elementary School site upon receipt of a development ready site from the Glynn Board of Education (see attachments 8 & 9). The primary focus of these redevelopment projects will be the creation of housing units for low and moderate income families while commercial uses providing new jobs will be an ancillary consideration.
- (ba) The City and Glynn County wish to see the redevelopment of the property known as the Oglethorpe Block as a mixed use development. The development is to include meeting space (referred to in SPLOST IV as the "Oglethorpe Convention Center" or "Oglethorpe Conference Center") as well as commercial development such as hotel, retail, office and residential uses, along with such structured parking as may be required to support these and other uses. The development will be a combination of both public and private sector initiatives and is anticipated to be a phased project that will span several years until completion. It is contemplated that the Urban Redevelopment Agency of Brunswick will serve as the "Master Developer" of the site, utilizing public- and private-sector expertise and financing as appropriate and necessary for the successful completion of the Oglethorpe Block project.

The Oglethorpe Block is one of the Catalyst Sites referred to in Sections 5-1 in both the 2007 Comp. Plan (p. 168) and the 2008 Community Agenda (p. 79). The site totals approximately 3.1 acres and includes properties owned by the City and County. The property is favorably located between the City's central business district and the waterfront, near an existing marina and proposed waterfront development project to the northeast. The parcel has been partially cleared for redevelopment and SPLOST funds have been allocated for traffic and park improvements at the north end of the site. The property has the potential to expand the commercial boundary of downtown and connect downtown to the waterfront, offering a prime location for a

mixed-use development and a potential site for a downtown hotel. The Oglethorpe property is close enough to the waterfront to achieve higher residential values than other locations within the City, but would not necessarily attract second home buyers. Residential development within the project could include mixed-income units.

Funding for the Public portion of the project will utilize the SPLOST allocation per the Memorandum of Understanding and other SPLOST agreements related to the Oglethorpe Block Project between the City of Brunswick and Glynn County, as well as other funding and incentives available for projects of this type. At this time the nature of public sector participation is to be determined based upon the development of the master plan for the project. Summaries of estimated expenditures from public and private financing sources will be available once the project has an updated master plan, cost projections and financing strategies developed. An amendment to this plan will be presented that provides detailed estimates of costs and expenditures once a master development and financing plan is developed and available for inclusion in the Urban Redevelopment Plan.

## (b) Mary Ross Waterfront Park

Pursue redevelopment opportunities in Mary Ross Waterfront Park in accordance with the adopted Mary Ross Waterfront Park Master Plan.

- Section 5. Description of proposed construction, reconstruction, expansion, renovation, rehabilitation, repair, demolition, alteration or remodeling of privately owned property, estimates of cost thereof, and explanation of proposed method of financing same.
  - C.B. Greer Site. This is a proposed residential and commercial reconstruction to be funded by private enterprise and/or the Housing Authority if applicable. All available state and federal home buyer assistance will be utilized to enable loan qualification. The City may dispose of real property in an urban redevelopment area in such manner as provided by Georgia law. Under this plan, the City and/or Urban Redevelopment Agency may invite proposals from and make available all pertinent information to private redevelopers or any persons interested in undertaking to redevelop or rehabilitate an urban redevelopment area or any part thereof. The notice shall identify the area or portion thereof and shall state that such further information as is available may be obtained at the City's Office of Planning and Development or such other location as shall be designated in the notice. The City and/or the Urban Redevelopment Agency shall consider all such redevelopment or rehabilitation proposals and the financial and legal ability, and experience with similar projects of the persons making such proposals to carry them out and may negotiate with any persons for proposals for the purchase, lease, or other transfer of any real property acquired by the City in the urban redevelopment area. The City may accept such proposal as it deems to be in the public interest and in furtherance of the purposes of this plan. The City may execute contracts in accordance with this plan and deliver deeds, leases, and other instruments and take all steps necessary to effectuate such contracts.

- (ba) Perry Elementary School Site. This is a proposed residential and commercial reconstruction to be funded by private enterprise and/or the Housing Authority if applicable. All available state and federal home buyer assistance will be utilized to enable loan qualification. The City may dispose of real property in an urban redevelopment area in such manner as provided by Georgia law. Under this plan, the City and/or Urban Redevelopment Agency may invite proposals from and make available all pertinent information to private redevelopers or any persons interested in undertaking to redevelop or rehabilitate an urban redevelopment area or any part thereof. The notice shall identify the area or portion thereof and shall state that such further information as is available may be obtained at the City's Office of Planning and Development or such other location as shall be designated in the notice. The City and/or the Urban Redevelopment Agency shall consider all such redevelopment or rehabilitation proposals and the financial and legal ability, and experience with similar projects of the persons making such proposals to carry them out and may negotiate with any persons for proposals for the purchase, lease, or other transfer of any real property acquired by the City in the urban redevelopment area. The City and/or the Urban Redevelopment Agency may accept such proposal as it deems to be in the public interest and in furtherance of the purposes of this plan. The City and/or the Urban Redevelopment Agency may execute contracts in accordance with this plan and deliver deeds, leases, and other instruments and take all steps necessary to effectuate such contracts.
- (eb) Oglethorpe Block Redevelopment. Proposed public/private redevelopment of the site is to be funded by private enterprise and/or the public sector funding if applicable. The City and County wish to see the redevelopment of the property known as the Oglethorpe Block as a mixed use development. The development is to include meeting space (referred to in SPLOST IV and V as the "Oglethorpe Convention Center" or "Oglethorpe Conference Center") as well as commercial development such as hotel, retail, office and residential uses, along with such structured parking as may be required to support these and other uses The development will be a combination of both public and private sector initiatives and is anticipated to be a phased project that will span several years until completion. It is contemplated that the Urban Redevelopment Agency of Brunswick will serve as the "Master Developer" of the site, utilizing public- and private-sector expertise and financing as appropriate and necessary for the successful completion of the Oglethorpe Block project.

The Oglethorpe Block is one of the Catalyst Sites referred to in Sections 5-1 in both the 2007 Comp. Plan (p. 168) and the 2008 Community Agenda (p. 79). The site totals approximately 3.1 acres and includes properties owned by the City and County. The property is favorably located between the City's central business district and the waterfront, near an existing marina and proposed waterfront development project to the northeast. The parcel has been partially cleared for redevelopment and SPLOST funds have been allocated for traffic and park improvements at the north end of the site. The property has the potential to expand the commercial boundary of downtown and connect downtown to the waterfront, offering a prime location for a mixed-use development and a potential site for a downtown hotel. The Oglethorpe property is close enough to the waterfront to achieve higher residential values than

other locations within the City, but would not necessarily attract second home buyers. Residential development within the project could include mixed-income units.

Funding for the Public portion of the project will utilize the SPLOST allocation per the Memorandum of Understanding and other SPLOST agreements related to the Oglethorpe Block Project between the City of Brunswick and Glynn County, as well as other funding and incentives available for projects of this type. At this time the nature of public sector participation is to be determined based upon the development of the master plan for the project. Summaries of estimated expenditures from public and private financing sources will be available once the project has an updated master plan, cost projections and financing strategies developed. An amendment to this plan will be presented that provides detailed estimates of costs and expenditures once a master development and financing plan is developed and available for inclusion in the Urban Redevelopment Plan.

## (c) Glynn Avenue Corridor

Pursue redevelopment opportunities in accordance with the design guidelines being composed and ultimately adopted for all of the Glynn Avenue Corridor in the City of Brunswick.

# Section 6. Description of contracts, agreements and other instruments creating obligations of more than one year which are proposed to be entered into by the City of Brunswick to implement this plan.

- (a) The Downtown Development Authority of the City of Brunswick has entered into a Purchase and Sale Agreement with W.H. Gross Construction, Inc. to construct up to 52 low/moderate income residential units at the old C.B. Greer School Site at 3400 Norwich Street (see attachment 8). CDBG disaster recovery grant monies were used to clear the old school buildings and W.H. Gross Construction, Inc. has been awarded low income housing tax credits by the Georgia DCA to build low/moderate income dwelling units on this abandoned property within a dilapidated neighborhood. The City of Brunswick has targeted all proceeds from sale of the land to the Downtown Development Authority for infrastructure improvement in the area surrounding the development to be constructed by W.H. Gross Construction, Inc.
- (b) The Urban Redevelopment Agency of Brunswick may enter into agreements with qualified private sector developer and/or contractors to serve in a variety of capacities such as a fee developer/development manager for the project, a project architect, a project engineer, a construction company and other professionals as might be needed to successfully complete the development of the Oglethorpe Block. In addition, the Urban Redevelopment Agency of Brunswick may enter into agreements with the City of Brunswick, Brunswick Downtown Development Authority, Glynn County or other public entities for the provision of public facilities and the financing thereof. There are currently no multi-year contracts in place or specifically contemplated, but multi-year

contracts may be required once the project is in the construction and development management phase.

# Section 7. Description of type of relocation payments proposed to be authorized by this plan and estimates of cost thereof.

All target properties at this juncture are vacant. Future inhabited properties, if applicable, will be handled in accordance with the Georgia Relocation Act and Federal Uniform Relocation Act.

# Section 8. Statement of conformity of plan to master plan, zoning ordinance and building codes and exceptions thereto.

This plan is in complete conformity with the comprehensive plan, zoning ordinances, and building codes of the City of Brunswick, with the following exceptions:

No predetermined exceptions. Any case specific exceptions that develop will be subject to approval by the City Commission.

No predetermined zoning changes are contemplated. The City has an abundance of underutilized commercial, industrial, and residential zoned properties.

The Oglethorpe Block Project is one of the Catalyst Sites referred to in Sections 5-1 in both the 2007 Comp. Plan (p. 168) and the 2008 Community Agenda (p. 79).

same type of "conformance" statements needed for Mary Ross and Perry School?

# Section 9. Summary of estimated expenditures from public and private financing sources for each of the first ten years following implementation of this plan.

- (a) C.B Greer Site. \$826,140 in Low Income Housing Tax Credits from DCA; \$250,000 in CDBG Disaster Recovery Grant; \$50,000 in City granted demolition assistance, and \$487,500 in infrastructure and community improvements in the area surrounding Norwich Commons at 3400 Norwich Street. Subsequent expenditures supplied by inkind services from the City.
- (b) Perry Elementary School Site. Summaries of estimated expenditures from public and private financing sources will be available once the project has an updated master plan, cost projections and financing strategies developed. An amendment to this plan will be presented that provides detailed estimates of costs and expenditures once a master development and financing plan is developed and available for inclusion in the Urban Redevelopment Plan.
- (c) Oglethorpe Block Project. Summaries of estimated expenditures from public and private financing sources will be available once the project has an updated master plan, cost projections and financing strategies developed. An amendment to this plan will be presented that provides detailed estimates of costs and expenditures once a master

- development and financing plan is developed and available for inclusion in the Urban Redevelopment Plan.
- (d) Mary Ross Waterfront Park. The estimated cost to complete the improvements included in the Mary Ross Waterfront Park Master Plan is \$12 to \$15 million.
- (e) Glynn Avenue Corridor. Summaries of estimated expenditures from public and private financing sources will be available once the design guidelines project is completed.
- **Section 10. Historic Property.** Any property located within this redevelopment area which is either designated as a historic property under Article 2 of Chapter 10 of Title 44, the "Georgia Historic Preservation Act", or is listed on or has been determined by any federal agency to be eligible for listing on the National register of Historic Places, will not be:
  - (a) Substantially altered in any way inconsistent with technical standards for rehabilitation; or
  - (b) Demolished unless feasibility for reuse has been evaluated based on technical standards for the review of historic preservation projects; which technical standards for rehabilitation and review shall be those used by the state historic preservation officer, although nothing in this subparagraph shall be construed to require approval of a redevelopment plan or any part thereof by the state historic preservation officer.
- Section 11. Urban Redevelopment Agency of Brunswick. By Resolution of the Mayor and Commission of the City of Brunswick, dated June 16<sup>th</sup>, 2010, the Mayor and City Commission created a redevelopment agency pursuant to the terms of the Urban Redevelopment Law to be known as the "Brunswick Redevelopment Agency". By action at a duly called meeting of the Mayor and City Commission on September 15<sup>th</sup> 2010, the initial Commissioners or said agency were appointed. The initial terms of office of all such appointees has since expired. O.C.G.A. Section 36-61-18 provides, in part, that such agency shall be known as the "Urban Redevelopment Agency of Brunswick", as such shall be known henceforth. Said law further provides that the number of Commissioners of such agency, their terms of office and qualifications shall be as proscribed by the Mayor and City Commission.
  - (a) The Urban Redevelopment Agency of Brunswick shall consist of a total of seven (7) Commissioners. The Mayor, by and with the advice and consent of the City Commission, shall appoint a board of commissioners of the Urban Redevelopment Agency. The Mayor shall designate a chairman and vice-chairman from among the commissioners.
  - (b) Each Commissioner shall serve a term of three years, with those appointed to fill the expired terms of the initial Commissioners serving staggered terms such that two shall serve for one year, two for two years and three for three years. Each appointment thereafter shall be for a term of three years.

- (c) Each person appointed to fill the position of Commissioner of the Urban Redevelopment Agency of Brunswick shall meet the following qualifications:
  - (i) Such person shall reside within five (5) miles of the City limits of the City of Brunswick, such constituting the "Area of Operation" of the Urban Redevelopment Agency of Brunswick as defined by O.C.G.A. Section 36-61-2; and,
  - (ii) Such person shall have been a resident of the area described above for a period of not less than three years as of the time of the appointment; and,
  - (iii) Such person shall own or operate a business within Area of Operation; or, Such person shall have business experience in one of the following areas:
    - (a) Banking and/or finance;
    - (b) Real estate marketing, real estate development, and/or real estate law;
    - (c) Historic preservation and/or rehabilitation;
    - (d) Business management; or, tourism and/or hospitality.

**Section 12. Urban Redevelopment Plan Amendment.** This Plan may be amended from time to time by the Mayor and Commission of the City of Brunswick as provided by the Urban Redevelopment Law of Georgia (O.C.G.A. Section 36-61), provided however, such plan shall not be amended to include any project outside the corporate boundaries of the City of Brunswick except with the consent and approval of the Board of Commissioners of Glynn County.

# Public Meeting Notice Brunswick Urban Redevelopment Plan

February 17<sup>th</sup>, 2016 at 6:00 p.m. Second Floor meeting room Old City Hall, 1229 Newcastle Street Brunswick, Georgia 31520

The City of Brunswick is preparing an amendment to its Urban Redevelopment Plan for adoption and approval under the provisions of the <u>Official Code of Georgia Annotated</u> Section 36-61-7.

The proposed Brunswick Urban Redevelopment Plan is available in draft for public viewing and downloading on the City website at <a href="https://www.brunswickga.org">www.brunswickga.org</a>. A printed version is available for review at the City Hall Annex, 503 Mansfield Street, Brunswick, Georgia from 8:00 AM to 5:00 PM; Monday thru Friday.

A public meeting will be held in the second floor meeting room at Old City Hall, 1229 Newcastle Street, Brunswick, GA 31520, on February 17, 2016 at 6:00 P.M. The purpose of this meeting is to obtain citizen input and comments on the proposed Urban Redevelopment Plan amendment. Persons with special needs relating to handicapped accessibility or foreign language should contact Arne Glaeser at (912) 267-5502 prior to February 12, 2016. Persons with hearing disabilities can contact the GA Relay Service at (TDD) 1-800-255-0056 or (VOICE) 1-800-255-0135.

Attachment 2 - Public Comments on the Proposed Brunswick Urban Redevelopment Plan - TO
BE ADDED LATER



**Attachment 3 -** Resolution Describing the Boundaries of the Urban Redevelopment Area within the City of Brunswick, and for other purposes

# CITY OF BRUNSWICK URBAN REDEVELOPMENT PLAN

#### RESOLUTION

A RESOLUTION TO DESCRIBE THE BOUNDARIES OF THE URBAN REDEVELOPMENT AREA WITHIN THE CITY OF BRUNSWICK, AND FOR OTHER PURPOSES

Be it hereby resolved by the Brunswick Commission that:

WHEREAS, the Office of Planning and Development of the City of Brunswick, Georgia, has been constituted and designated as the urban redevelopment agency of and for the City of Brunswick by resolution duly approved on the <a href="19th">19th</a> day of <a href="December 19th">December 19</a>, 2012,

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Commission of the City of Brunswick, Georgia, in meeting duly assembled, pursuant to the authority granted by Official Code of Georgia Annotated section 36-61-7(a), that the following described area is hereby declared to be an area in which there is a predominance of buildings or improvements, whether residential or nonresidential, which by reason of dilapidation, deterioration, age, or obsolescence; inadequate provision for ventilation, light, air, sanitation, or open spaces; high density of population and overcrowding; existence of conditions which endanger life or property by fire and other causes; or any combination of such factors is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, or crime and is detrimental to the public health, safety, morals, or welfare; or in which by reason of the presence of a substantial number of slum, deteriorated, or deteriorating structures; predominance of defective or inadequate street layout; faulty lot layout in relation to size, adequacy, accessibility, or usefulness; unsanitary or unsafe conditions; deterioration of site or other improvements; tax or special assessment delinquency exceeding the fair value of the land; the existence of conditions which endanger life or property by fire and other causes; or any combination of such factors substantially impairs or arrests the sound growth of the City of Brunswick, retards the provisions of housing accommodations, constitutes an economic or social liability and is a menace to the public health, safety,

morals, or welfare in their present condition and use; and therefore meet the definitions contained in <u>O.C.G.A.</u> Chapter 36-61-2(18); and said area is hereby designated and determined to be appropriate for an urban redevelopment project, pursuant to the authority of <u>O.C.G.A.</u> Chapter 36-61-7(a):

the entire City of Brunswick, in multiple tracts as shown on attached map titled "Brunswick Urban Redevelopment Area."

BE IT FURTHER RESOLVED that Bryan Thompson as Mayor for the City of Brunswick is duly authorized to execute this RESOLUTION for and on behalf of the City Commission.

This resolution shall be effective upon adoption.

This 19th day of December, 2012

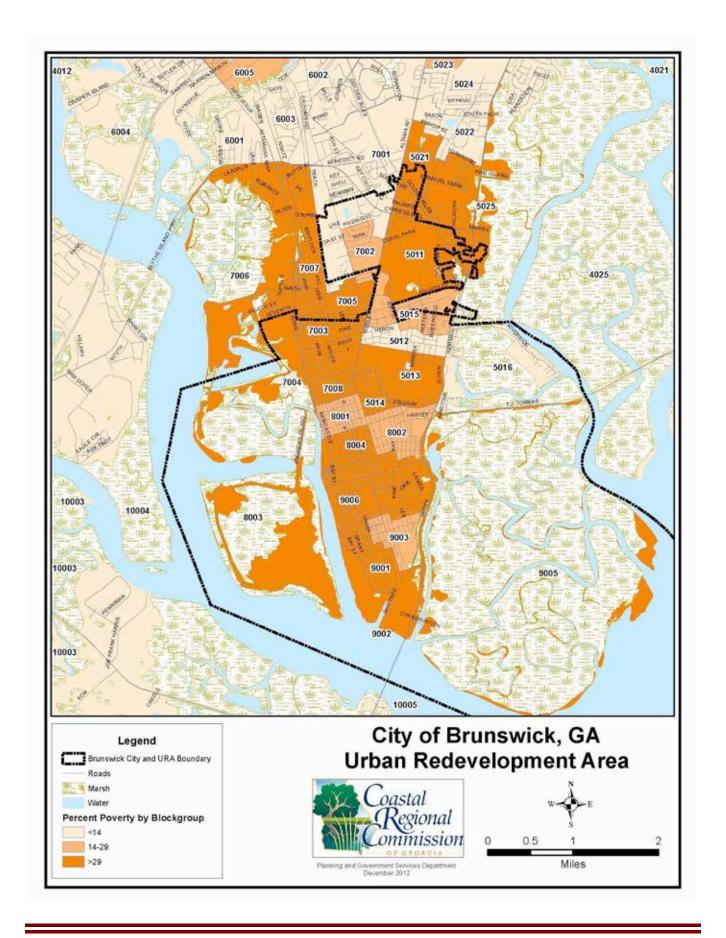
CITY OF BRUNSWICK, GEORGIA

BY: PRIVAN THOMPSON MAYOR

ATTEST:

NAOMI D. ATKINSON, CITY CLERK

This the 19th day of December, 2012.



Attachment 4 - Resolution amending the Urban Redevelopment Plan and establishing qualifications and terms of office for members of the Urban Redevelopment Agency of Brunswick

redo this entire resolution

RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF BRUNSWICK TO AMEND THE CITY'S URBAN REDEVELOPMENT PLAN SO AS TO RE-ESTABLISH AN URBAN REDEVELOPMENT AGENCY, TO SPECIFY THE TERM OF OFFICE, QUALIFICATIONS AND MANNER OF APPOINTMENT TO SUCH AGENCY AND TO ESTABLISH SUCH AGENCY AS THE PRINCIPAL AGENCY FOR THE MASTER PLANNING AND DEVELOPMENT OF PROJECTS WITHIN THE URBAN REDEVELOPMENT AREA

**WHEREAS**, the Mayor and City Commission of the City of Brunswick (the "City") adopted resolutions on March 18, 2009 approving the City's Urban Redevelopment Plan (the "Urban Redevelopment Plan") that identifies areas of the City that have significant poverty, unemployment, rates of home foreclosures, and general distress; and

**WHEREAS**, such resolutions designated the Office of Community Development of the City of Brunswick as the redevelopment agency for the City of Brunswick; and

**WHEREAS**, the City adopted a resolution on June 16<sup>th</sup>, 2010 establishing a separate redevelopment agency to be known as the "Brunswick Redevelopment Agency"; and

WHEREAS, the City adopted resolutions on December 19<sup>th</sup>, 2012 and September 4, 2013 amending the City's Urban Redevelopment Plan and therein designated the Office of Planning and Development of the City of Brunswick as the redevelopment agency for the City of Brunswick"; and

**WHEREAS**, the City is desirous of developing and redeveloping parcels within the City in order to foster public and private sector development within the City, all for the benefit of its citizens; and

WHEREAS, after careful study and investigation, the Mayor and City Commissioners have determined that it is in the best interests of the citizens of the City to re-establish the "urban redevelopment agency as provided for by O.C.G.A. Section 36-61-18, to be called the "Urban Redevelopment Agency of Brunswick" (the "Agency"), to further the City's stated goals of fostering public and private development and redevelopment of parcels within the City; and

**WHEREAS**, the City is desirous of identifying certain priority projects within the City in order to foster public and private sector development within the City, all for the benefit of its citizens; and

WHEREAS, the City wishes to assist in the redevelopment of the property known as the Oglethorpe Block as a mixed use development, to include meeting space (referred to in SPLOST IV as the "Oglethorpe Convention Center" or "Oglethorpe Conference Center") as well as commercial

development such as hotel, retail, office and residential uses. The development will be a combination of both public and private sector initiatives and is anticipated to be a phased project that will span several years until completion (the "Project"); and

**WHEREAS,** it is in the best interest of the City that the Urban Redevelopment Agency of Brunswick serve as the "Master Developer" of the site, utilizing public and private-sector expertise and financing as appropriate and necessary for the successful completion of the Project.; and

**NOW THEREFORE, BE IT RESOLVED** by the Mayor and City Commissioners of the City as follows:

- 1) Pursuant to O.C.G.A. Section 36-61-5, it is hereby found that (1) one or more slum areas (as defined in the Urban Redevelopment Plan) exist in the City and (2) the rehabilitation, conservation, or redevelopment, or a combination thereof, of such area or areas is necessary in the interest of the public health, safety, morals, or welfare of the residents of the City.
- 2) It is in the public interest to have the City's urban development powers exercised by an urban redevelopment agency as provided in Code Sections 36-61-17. Such urban redevelopment agency shall be known as the "Urban Redevelopment Agency of Brunswick" (the "Agency"). The Agency is hereby activated and authorized to transact business and exercise powers under O.C.G.A. Sections 36-61-18.
- 3) The nominations, qualifications and terms of office for the Commissioners of such Agency shall be as follows:
  - (a) The Urban Redevelopment Agency of Brunswick shall consist of a total of seven (7) Commissioners. Each City Commissioner shall nominate one person for appointment, for a total of five nominees to come from the City Commission. Two Commissioners shall be nominated and their seats filled from nominees by the Board of Commissioners of Glynn County. The nominees shall be approved by a majority of the vote of the Board of Commissioners of the City of Brunswick. Should any such nominee not be appointed, then a new nomination shall be made in the same manner as specified herein. Upon the expiration of the terms of office of each Commissioner of the Urban Redevelopment Agency, the successor shall be nominated by the then holder(s) of the office that nominated the predecessor.
  - (b) Each Commissioner shall serve a term of three years, with those appointed to fill the expired terms of the initial Commissioners serving staggered terms such that two shall serve for one year, two for two years and three for three years. Each appointment thereafter shall be for a term of three years.
  - (c) Each person appointed to fill the position of Commissioner of the Urban Redevelopment Agency of Brunswick shall meet the following qualifications:
    - 1) Such person shall reside within five (5) miles of the City limits of the City of Brunswick, such constituting the "Area of Operation" of the Urban Redevelopment Agency of Brunswick as defined by O.C.G.A. Section 36-61-2; and,

- 2) Such person shall have been a resident of the area described above for a period of not less than three years as of the time of the appointment; and,
- 3) Such person shall own or operate a business within Area of Operation; or such person shall have business experience in one of the following areas:
  - i.Banking and/or finance;
  - ii.Real estate marketing, real estate development, and/or real estate law;
  - iii. Historic preservation and/or rehabilitation;
  - iv.Business management; or, tourism and/or hospitality.

BE IT FURTHER RESOLVED that the Mayor of the City of Brunswick is duly authorized to execute this Resolution for the Mayor and on behalf of City Commission.

Adopted this \_\_day of August, 2013.

	CITY OF BRUNSWICK, GEORGIA
	By:
	BRYAN THOMPSON, MAYOR
ATTEST:	
Naomi D. Atkinson, City Clerk	

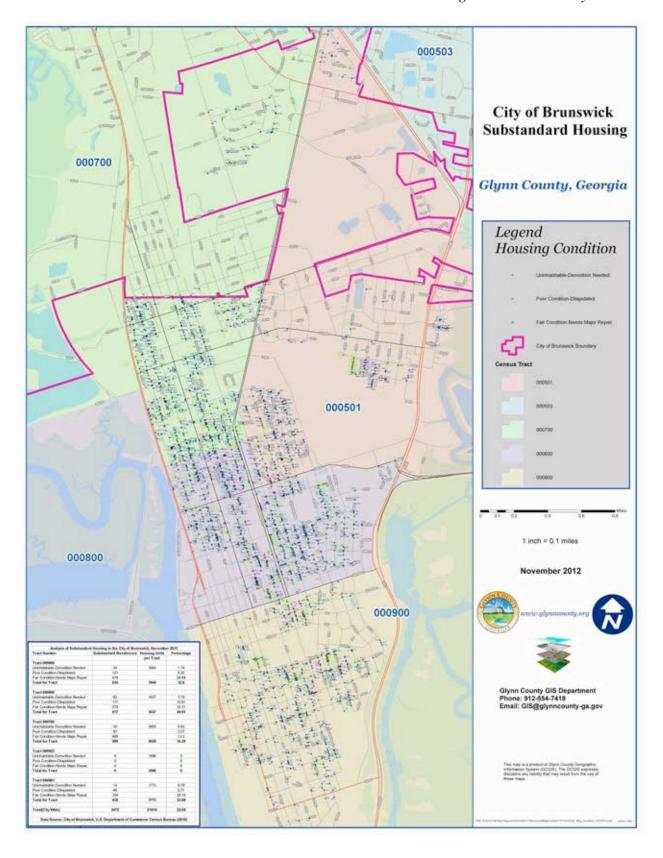
# **Attachment 5** - Legal Department Certification

This needs to be updated.

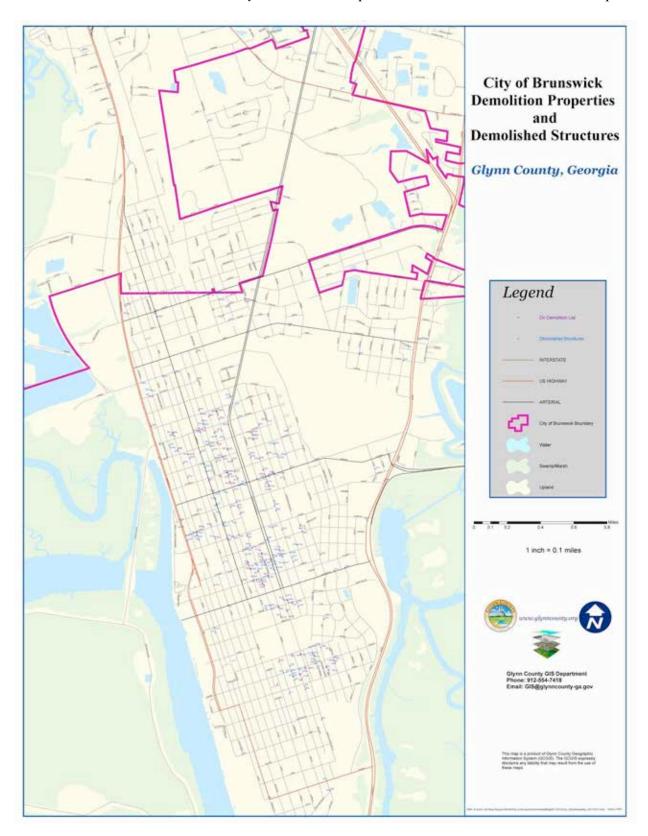


#### Attachment 6 -

# Housing Conditions Survey



Attachment 7 - City Demolition Properties and Demolished Structures Map

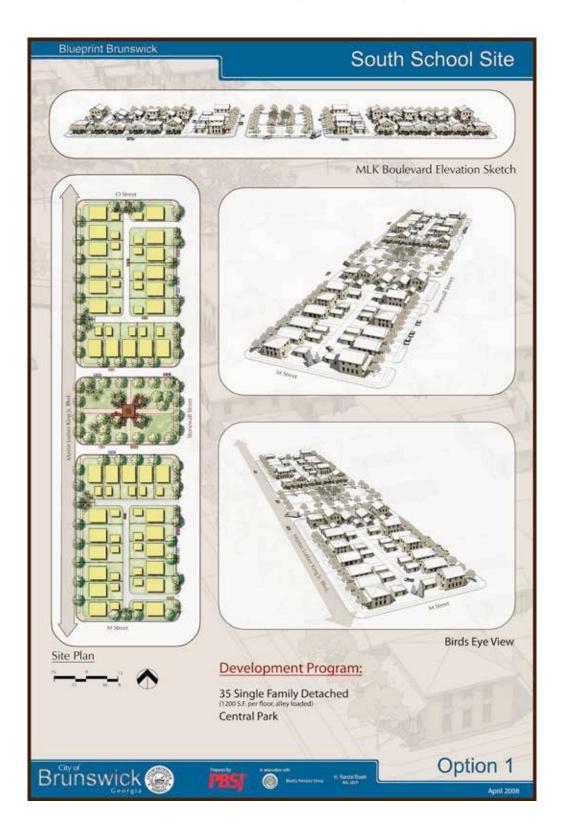


Attachment 8 - Norwich Commons Redevelopment

3400 Norwich Street (a.k.a Newtown Development)
insert Mary Ross Waterfront Park Master Plan

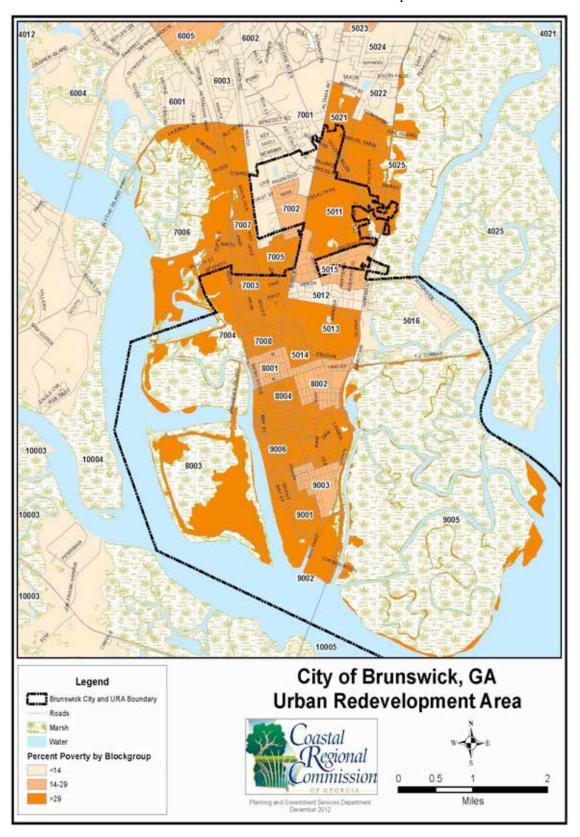


Attachment 9 - Perry Elementary School redevelopment 2301 Stonewall Street (aka "Bus Yard")



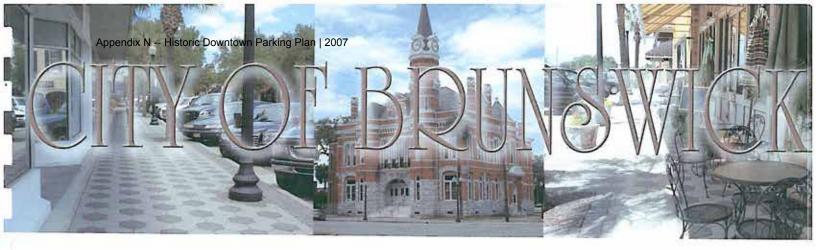
Attachment 10 -

Urban Redevelopment Area



**Attachment 11 -** Aerial Photo of the Oglethorpe Block Redevelopment Project







# Historic Downtown Parking Plan

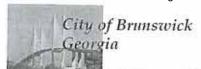
Brunswick, Georgia

Draft Final Report September, 2007



Rich and Associates, Inc.

Parking Consultants – Planners www.richassoc.com



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# Section 1 - Executive Summary

#### 1.1 - Background

Rich and Associates have been commissioned to complete a parking demand assessment for downtown Brunswick, Georgia. The intent of the study is to assess existing and forecast parking needs within the downtown core. With recently completed projects and an agenda of new development, the downtown is poised to become even more of a vibrant bustling destination for the surrounding area. The primary parking study area is centered along Newcastle Street, which is Brunswick's commercial core. A relatively narrow road reflecting the historic nature of the downtown, the relatively low speed of traffic along Newcastle Street contributes to the walk ability of the downtown as pedestrians can easily cross the street to destinations on opposite blocks. The downtown itself is a mixture of financial, retail, office. restaurant, and some public use facilities such as the Glynn County Library and old City Hall. The building mix is a combination of older historic buildings and new construction. Presently, the only publicly provided parking supply within the downtown core consists of on-street parking. All off-street parking is privately owned and controlled. The majority of the on street parking is provided along Newcastle Street with some along intersecting cross streets and "streets" that parallel Newcastle. The one-way "streets" one block removed from and paralleling Newcastle between Gloucester and Howe Streets are very narrow and probably fall more under the definition of alleys as opposed to streets.

#### 1.2 - Study Area

The study area is separated into a total area and "core" zone. The blocks have been numbered but the original downtown map provided showed an additional street (Oglethorpe Street) between Grant and Bay Street. In fact, this street does not exist and so blocks originally shown west of this street (blocks 6, 11, 16 and 21) have been eliminated. Therefore, the block numbers do not necessarily follow sequentially.

The defined study area is bordered by "H" Street on the north, Howe Street on the south, Bay Street on the west and Reynolds Street on the east. The "Core" study area extends from about "F" Street to Howe Street and Bay Street to Reynolds Street.

#### 1.3 – Methodology

In completing the analysis, Rich relied upon a proven methodology of collecting the unique characteristics from the community. Using surveys of downtown business owners and employees plus actual utilization data of the downtown parking, Rich is able to accurately assess the current needs and reasonably project future parking

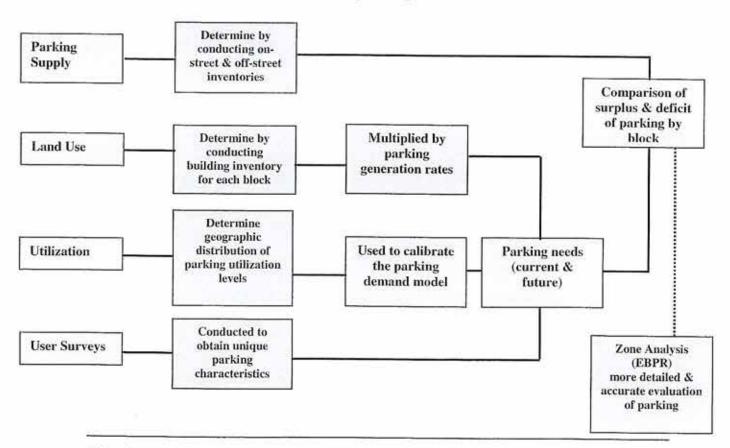


demand using anticipated growth projections provided by the City for new development projects.

#### 1.3.1 - Tasks Performed

In completing the analysis for the City of Brunswick, Rich and Associates completed several tasks as part of the fieldwork. These completed services included:

- A complete inventory of all on-street and off-street parking noting quantity, locations and restrictions
- A block-by-block evaluation of land use types noting the locations of each business and classification into a business type (i.e. retail, financial, restaurant, service etc).
- A turnover and occupancy analysis was performed on one day. This survey was
  designed to record the occupancy of parking downtown as well as the turnover of
  primarily the 2-hour time limited spaces centered along Newcastle Street.
- Key stakeholder interviews
- Manager and Employee surveys distributed to virtually every business within the core study area
- Development of parking demand requirements by block reflecting the existing condition and projected three, five and ten years into the future assuming the completion of several new developments planned for the downtown





#### 1.4 - Parking Demand Analysis

The parking requirements for downtown Brunswick were prepared reflecting both existing and anticipated future conditions. As such, the parking needs have been quantified based on the data collected from the surveys, building square footage values provided by the City and the building inventory (block by block) completed by Rich. The calculated parking need was also compared to the peak hour need as observed based on the parking utilization study. The initial step in the process is to compare parking demand versus the parking supply on an individual block basis. This gives indications of where parking may be a problem. The second step in the process is to group several blocks together into a zone considering the fact that often the available parking to service a particular block may be across the street on an adjacent block. By appropriately combining several blocks into zones, a more realistic assessment of the parking challenges can be determined.

#### 1.4.1 - Current Demand

The current demand analysis showed that overall there is an existing surplus of more than 500± spaces downtown. However, the analyses also showed several blocks were experiencing shortfalls. Although the magnitude of these parking deficits were relatively minor with the largest shortfall being only 28± spaces, the deficit is likely exasperated by employees parking for extended periods in the two-hour limited spaces on street. Results from the turnover analysis showed 14% of the vehicles observed parking in the time limited spaces were overstaying the limit.

#### 1.4.2 - Future Demand

Rich and Associates have also projected the parking needs demonstrating the conditions as they are anticipated to exist three, five and even ten years in the future. The first major impact on downtown parking is the anticipated completion of the "Civic Zone" of the Oglethorpe Block at the northern end of town within the next three years. The Civic Zone is projected to have approximately 25,000 square feet in an executive conference center and adjoining office building that will house the Chamber of Commerce, Convention and Visitors Bureau and the Glynn County Development Authority. Within five years, an additional 70,000 square feet is anticipated to be developed in the "Commercial Zone" of the project that will provide a mixture of retail, commercial and office space. Projections are for the parking demand created by the new developments to be offset by corresponding parking supply developed on site. However, there is the possibility and as shown as an alternative scenario by Rich that the development of the Oglethorpe Block will be a catalyst that will lead to increased activity downtown and therefore result in increased parking need through higher parking generation rates. Therefore, Rich has shown as



an alternative, the <u>parking generation factors</u> being about 5% higher after three years, 10% greater than the existing conditions after five years and 20% larger after 10 years.

#### 1.4.2.1 - 3-Year Projection

Assuming the parking generation rates as determined for the existing condition, Rich has determined that the downtown would have a surplus of approximately 470± spaces which is a decrease of 50± spaces compared to the existing condition. While any demand for parking created by the Oglethorpe Block development has been more than offset by on-site parking, overall the downtown demand has increased by more than 210± spaces while the supply has only increased by 160± spaces. This increased demand considers in addition to the Oglethorpe Block, the new development on block 18 has been completed with its combination of retail, residential and possibly hotel space. Although the projections show that there is still an overall surplus of parking within the downtown, seven blocks would likely experience some level of parking deficit with the largest shortfall being twenty-nine spaces (29±) on block 13.

Assuming higher parking generation rate results as noted above are in fact achieved, the 3-year surplus could be reduced from the nearly 470± spaces noted to 437± spaces.

#### 1.4.2.2 - 5-Year Projection

The five-year forecast using the base option parking generation rates shows that the downtown could still enjoy a surplus of as many as 459± spaces. Although the demand for parking has increased, there has also been an increase in the parking supply. Six blocks would have modest deficits with the largest deficit occurring on block 8 at 26± spaces. However, the surplus and deficit projections assume that several changes are made to parking along Grant, Richmond, and Reynolds Streets between F Street and Monck Street that permits angle parking with the consequent slight increase in parking supply on the blocks abutting these streets.

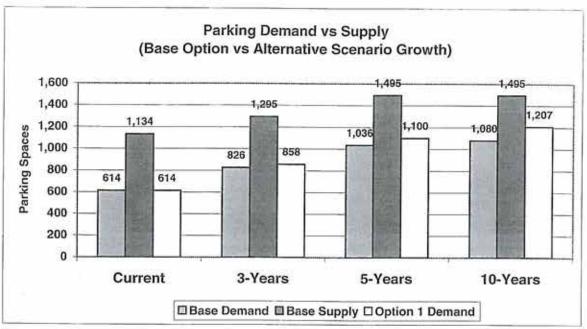
Using the alternative values that may result from increased downtown activity, Rich is projecting the surplus could be reduced to just under 400± spaces (395±). With these assumptions, two of the seven blocks experiencing deficits would have deficits approaching 40± spaces.

### 1.4.2.3 - 10-Year Projection

Rich and Associates have also forecast the parking needs as they may exist as many as 10 years in the future. The only change projected between the five and 10-year forecast is a slightly greater proportion of the existing vacant space being occupied (increasing from 60% to 85% of the vacant space). This results in a surplus of 415± spaces representing 72% occupancy of the forecast parking supply using the current parking generation factors. Alternatively, if higher parking generation rates are achieved about 20% higher than the existing conditions, the surplus could be reduced



to 288± spaces. This would mean the downtown is reaching about 1,207 spaces occupied at peak time or 81% of the available spaces full at peak.



Graph 1 - Current & Projected Parking Demand vs Supply using Base and Alternative Growth Projections

#### 1.5 - Zone Analysis

The analysis of the current and future parking demand to this point has compared the parking surplus and deficit values by individual blocks. This is appropriate as an initial starting basis, but the more appropriate method is to compile groups of blocks together into a zone and assess the surplus or deficit on a zone basis when determining the adequacy of the parking supply within the downtown. This is because often a block may not have sufficient parking by itself but directly across a street is a large parking parking area that is intended to serve a specific block. Two zones have been developed. The first zone (13-20) consists of blocks 13,14,18,19 and 20 while zone 3-9 consists of blocks 3,7,8 and 9.

#### 1.5.1 Current Demand

Zone 13-20 although it has two blocks that have parking deficits (blocks 13 and 19) shows that as a zone, it presently has a surplus of 102± spaces. Zone 3-9 also shows a small surplus of 16± spaces.



#### 1.5.2 3-Year Demand

Given the growth projected within the next three years, zone 13-20 shows a significant decrease in the surplus values from 102± spaces calculated for the existing condition down to only 36± spaces within the three year forecast period. Zone 3-9 on the other hand shows an increase in the surplus projected. The zone surplus increases from 16± spaces up to 40± spaces. This is largely because of the spaces on block 3 being developed as part of the Oglethorpe Project.

#### 1.5.3 5-Year Demand

By the time of the five-year forecasts, although both zones still show surpluses, both zones reflect a decrease in the overall zone surplus values. Zone 13-20 has decreased slightly from a surplus of 36± spaces down to 33± spaces while zone 3-9 drops from a surplus of 40± spaces down to only 25± spaces.

#### 1.5.4 10-Year Demand

The ten-year forecast shows that both zones at peak time would have only a minimal surplus. Although spaces will be available, the minimal amount shows that patrons would likely consider the parking inconvenient since they will likely be hunting for the "last" few spaces that may not be near their intended destination. This could mean that employees are forced to park further away from their place of work. Alternatively, they may elect to take the closer spaces to the detriment of customers and visitors. The results show that zone 13-20 has only an 18±-space surplus while zone 3-9 has only a 9±-space surplus.



# Section 2 - Analysis

#### 2.1 - Introduction

This section of the report will discuss, in detail, the results from the analysis of the parking surveys, counts, and other data collected. It contains summary tables, charts, and graphs to demonstrate the existing and projected parking needs for the downtown study area of Brunswick. Additional supporting detail is provided in the appendix of the report.

#### 2.2 - Purpose

The intent of the parking study is to assess the current and future parking requirements for Downtown Brunswick. With several new developments under way and proposed, the City administration is interested in determining what adjustments to the parking supply are currently required or may be necessary in the future in order to facilitate future development and enhance and support the existing commercial activity.

#### 2.3 - Study Area

The downtown parking study area consists of twenty-one blocks. The total study area is bordered by Howe Street on the south, H Street on the North, Bay Street on the west and Reynolds Street on the east. The "Core" study area is primarily from G Street to Howe Street and including the blocks on either side of Newcastle. The original map provided to Rich on which the block numbering was based, showed a street (Oglethorpe) running north and south between Grant and Bay Street. In fact, this street does not currently exist. Therefore, blocks 6, 11, 16, and 21 have been excluded from the block numbering shown on any maps or charts.

The primary parking study area is centered along Newcastle Street, which is the commercial core of Brunswick. The downtown is a mixture of financial, retail, office, restaurant, and some public use facilities such as the Glynn County Library and old City Hall. The building mix within the study area is a combination of historic buildings with some newer buildings plus some new construction proposed. Presently, the only publicly provided parking consists of on-street spaces. This is primarily along Newcastle Street with some along intersecting cross streets and "streets" that parallel Newcastle. However, the narrow blocks (approximately 90 feet deep) limits the number of additional provided spaces on these intersecting streets. The one-way "streets" one block removed from and paralleling Newcastle, owing to the historic character of Brunswick are very narrow and, at least along some blocks, are likely better classified more as alleys than streets.



PARKING STUDY FOR THE CITY OF BRUNSWICK

BRUNSWICK, GEORGIA

#### STUDY AREA



BLOCK #

CORE STUDY AREA BOUNDARY





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2.4.2 - Core Blocks

Within the "core" blocks alone, the parking supply totals 1,134± spaces. This is separated into 495± off street spaces and 639± on street spaces as shown by **Table 2D** below.

Table 2D - Parking Supply Summary - "Core" Blocks

					2000						Off S	treet			name to the							
î.	Let	ter	4	5	7	8	9	10	12	13	14	15	17	18	19	20	22	23	24	25	Total	Po
	A		4	5				11	44			16	3	6		32	28	6	14	15		SWATTLE
	В		13	2				3				74				43		2		4		
	C		18	24				8				14				15						
	D		3	24				8														
	E		2	22				32														
	otota Stre	77.	40	77	0	0	0	62	44	0	0	104	3	6	0	90	28	8	14	19	495	43.7%
		$\neg$		37	- 1 t-25		- Toyet	- 200		10	On Si	reet		n 200	7.3	- W	V 1723		-50	- 53		
-		-		-	_	_	_	-	_		0-0			_	_							
			4	5	7	8	91	10	12			_	17	18	19	20	22	23	24	25	Total	Pc
	N	(A)	4	5		8	9	10	12	13	14	reet 15	17	18	19	20	22	23	24	25	Total	Pc
	N	(A) (B)		_	7 8	8 3 24	9	10	12 15			15			19 3	20 8 7	13	3	3	4	Total	Pc
	_			7	8	3			15	13	14	15 7	17 9 2	18 30 3	3	8	_		3 8	-	Total	Pc
	E S	(B)		7 20	8 14	3 24	15	11	15 14	13	14	15 7	9	30	3 7	8	13 12	3	3	14	Total	Pc
Sut	E S	(B) (C) (D)	3	7 20	8 14	3 24 5	15	11 8	15 14 6	13 3 26	14 3 30	15 7	9	30	3 7 3	8 7 7	13 12	3 27	3 8 3	14	Total	Pc
	E S W	(B) (C) (D)	3	7 20	8 14	3 24 5	15	11 8	15 14 6	13 3 26	14 3 30	15 7	9	30	3 7 3	8 7 7	13 12	3 27	3 8 3	14	Total	Pc:
	S W otota	(B) (C) (D)	28	7 20 3	8 14 14	3 24 5 17	15 2 25	11 8 8	15 14 6 12	13 3 26 18	14 3 30 25	15 7 14	9 2	30 3 6	3 7 3 31	8 7 7 13	13 12 3	3 27 9	3 8 3 16	4 14 7		

The parking supply is shown on the map on the following page.



BRUNSWICK

BRUNSWICK, GEORGIA





RICH ---

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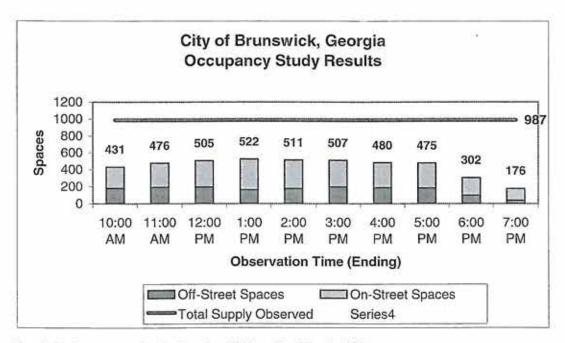


#### 2.5 - Turnover/Occupancy Study

As part of the data collection process, Rich and Associates completed a turnover and occupancy study primarily in the core area. This was completed on Wednesday, May 9, 2007 between 9:00 a.m. and 7:00 p.m. Ten hourly circuits of the downtown were completed. The on-street spaces along Newcastle as well as spaces along Gloucester were observed for both turnover and occupancy by recording the first three digits of the license plate. On subsequent circuits, it was noted whether the same vehicle remained, a different vehicle was there, or if the space was vacant. This methodology permitted the determination of not only what was the occupancy rate of the spaces but also how many vehicles were exceeding the stated time limits as designated by onstreet signs.

#### 2.5.1 - Summary Results

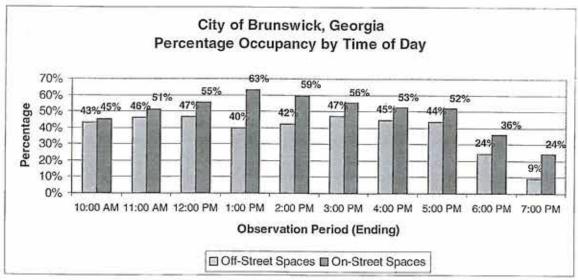
In most of the off-street and remaining on-street spaces, the total number of occupied spaces was recorded for each lot or block face. As part of the analysis, the survey route included 87% (987 of 1,134 spaces) of the core area parking supply. This was separated into 416 off street spaces and 571 on street spaces. The analysis showed that overall the peak occupancy of parking occurred during the 12:00 noon to 1:00 p.m. circuit when 522 of 987 observed (53%) spaces were occupied. If this percentage occupancy rate were carried over to the total core parking supply of 1,134 spaces then it would be expected that about 600± spaces would actually be occupied. A map showing the peak hour occupancy is on page 2-10



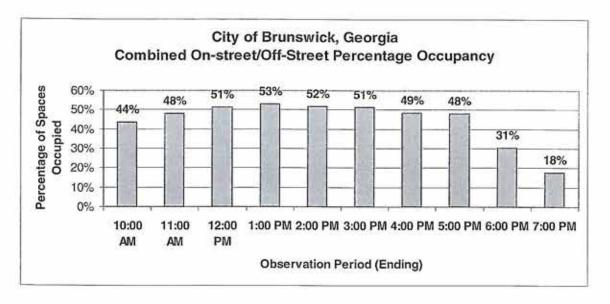
Graph 2 - Occupancy Study Results - Wednesday May 9, 2007



**Graph** below demonstrates the percentage occupancy of the observed spaces by type by time of day.



Graph 3 - Percentage occupancy on street vs. off-street by time of day



Graph 4 - Combined on-street/off-street parking occupancy percentage by time of day



PARKING STUDY FOR THE CITY OF BRUNSWICK

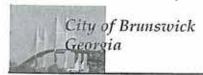
BRUNSWICK, GEORGIA







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Overall, within the downtown approximately 85% of the vehicles that were observed parked downtown stayed in the same parking stall less than 2 hours. **Table 2E** below shows the results of all 293 on-street spaces that were observed for the turnover portion of the study. Some of these spaces were not designated with time limitations.

Table 2E - Total Turnover Results Summary

Total Number of Vehicles Counted	872	100.0%
Number of Cars that Stayed 9 to 10 Hours (10 Circuits)	4	0.5%
Number of Cars that Stayed 8 to 9 Hours (9 Circuits)	5	0.6%
Number of Cars that Stayed 7 to 8 Hours (8 Circuits)	15	1.7%
Number of Cars that Stayed 6 to 7 Hours (7 Circuits)	13	1.5%
Number of Cars that Stayed 5 to 6 Hours (6 Circuits)	6	0.7%
Number of Cars that Stayed 4 to 5 Hours (5 Circuits)	16	1.8%
Number of Cars that Stayed 3 to 4 Hours (4 Circuits)	24	2.8%
Number of Cars that Stayed 2 to 3 Hours (3 Circuits)	47	5.4%
Number of Cars that Stayed 1 to 2 Hours (2 Circuits)	116	13.3%
Number of Cars that Stayed Less than 1 Hour (1 Circuit)	626	71.8%

#### 2.5.2 - Violations

Within the downtown core, there is a total of 235± two-hour limited spaces plus 17 handicap spaces on these same block faces. Two hundred thirty-five (235) of these 252 spaces (93%) were observed for turnover. Within these 235 spaces, 748 different vehicles were observed parking and of these, 104 (14%) were found to overstay the two-hour time limit. These results are summarized in **Table 2F** below and by the downtown map on page 2-13.



Table 2F - On-Street 2-Hour Violations Summary

Block Face	Street	# 2-Hour Spaces	Number of Handicap Spaces	Total Number of Spaces	Total Cars Parked	# Cars Overstayed 2 Hour Limit	%
4D	Newcastle	27	1	28	75	12	16%
8B	Newcastle	24	0	24	87	16	18%
9D	Newcastle	23	2	25	82	20	24%
13B	Newcastle	26	0	26	117	12	10%
14D	Newcastle	23	2	25	101	3	3%
18B	Newcastle	28	1	29	28	5	18%
19D	Newcastle	30	1	31	78	19	24%
7C	Gloucester	12	2	14	56	4	7%
8C	Gloucester	4	1	5	17	0	0%
9C	Gloucester	2	0	2	9	2	22%
10C	Gloucester	8	0	8	25	7	28%
12A	Gloucester	13	2	15	63	2	3%
14A	Gloucester	3	0	3	10	2	20%
Total		223	12	235	748	104	14%



FOR THE CITY OF BRUNSWICK

BRUNSWICK, GEORGIA

FERCENTAGE OF VIOLATIONS





Charles on the day of the con-RICH William

DATE: 01-12-01 DRAWLBY: 6WC FILE:



#### 2.6 - Parking Demand Determination

In order to calculate the parking needs for downtown Brunswick, Rich and Associates relied upon a proven methodology that collects the unique characteristics of the community. The characteristics applied to the square footage values for each type of land use allows the determination of the downtown parking needs.

#### 2.6.1 Methodology

The determination of downtown parking characteristics is accomplished by means of various surveys distributed to downtown business owners and their employees. Approximately 120± manager surveys were distributed of which 41 surveys (34%) were returned. Based on information contained in the surveys, Rich calculated the parking generation rates for each of the various uses downtown. For most businesses, the parking generation rate is a ratio of number of parking spaces required at peak time per 1,000 gross square feet of business floor area. In the case of residential or for hotel uses, the ratio is calculated per dwelling unit. This ratio varies by business type (i.e. retail, office, restaurant, residential etc). The values calculated for the City of Brunswick as well has how these values compare to some other recent studies completed by Rich are shown by **Table 2G** below.

Table 2G - Parking Generation Rates

Category	City of Brunswick (Current)	City of Fort Walton Beach, FL	Village of	City of Del Ray Beach, FL	City of Wilmington, NC
Retail	1.51	2.04	2.35	3.00	2.61
Office	2.40	2.39	2.20	2.60	2.64
Public	2.21	1.60			
Restaurant	3.73	1.99	6.25	12.50	7.72
Service	3.44	5.57	7.95	3.00	3.51
Financial	2.09				
Residential	1.25	1.00	1.25	1.28	1.28
Other	0.71				
I (Mixed Use)	2.45	2.14	3.56	3.00	2.77
Hotel*	NA			1.00	
Special*	NA				
Library		1.6	2.00		0.45

The parking generation rate is applied to the appropriate square footage or dwelling unit value for each business to calculate the number of parking spaces required at peak time. This was then compared to the observed peak hour utilization. Using the calculated parking generation rates, the calculated parking demand for the core study area was determined to be 614± spaces required during the peak hour. This compares

City of Brunswick Georgia

favorably with the corrected observed occupancy for the peak hour, which was noted as 522± spaces actually observed that when corrected to account for the sample percentage (spaces not directly observed) results in an anticipated 601± expected spaces occupied. The 614± space calculated demand compared to the 601± space corrected observed demand shows there is a reasonable correlation between the demand model and actual conditions.

The demand determination does not include performances at the Ritz Theater or other infrequent activities that may bring a large number of participants to the downtown. The demand determined reflects conditions during typical weekday business hours.

#### 2.6.2 - Parking Demand (Current Calculated)

The parking demand was calculated for each block. The short-term (customer/visitor) component of the parking needs was calculated and added to the long-term (employee) parking needs on each block developing to a block total. This was then compared to the combined on-street and off-street parking supply for each block to develop a net surplus or deficit for each block and core study area. Overall, the "core" blocks have a total parking surplus of 520± spaces. However, the results of the existing parking demand calculations showed that five blocks would experience a deficit condition. This simply means that the parking supply on these blocks was insufficient to support the demand for parking on these same blocks. Only three of the five blocks (block 4, block 13 and block 19) had deficits greater than 10 spaces. Block 13 had a deficit of twenty-eight spaces while block 19 had a fifteen-space deficit and block 4 had a seventeen-space deficit.



Table 2H - Current Surplus / (Deficit) by Block

_		emand		S	Supply					
Block	Short- Term	Long- Term	Total	On-Street Of	f-Street	Total	Surplus (Deficit			
4	16	72	88	31	40	71	(17			
5	2	23	25	30	77	107	82			
7	6	14	20	36	0	36	16			
8	15	33	48	49	0	49	1			
9	9	34	43	42	0	42	(1)			
10	2	18	19	27	62	89	70			
12	20	54	74	47	44	91	17			
13	21	54	75	47	0	47	(28)			
14	19	35	54	58	0	58	4			
15	10	23	33	21	104	125	92			
17	5	11	16	11	3	14	(2)			
18	1	7	8	39	6	45	37			
19	15	44	59	44	0	44	(15)			
20	2	19	21	35	90	125	104			
22	0	0	0	28	28	56	56			
23	10	20	30	39	8	47	17			
24	0	0	0	30	14	44	44			
25	0	0	0	25	19	44	44			
TOTAL	153	461	614	639	495	1,134	520			

= Blocks Along Newcastle

If only those blocks that are adjacent to Newcastle Street are included, then these had a combined parking demand of 405± spaces compared to a supply of 447± spaces resulting in a 42-space surplus. This is shown by Table 2I on the following page.

A map showing the current surplus or deficit of parking spaces in on page 2-18



Table 2I - Newcastle Blocks Only Parking Demand vs. Supply

		ipply	Su		emand	D	
Surplus (Deficit)	Total	-Street	-Street Off-	Total	Long- Term	Short- Term	Block
(17)	71	40	31	88	72	16	4
1	49	0	49	48	33	15	8
(1)	42	0	42	43	34	9	9
(28)	47	0	47	75	54	21	13
4	58	0	58	54	35	19	14
37	45	6	39	8	7	1	18
(15)	44	0	44	59	44	15	19
17	47	8	39	30	20	10	23
44	44	14	30	0	0	0	24
42	447	68	379	405	299	106	TOTAL



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Table 2J - Current & Future Surplus Deficit Summary - Base Option (Existing Parking Generation Rates)

10-Year		Surplus Surplus	S.Veer 50.Veer			-			33				1961			70 70		(8) (63)	L				164 104				44 64	459 415
5-Year		Added Su	1	L	t	+		+	160	-	+	t	4	2 60	100	7,	12		0	+		-				F		200
		Surplus /	3.Voar			+		1	9	(10)	8	1 2	200	(8)	70.	101	1931	(4)	26	18	(16)	(61)	101	123	52	12	7	469
3-Year		Added	Supply		T	T	1	1	141	t	T	T	Ì	T	T	T	9	1	t	8		F						191
ent		Surplus (Deficit)	(Current)		T	T	1	T	0	ITH	89	1 9	-	0	100	12	(28)	9	92	(2)	37	(12)	101	99	17	44	44	520
Current		Parking	Supply		Ī	Ī	Ī	Ī	0	7:1	1001	55	40	42	89	91	47	28	10	14	45	#	125	18	47	*	#	1,134
65.50	10-Year	10-Year	Pk Drind			1	T	T	258	83	10	2	1 58	87	55	98	11	E	8	16	R	99	21	0	33	36	0	1,050
	35	5-Year	Pk Dmnd					T	268	92	25	22	18	\$	95	8	11	99	33	16	29	193	21	0	36	25	0	1,036
60%	5-Year	Future	-	SE			T	T	70,000						ľ				Ĭ									70,000
		3-Year	Pk Dannel		T		T	Ī	55	05	12	21	202	45	19	79	76	29	33	16	19	63	23	0	34	17	0	829
40%	3-Year	93		Units										-							20		1					20
		Future	Adju	SF					25,000												16,800			1				41,800
		Demand	(Current)						0	99	52	20	48	43	19	74	75	54	33	15	100	88	21	0	30	0	0	614
,		Vacant		000	2.50	250	250			2,500		1,400	22,000	2,100		5,600	1,000	8,100			2,600	3,950			3,400	16,800		69,450
		Hotel		000	125	128	123															1	1	1				0
		Commercial		2,45	245	2.45	2.45					1,000		S.	-		2,500			4,800			1	1				8,300
		Other	2000	170	0.71	17.0	0.71		П			2,000		8,000			5,400			6,200	1							21,600
		Residential	200	100	125	123	19	l.		2							9					4	1			1	1	14
		Financial		2.09	2.09	2.08	2,09	Base Year Values	П					9,800			2,700	4,700	12,000				1	1	1	1		29,200
		Service	21075	3.44	3,44	3.44	3.44	Bas				100							1,000	1		1	1	1		1		1,000
		Restaurant		3.73	3.73	3.73	3.73			2,700		3,000	1,350				7,400	5,400				2,500		1			00000	75,350
		Public	0.000	2.21	2.21	221	221									27,000	200000					1	1		7,078	1	2000	34,876
	İ	Office		2.40	2.40	2.40	2.40			24,900	10,300	600	7,200	6,200	8,100		4,100		1		3,200	10,400	8,700	1	1	1	44.444	93,700
		Retail		1,51	1,51	151	1,51			10,300		2,000	17,300	1,500		9,400	8,100	15,700	3,000			13,300			9,800	1	200,000	1008/02
		Block		Current	3-Year	5-Year	10-Year			7	20	1	60	on	9	12	13	22	5	17	20 5	13	20	22	2	22	c	



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#### 2.8 - Future Projections - Alternative Scenario

As noted previously, Rich has also projected the future parking needs assuming that the catalyst created by the completion of the Oglethorpe Block Development will lead to increased activity and therefore higher parking generation rates than were experienced at the time of the fieldwork. Rich has assumed a staggered growth of a 5% increase in the parking generation rates over the next three years, a 10% increase within the next five years and a 20% increase in the parking generation rates over the next 10 years.

The alternative factors are shown by the following table.

Table 2K - Alternative Parking Generation Rates

Category	City of Brunswick (Current)	3-Year Projection (+5%)	5-Year Projection (+10%)	10-Year Projection (+20%)
Retail	1.51	1.59	1.66	1.81
Office	2.40	2.52	2.64	2.88
Public	2.21	2.32	2.43	2.65
Restaurant	3.73	3.92	4.10	4.48
Service	3.44	3.61	3.78	4.13
Financial	2.09	2.19	2.30	2.51
Residential	1.25	1.31	1.38	1.50
Other	0.71	0.75	0.78	0.85
Commercial (Mixed Use)	2.45	2.57	2.70	2.94
Hotel*	NA	1.25	1.25	1.25
Special	NA	3.68*	2.82**	2.82**
Vacant	NA	2.50	2.50	2.50

<sup>\*</sup> Blended Factor for Conference Center + Office Space (Oglethorpe Block)

#### 2.8.1 3-Year Projection

With the 5% increase in the parking generation rates, the peak hour parking demand would be 858± spaces. This compares to 826± spaces required at peak using the existing parking generation factors determined during the fieldwork. Using the higher values, the 3-year surplus has decreased from the 469± spaces projected using the base option values to 437± surplus spaces with the higher parking generation rates. The same seven blocks as was determined using the base option would experience a shortfall. The deficits range from a low of 6± spaces up to 33± spaces short. This is shown by the map on page 2-30.

<sup>\*\*</sup> Blended Factor Conference Center + Commercial Space (OgleThorpe Block)



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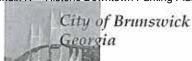




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#### 2.9 Zone Analysis

While much of the discussion to this point has shown the surplus and deficit conditions for individual blocks and for the core study area as a whole, the more appropriate analysis is to consider the parking needs for various "zones" within the downtown. This is for several reasons. Focusing on individual blocks, discounts the frequent occurance where the parking intended to service a particular block or development may be directly across a street. It also discounts the possibility that a lot or structure could be designed with the intent of servicing several blocks or developments. Alternatively, focusing only on the entire study area discounts the acceptable walking distance that a patron or employee may be willing to travel. Although the "study area" shows a surplus, the location of where the surplus is occuring may be too far for patrons to want to walk. For these reasons, a zone analysis is the more appropriate method to consider when assessing the adequacy of a downtown parking situation. It groups appropriate blocks together into a parking zone so that the adequacy can be determined of some blocks that may have surplus parking to support contiguous or nearby blocks that may have parking deficits. Two zones have been considered. Zone 13-20 consists of blocks 13,14,18,19 and 20 while Zone 3-9 consists of blocks 3,7,8 and 9. The zone analysis has been prepared demonstrating both the base and alternative conditions and demonstrating the current and 3, 5, and ten year projections.

#### 2.9.1 Base Conditions

The zone analysis using the parking generation rates as determined for the existing condition shows that both evaluated zones will continue to have surplus parking for the 10-year forecast period. However, by the ten year projections, Zone 13-20 will only have an 18± space surplus while Zone 3-9 will be down to only a 9± space surplus.

#### 2.9.1.1 Current Conditions

Zone 13-20 shows an overall surplus of 102± spaces. Most of this is the result of the surplus parking on the lot on block 20, which is behind Tait Feed. For Zone 3-9, the surplus is 16 spaces most of which is located on Block 7.

#### 2.9.1.2 3-Year Projections

Within the three year forecast window, Zone 13-20 although it still shows a surplus, the extra capacity has been reduced from 102± spaces down to 36± spaces again as a result of the excess capacity on block 20. Zone 3-9 has seen its surplus increase to 40± spaces primarily because of the extra spaces developed in conjunction with the Oglethorpe Block (block 3) being available.



#### 2.9.1.3 5-Year Projections

The five year zone forecast shows that both zones would have surpluses but that each relies primarily on one block to provide the surplus capacity to support the zone parking. Zone 13-20 has a 33± space surplus that means it is about 90% full while Zone 3-9 has a 25± space surplus that equates to 94% occupancy. These percentage occupancy values mean that within each zone, the parking is functionally full.

#### 2.9.1.4 10-Year Projections

The 10-year forecast shows both zones not only functionally full (in excess of 90% occupancy) but also nearly completely full with only 18± surplus spaces in Zone 13-20 and down to as few as 9± extra spaces in Zone 3-9.

Table 2M -Base Zone Surplus / Deficit Results

Zone		Current	Curalua I
13-20	Demand	Supply	Surplus / (Deficit)
13	75	47	(28)
14	54	58	4
18	8	45	37
19	59	44	(15)
20	21	125	104
Total	217	319	102
%		68%	

	3-Year	98 TV
Demand	Supply	Surplus / (Deficit)
76	47	(29)
62	58	(4)
61	45	(16)
63	44	(19)
21	125	104
283	319	36
%	89%	

	5-Year	Sc 12 70
Demand	Supply	Surplus / (Deficit)
77	52	(25)
66	58	(8)
62	45	(17)
65	44	(21)
21	125	104
291	324	33
%	90%	

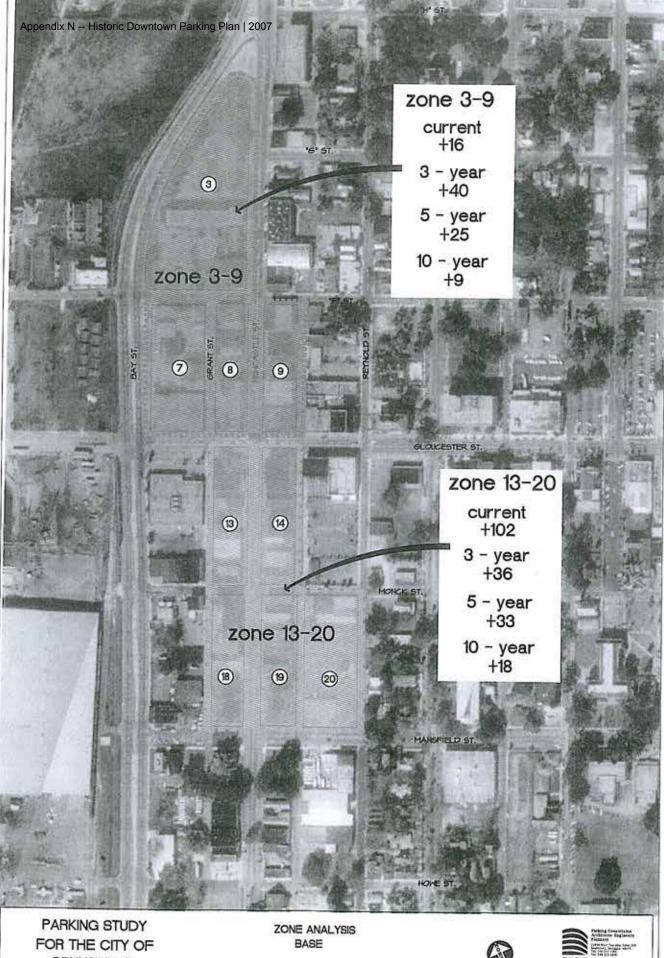
	10-Year	
Demand	Supply	Surplus / (Deficit)
77	47	(30)
71	58	(13)
64	45	(19)
68	44	(24)
21	125	104
301	319	18
%	94%	

Zone 3		Current	Surplus /
9	Demand	Supply	(Deficit)
3	0	0	0
7	20	36	16
8	48	49	1
9	43	42	(1)
Total	111	127	16
%		87%	

	3-Year	refer to the
Demand	Supply	Surplus / (Deficit)
92	141	49
21	36	15
70	49	(21)
45	42	(3)
228	268	40
%	85%	

	5-Year	ST W S
Demand	Supply	Surplus / (Deficit)
268	301	33
22	36	14
81	55	(26)
46	50	4
417	442	25
%	94%	

	10-Year	nevious 1
Demand	Supply	Surplus / (Deficit)
268	301	33
22	36	14
95	55	(40)
48	50	2
433	442	9
%	98%	



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#### 2.9.2 Alternative Scenario Values

The alternative analysis values reflect the higher parking generation rates that may be realized with the catalyst created by the new development downtown. As noted previously, Rich is assuming that the parking generation rates after three years will be about 5% higher compared to the existing values, about 10% higher after five years and perhaps 20% higher by the time of the ten-year forecasts.

Given these assumptions, by the time of the five-year forecasts, both zones would be about 97% full with only about 10 to 13 surplus spaces in each zone. By the time of the 10-year forecasts, both zones would have deficits. This would mean that customers and staff may have to walk further to other blocks outside the zone or that additional parking will have to be developed.

Table 2N - Alternative Scenario Zone Surplus / Deficit Results

		Current	E M COM A DECEMBER
Zone 13-20	Demand	Supply	Surplus (Deficit)
13	75	47	(28)
14	54	58	4
18	8	45	37
19	59	44	(15)
20	21	125	104
Total	217	319	102
%		68%	

3-Year				
Demand	Supply	Surplus / (Deficit)		
80	47	(33)		
65	58	(7)		
62	45	(17)		
66	44	(22)		
22	125	103		
295	319	24		
%	92%			

	5-Year	
Demand	Supply	Surplus / (Deficit)
84	52	(32)
71	58	(13)
65	45	(20)
71	44	(27)
23	125	102
314	324	10
%	97%	

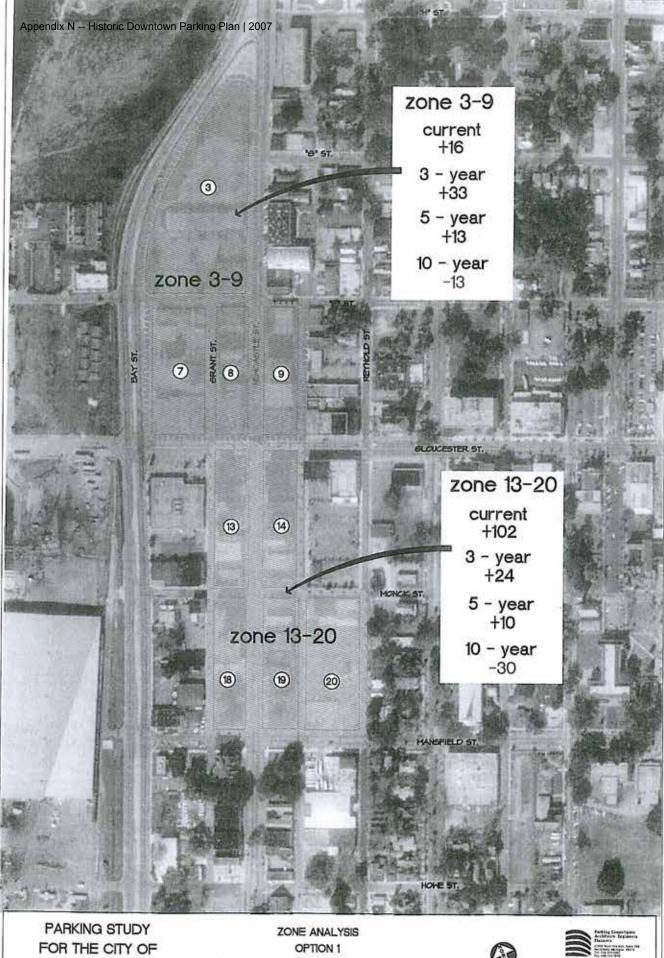
	10-Year	Mark Truly of
Demand	Supply	Surplus / (Deficit)
92	47	(45)
82	58	(24)
70	45	(25)
80	44	(36)
25	125	100
349	319	(30)
%	109%	

Zone		Current	Surplus /		
3-9	Demand	Supply	(Deficit)		
3	0	0	0		
7	20	36	16		
8	48	49	1		
9	43	42	(1)		
Total	111	127	16		
%		87%			

3-Year					
Demand	Supply	Surplus / (Deficit)			
92	141	49			
22	36	14			
73	49	(24)			
48	42	(6)			
235	268	33			
%	88%				

5-Year					
Demand	Supply	Surplus / (Deficit)			
268	301	33			
24	36	12			
86	55	(31)			
51	50	(1)			
429	442	13			
%	97%				

	10-Year	
Demand	Supply	Surplus / (Deficit)
268	301	33
26	36	10
105	55	(50)
56	50	(6)
455	442	(13)
%	103%	9



BRUNSWICK, GEORGIA



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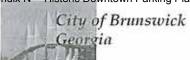
#### 3.0 Conclusions

The following section will discuss some of the conclusions reached as a result of the parking analysis performed for the City of Brunswick. These lead to the alternatives and recommendations to be discussed in Section 4.

- 3.1 Parking Demand vs. Supply
- 3.1.1 The parking demand analysis has shown that <u>currently</u> on both the overall basis and considering individual parking zones, that downtown Brunswick has sufficient parking.
- 3.1.2 Within about the next three years assuming development of the Oglethorpe Block, while the overall downtown should still enjoy a surplus of parking, the two primary zones considered within the downtown will begin to see a tightening of the surplus capacity as the peak occupancy will approach or perhaps surpass 90% occupancy at peak time during the day. This is partially dependent on the parking generation factors that may be experienced at that time.
- 3.1.3 Within about five years and assuming that the anticipated developments do occur, even assuming the conservative estimates of parking generation factors as determined for the current condition show that one zone (13-20) will achieve about 90% occupancy at peak while Zone 3-9 will achieve about 94% occupancy. Typically, 90% is considered "full parking" because of the perception that spaces may not be available near the patrons first choice and the need to have to "hunt" for available parking. Alternatively, if the higher parking generation factors are achieved (reflecting values about 10% higher than existing factors by this time) than both zones will be experiencing nearly 97% parking occupancy at peak time.
- 3.1.4 Within the ten-year time frame and assuming the higher generation rates that would be about 20% greater than the existing values, both zones would have deficits ranging from 13± to 30± spaces. Using the existing parking generation rates, the results show both zones achieving in excess of 94% of the parking supply occupied at peak time or functionally full.
- 3.2 Parking Utilization
- 3.2.1 Results from the occupancy study showed that about 50% of the available parking supply downtown is currently occupied at peak.
- 3.2.2 Analysis of the two-hour limited spaces showed that about 85% of vehicles are staying less than two hours. However, this analysis also showed about 14% of vehicles was overstaying the two-hour limit in the time-limited spaces.



- 3.2.3 Parking enforcement was performed by a part-time volunteer working throught the police department. Since that persons retirement, no regular parking enforcement has been performed.
- 3.3 Parking Supply
- 3.3.1 Within the total study area, the parking supply is evenly split in the number of onstreet and off-street parking spaces provided.
- 3.3.2 Considering just the "core" blocks of the study area, there are more on-street spaces (56% of the supply) compared to the number of off-street spaces.
- 3.3.3 At present the City controls none of the off-street parking supply. The only "publicly" provided parking consists of on-street spaces. All off-street supply is privately controlled although not all lots are marked.
- 3.3.4 Parking supply across Bay Street is not included due to the physical barrier provided by the roadway.
- 3.4 Signage
- 3.4.1 Parking signage is presently limited within the downtown. Since there are no public off-street lots, there are no directional or other parking signs. The only signs downtown are the ones that designate two-hour spaces along Newcastle and some other streets. Many of these do not have an "official" look to them. As such, many patrons may have the opinion that the signs were put up by individual businesses and do not have the enforcement of law behind them.



#### 4.0 Recommendation Summary

The following section summarizes Rich and Associates recommendations to the City of Brunswick for meeting its future parking needs and addressing some of the shortcomings in the current parking operation. A more detailed explanation of the recommendations can be found beginning on page 5-1.

Operational Recommendations
Parking Enforcement
Long-term Parking
Marketing of Parking

Functional Recommendations
Parking Supply
Parking Signage

#### 4.1 Operational Recommendations

#### 4.1.1 Parking Enforcement

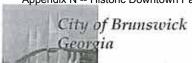
- 4.1.1.1 Maintain the two-hour time limit for on-street parking on Newcastle Street and other key on-street locations.
- 4.1.1.2 Look to hire or allocate a part-time parking enforcement officer. The number of employees parking for extended periods in two-hour designated spaces is placing a hardship on businesses that depend on the close convenient parking in front of or near their businesses.
- 4.1.1.3 In the future particularly as development increases, consider purchasing hand-held enforcement units. These allow the enforcement officer to track habitual offenders while excusing a downtown patron who may have innocently overstayed the time limit.

#### 4.1.2 Long-term Parking

4.1.2.1 Allow a business to "purchase" a limited number of long-term (up to 4 hours) on-street parking permits. They could hand these out to customers to permit extended stays beyond two-hours.

#### 4.1.3 Marketing of Parking

4.1.3.1 As new development proceeds and off-street public parking is developed, implement a marketing program so that downtown businesses and customers can be made aware of the availability of free off-street parking. This can begin with an educational process on the importance of maintaining the on-street spaces for short-term customer use. This could be especially important with restaurant development



#### 5.0 Detailed Recommendations

The following section will detail the recommendations that were described in the previous section including timing and costs.

#### 5.1 Parking Enforcement

Issue: Need for short-term convenient on-street parking for customers and visitors. Extended use of two-hour on-street parking by employees makes the downtown less convenient for customers / visitors. Enforcement not regularly performed since retirement of part-time volunteer.

#### RECOMMENDATIONS:

- 5.1.1 If not able to recruit volunteer for enforcement duties, seek to provide at least part-time paid parking enforcement position. Without adequate enforcement, the parking system cannot operate as it should.
- 5.1.2 If part-time, make the days and hours of enforcement random so that an apparent pattern is not developed.
- 5.1.3 In the future as development increases and the need for full-time enforcement may become necessary consider purchasing hand-held enforcement system. This allows the enforcement personnel to track habitual offenders who can be cited with increasing fines.

Action Time: Immediate for enforcment staff,

Three to five years for hand-held units

Benefits: Forces employees to park in other than most convenient on-street spaces

insuring availabilty of these for customers / visitors to the downtown.

Costs: \$15 – \$20 per hour for enforcement staff

\$40,000 for hand-held units, hardware, software & training



Figure 5A: Parking Sign Type Examples

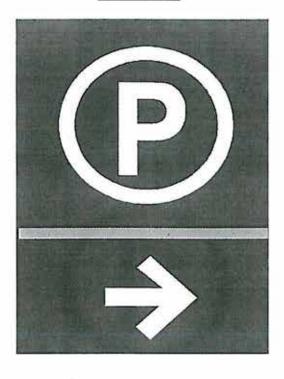
#### Introduction Sign



#### Location Sign



#### Direction Sign





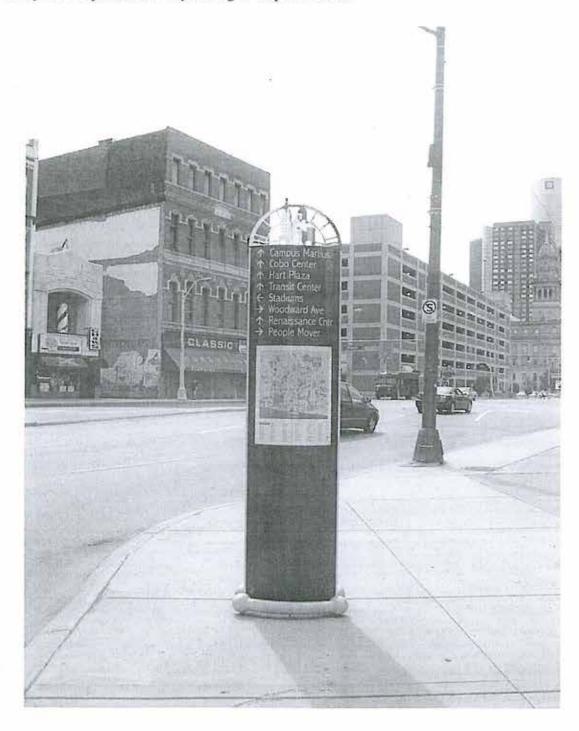
#### Identification Sign



This identification sign has 4" text lettering. The parking symbol or identification logo is approximately 26 inches in height.



This is an example of combining a vehicular and pedestrian wayfinding sign. The use of a map for the pedestrian wayfinding is very beneficial.











# SIDNEY LANIER PARK IMPROVEMENTS

CONCEPTUAL MASTER PLAN 03/03/15



# TABLE OF CONTENTS

PROJECT LOCATION
SITE PHOTOS
EXISTING PARK CONDITIONS
CONCEPTUAL MASTER PLAN
PARK FEATURES
COST ESTIMATES

### PROJECT LOCATION



1

## SITE PHOTOS



View looking North following overpass.

View of existing floating dock and boat ramp.

View of waterfront wetland vegeatation.

View from floating dock Sidney Lanier Bridge.



Parking with the pedestrian sidewalk.



Existing green space with protective bollards.

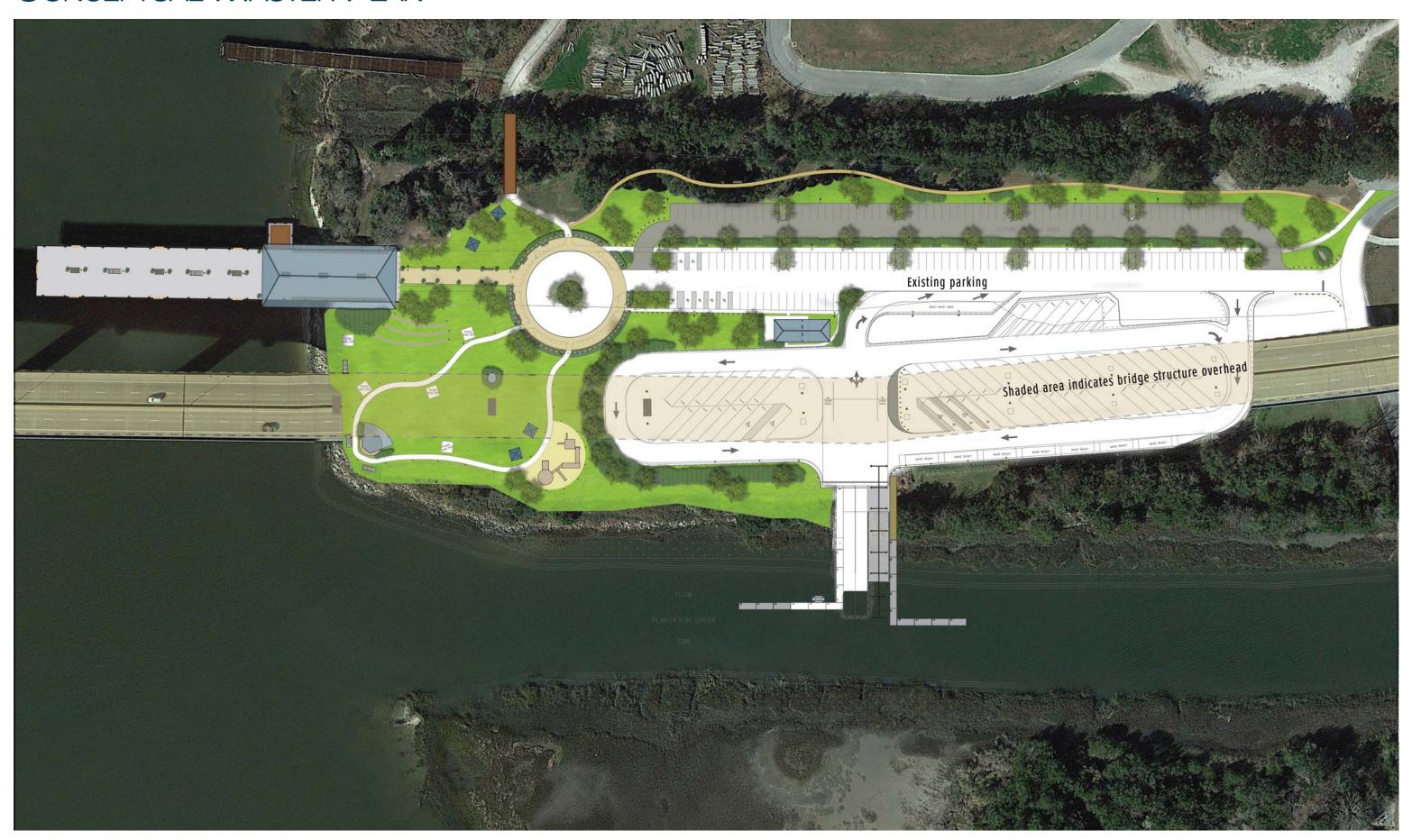


Boat launch parking area.

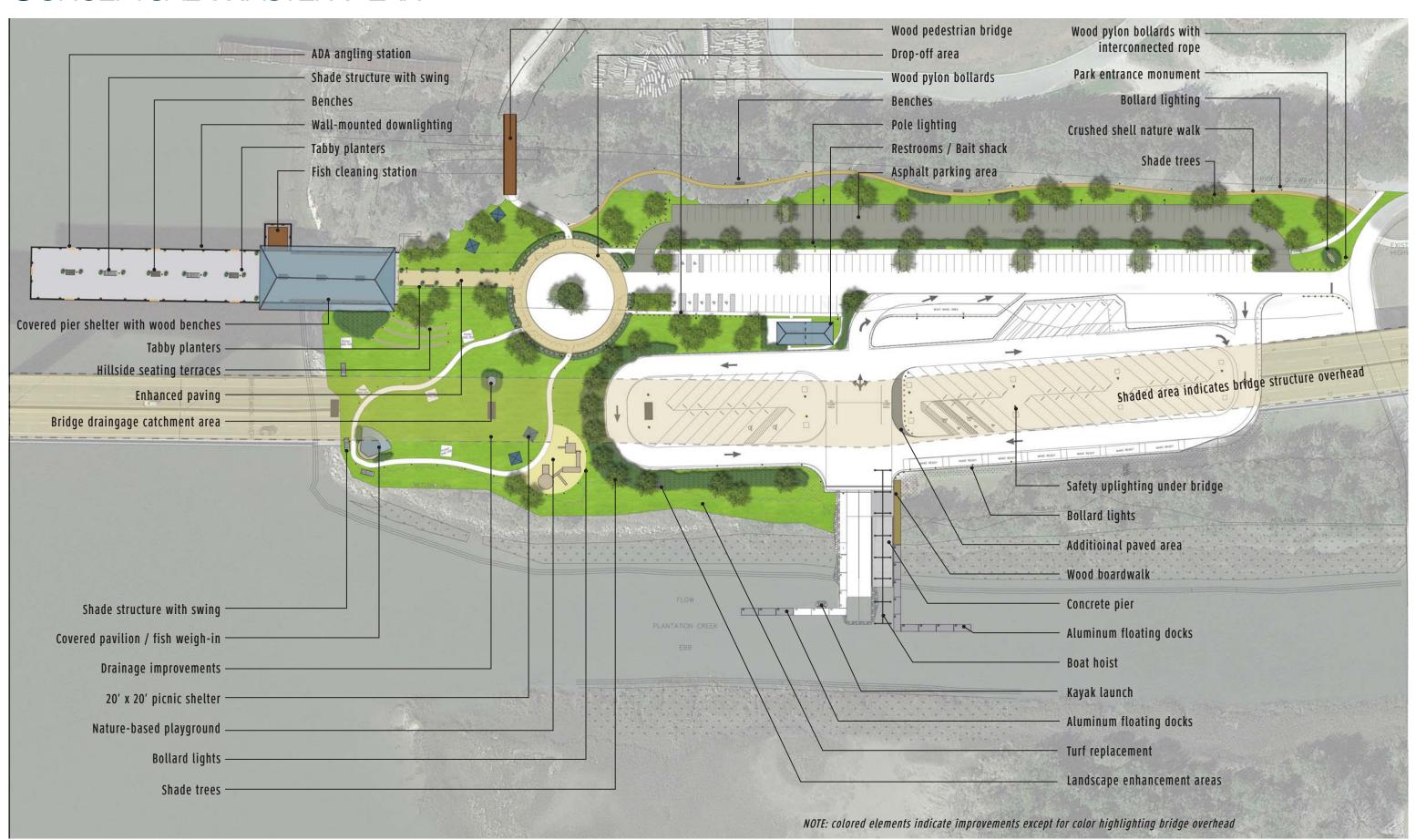
# EXISTING PARK CONDITIONS



# CONCEPTUAL MASTER PLAN



### CONCEPTUAL MASTER PLAN



### Park Features

**Pier Cover** 



Lawn



**Park** 



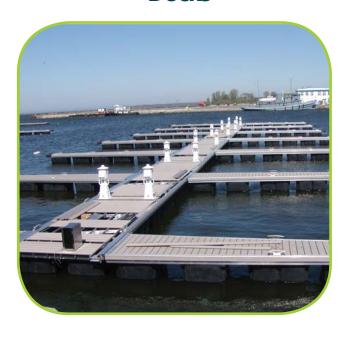
**Bollards** 



**New Sidewalk** 



**Docks** 



Crosswalk



**New Parking** 



### Park Features

**Terraced Seating** 



**Bollards** 



**Shade Trees** 



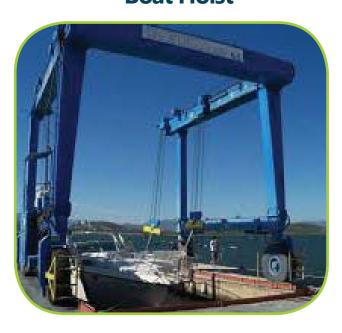
Shade Structure with Swing



**Bike Racks** 



**Boat Hoist** 



**Picnic Table** 



**Interpretive Signs** 



### PARK FEATURES

**Pier Fishing** 



Fish cleaning



**Landscape enhancements** 



**Pavilion** 



**Kayak Launch** 



**Telescopes** 



Appendix O -- Sidney Lanier Park Improvements Conceptual Master Plan | 2015

# Cost Estimates

### Sidney Lanier Waterfront Park Cost Estimates

Misc.							
	Description	Fet Oty	Lloite		Unit Drice		Amaunt
Item No.	<u>Description</u>	Est. Qty.	<u>Units</u>	_	Unit Price		Amount
1	Demolition	1	LS	\$	50,000.00		50,000
2	Hillside seating terraces	210	L.F.	\$	150.00		31,500
3	New Sidewalks	2,000	S.F.	\$	5.00		10,000
4	Waste receptacles	16	EA.	\$	500.00		8,000
5	Concrete Pavers / Specialty Paving	9,000	SF		12.00		108,000
6	200 amp electrical service at pavilion	1	EA.	\$	6,800.00		6,800
7	Striping	1,530	L.F.	\$	4.00		6,120
8	Wheel Stops	60	EA.	\$	24.00		1,440
9	High Visibility Crosswalk	1	EA.	\$	4,200.00		4,200
	Drainage improvements (catch basins, piping,						
10	grading, imported soil)	1	LS	\$	85,000.00		85,000
11	Regulatory Signage	1	L.S.	\$	2,500.00		2,500
12	Lighting (Eq & Inst., 30 Candle Ft/1500 Sq. Ft.)	310,000	S.F.	\$	0.66		204,600
13	Interpretive signage package (materials / design)	1	LS	\$	13,000.00		13,000
14	Road Arrow	12	EA.	\$	50.00		600
15	Emergency Call Box	4	EA.	\$	4,000.00		16,000
16	Traffic Control	1	L.S.	\$	6,000.00		6,000
17	Erosion Control	1	L.S.	\$	20,000.00		20,000
						\$	573,760
						_	210,100
Parking Lo	ts						
Item No.	<u>Description</u>	Est. Qty.	Units		<u>Unit Price</u>		Amount
1	Additional Parking Expansion subbase	35,150	S.F.		1.00	\$	35,150
2	Asphalt	5,884	S.Y.		15.00	\$	88,266
		-,				\$	123,416
						~	123,410
Maritime e	alements						
Item No.	Description	Est. Qty.	Units		Unit Price		Amount
1	Aluminum Gator Docks (Includes gangways)	12	EA.		10,000.00	\$	120,000
2	Fish Cleaning Station	1	LS.		5,000.00	\$	5,000
3	Dock Box (25x17x12)	8	EA.		300.00	\$	2,400
4	Misc Dock Components (cleats, hose bibs, etc)	1	LA.		5,000.00	\$	5,000
5	Fish Weigh-In Station	1	EA.		2,000.00	\$	2,000
6							2,000
U	II ivo Woll	) )	ΓΛ		7 (1(1() (1()		2.000 1
7	Live Well	2	EA.		1,000.00	\$	
7	Boat Hoist / Structure	1	LS		40,000.00	\$	40,000
7						\$ \$	40,000 9,000
	Boat Hoist / Structure	1	LS		40,000.00	\$	40,000
8	Boat Hoist / Structure Kayak Launch (attaches to Gator Docks)	1	LS		40,000.00	\$ \$	40,000 9,000
8 Landscapir	Boat Hoist / Structure  Kayak Launch (attaches to Gator Docks)	1 2	LS EA.		40,000.00 4,500.00	\$ \$	40,000 9,000 185,400
8 Landscapir Item No.	Boat Hoist / Structure  Kayak Launch (attaches to Gator Docks)  og <u>Description</u>	1 2 Est. Qty.	LS EA. <u>Units</u>		40,000.00 4,500.00 <u>Unit Price</u>	\$ \$ \$	40,000 9,000 <b>185,400</b> Amount
8  Landscapir  Item No.  1	Boat Hoist / Structure  Kayak Launch (attaches to Gator Docks)  ng  Description  Shade Tree	1 2 Est. Qty.	LS EA.  Units EA.	\$	40,000.00 4,500.00 <u>Unit Price</u> 800.00	\$ \$ \$	40,000 9,000 <b>185,400</b> Amount 51,200
Landscapin Item No. 1 2	Boat Hoist / Structure  Kayak Launch (attaches to Gator Docks)  Bg  Description  Shade Tree  Landscape enhancements	1 2 Est. Qty. 64 21,000	LS EA. Units EA. S.F.	\$	40,000.00 4,500.00 Unit Price 800.00 3.50	\$ <b>\$</b> \$ \$	40,000 9,000 <b>185,400</b> Amount 51,200 73,500
8  Landscapir  Item No.  1	Boat Hoist / Structure  Kayak Launch (attaches to Gator Docks)  ng  Description  Shade Tree	1 2 Est. Qty.	LS EA.  Units EA.	\$	40,000.00 4,500.00 <u>Unit Price</u> 800.00	\$ \$ \$	40,000 9,000 <b>185,400</b> Amount 51,200

Appendix O -- Sidney Lanier Park Improvements Conceptual Master Plan | 2015

# Cost Estimates

5	Irrigation (System Cost, Labor, Materials)	85,000	S.F.	0.75	\$	63,750
					\$	285,450
Buildings/S	Structures					
<u>Item No.</u>	<u>Description</u>	Est. Qty.	<u>Units</u>	<u>Unit Price</u>		<u>Amount</u>
1	Covered pavilion	1	L.S.	20,000.00	\$	20,000.00
2	Nature based play area	1	EA.	66,000.00	\$	66,000.00
3	Restrooms / Bait shack	1,200	SF	75.00	\$	90,000.00
4	Fish cleaning station deck	600	SF	30.00	\$	18,000.00
5	Pier Shade Structure	1	L.S.	150,000.00	\$	150,000.00
					\$	344,000
Amenities						
<u>Item No.</u>	<u>Description</u>	Est. Qty.	<u>Units</u>	<u>Unit Price</u>		<u>Amount</u>
1	Bike Racks	24	EA.	325.00	\$	7,800.00
2	20' x 20' picnic shelter	4	EA.	10,000.00	\$	40,000.00
3	Washdown Station	1	EA.	2,500.00	\$	2,500.00
4	Telescopes	4	EA.	1,599.00	\$	6,396.00
5	Removeable / Lockable Bollards	14	EA.	500.00	\$	7,000.00
6	Wood pylon bollards	1	LS	15,000.00	\$	15,000.00
7	Shade Structures w/ Swings	5	EA.	8,000.00	\$	40,000.00
8	ADA angling station	8	EA.	2,500.00	\$	20,000.00
9	Benches	27	EA.	810.00	\$	21,870.00
					\$	160,566
Operation	al Costs over a 10 year Horizon					
<u>Item No.</u>	<u>Description</u>	Est. Qty.	<u>Units</u>	Annual Cost		<u>Amount</u>
1	Part-Time Security	10	EA.	20,000.00		200,000
2	Landscape Maintenance	10	EA.	16,000.00		160,000
					\$	360,000
				Sub-Total:	\$	2,032,592
			10% Cons	truction Contingency:	\$	203,259
				Total Construction:	\$	2,235,851
			8%	Design / Engineering:	\$	134,151
				4% CM:	\$	89,434
				Total Cost:	\$	2,459,436
					-	

10



2040

# Metropolitan Transportation Plan

Brunswick Area Transportation Study (BATS) Metropolitan Planning Organization (MPO)





# **PREFACE**

Glynn County was designated an urbanized area by the Federal government following the 1990 census, which led to the establishment of the Brunswick Area Transportation Study (BATS) Metropolitan Planning Organization (MPO). According to Federal law, the transportation planning process must be carried out by MPOs for designated urbanized areas that exceed a population of 50,000, as well as the area expected to become urbanized within the next 20 years. The Lead Planning Agency, responsible for the BATS planning process, is the Glynn County Planning Department. In addition, the Georgia Department of Transportation (GDOT) provides technical support to, and coordinates with, the MPO throughout the transportation planning process.

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

Glynn County and the Brunswick Area Transportation Study are committed to the principle of affirmative action and prohibit discrimination against otherwise qualified persons on the basis of race, color, religion, national origin, age, physical or mental handicap, or disability, and where applicable, sex (including gender identity and expression), marital status, familial status, parental status, religion, sexual orientation, political beliefs, genetic information, reprisal, or because all or part of an individual's income is derived from any public assistance program in its recruitment, employment, facility and program accessibility or services.

Glynn County and the Brunswick Area Transportation Study are committed to enforcing the provisions of the Civil Rights Act, Title VI, and all the related requirements mentioned above. The Brunswick Area Transportation Study is also committed to taking positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its plans and programs.

The opinions, findings, and conclusions in this publication are those of the author(s) and not necessarily those of the Department of Transportation, State of Georgia, or the Federal Highway Administration.

Prepared in cooperation with the Georgia Department of Transportation and the Federal Highway Administration.



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<u>CHAPTER 1</u> INTRODUCTION



# The Long Range Transportation Plan / Metropolitan Transportation Plan

The Long Range Transportation Plan (LRTP) or, as designated in MAP-21, the Metropolitan Transportation Plan (MTP), is the 20-year plan that identifies the vision, goals and objectives, strategies, and projects that promote mobility within and through the region for both people and goods. This long range plan, which is required to be updated every five years, is focused on addressing the changing conditions and transportation needs of the MPO planning area and has a planning horizon year of 2040. The BATS planning area is shown in Figure 1.1.

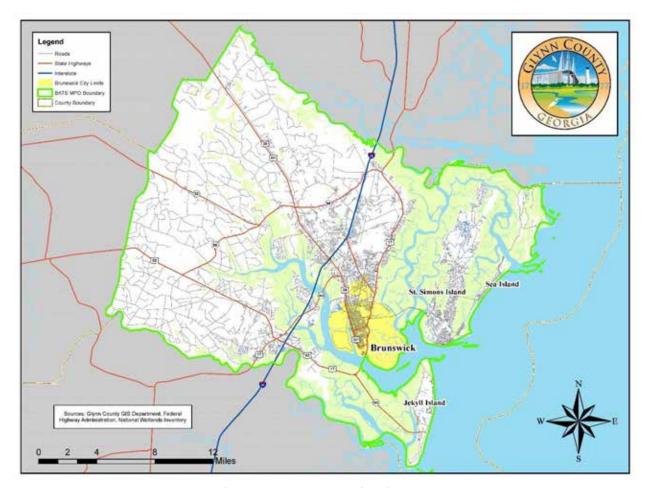


Figure 1-1: BATS MPO Planning Area

The MTP contains recommendations for various types of surface transportation including streets and roads, transit routes, and bicycle and pedestrian facilities. It also contains descriptions and assessments of conditions or factors affecting the surface transportation of persons, and the movement of freight.

Another important requirement of the MTP is its ability to demonstrate financial feasibility, by reconciling that anticipated revenues over the designated planning period will be adequate to cover the proposed project costs. The plan is divided into horizon years, or "cost bands," of either five or ten years. Within each of the cost bands, the project costs and anticipated revenues must be identified by year of



expenditure. Cost bands are defined as calendar years, beginning January 1 and ending December 31, and must not be more than 10 years apart. For the BATS 2040 MTP, the cost bands are:

- 2015 2020
- 2021 2030
- 2031 2040

By conducting a financial analysis, and demonstrating financial feasibility, or fiscal constraint, the MTP meets the federal long range planning standards, and presents a list of proposed projects that can realistically be anticipated over the life of the plan. In addition, those projects for which funding is not anticipated to be available is also captured in an unfunded project list, or Illustrative/Vision Plan.

# Moving Ahead for Progress in the 21<sup>st</sup> Century

In July 2012, passage of the Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation legislation established new and revised requirements for statewide and metropolitan transportation plans and programs, as well as for the underlying planning processes. Compliance with MAP-21's new and revised planning provisions is required for new plans. These provisions are set forth in MAP-21, and described more fully in the joint regulation issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) (23 U.S.C., Section 134 (h)).

MAP-21 emphasizes key components to be incorporated into the Metropolitan Transportation Plan. These include the establishment of a transparent and accountable framework for identifying and prioritizing projects, the establishment of a sound multimodal planning process, and the incorporation of eight planning factors outlined in federal transportation legislation.

Table 1-1: Federal Planning Factors

# FEDERAL PLANNING FACTORS

- Support the economic vitality, especially by enabling global competitiveness, productivity and efficiency
- 2 Increase the safety of the transportation system for motorized and non-motorized users
- 3 Increase the security of the transportation system for motorized and non-motorized users
- 4 Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- **7** Promote efficient system management and operation
- **8** Emphasize the preservation of the existing transportation system

The BATS 2040 MTP has been developed in accordance with the federal regulatory framework (23 CFR Part 450) in order to ensure compliance with all of the federal requirements. This plan update replaces the BATS 2035 Long Range Transportation Plan.



# Performance Measures

With the passage of MAP-21, the long range planning regulations and funding categories have been updated. MAP-21 outlines seven performance goals for long range transportation planning (23 U.S.C., Section 150). These goals include an emphasis on the following:

- Safety;
- Infrastructure Conditions;
- Congestion Reduction;
- System Reliability;
- Freight Movement and Economic Vitality;
- Environmental Sustainability; and
- Reduced Project Delivery Delays.

MAP-21 focuses on a performance driven planning process that includes established, consistent, and relevant performance targets that can be assessed to track progress towards the identified goals and measures. Operational and system management studies are a key element in this focus on performance and should examine the wide range of strategies to address congestion, improve mobility, and develop a sustainable multimodal transportation system.

The metropolitan transportation planning process is required to document performance measures and targets established by the MPO that support the seven national performance goals, and are coordinated to the extent possible with the Georgia Department of Transportation (GDOT) and with public transportation providers. In general, the performance standards are established at the national level, then at the state level, and then at the MPO level. The FHWA has also developed a recommended approach for developing performance measures referred to as SMART: Specific; Measurable; Agree; Realistic; Timebound. In addition, the GDOT is in the process of developing its performance measures and targets, which will then be considered by the MPO for incorporation into its own process for measuring and evaluating performance. By following the guidelines of the prescribed SMART approach, and coordinating with GDOT, the BATS MPO will be well positioned to develop performance measures that can be incorporated into its next MTP update.



# Federal, State, and MPO Coordination

Metropolitan planning processes are governed by federal law (23 USC 134), with regulations included in 23 CFR 450. Since 1962, federal law has mandated that metropolitan transportation plans and programs be developed through a continuing, cooperative and comprehensive (3-C) planning process. The Georgia Department of Transportation (GDOT), Georgia Ports Authority (GPA), and other providers of transportation services are part of the BATS MPO. In partnership with various federal, state, and local agencies the BATS works collaboratively to develop plans and programs that address the transportation needs of the region.





The MTP was prepared in accordance with federal statute (23 CFR Part 450), which requires the development and update of transportation plans every five years in air quality Attainment areas. Air quality designations are based on comparisons of actual pollutant emissions—not just from motor vehicles but all emissions sources—against the National Ambient Air Quality Standards (NAAQS). Glynn County is classified by the Environmental Protection Agency (EPA) as an Attainment area for air quality for all criteria pollutants.

This 2040 MTP is compliant with the regulations issued by the United States Department of Transportation (Federal Highway Administration and Federal Transit Administration) governing the development of transportation plans and programs for Urbanized Areas.

### Related Plans

### Transportation Improvement Program

The Transportation Improvement Program (TIP) is a comprehensive transportation planning document that lists all Federal, State, and locally funded transportation projects within the MPO's planning area – which, for the BATS, encompasses all of Glynn County and the City of Brunswick. All modes of transportation and transportation infrastructure are contained within the TIP, including roadways, bicycle and pedestrian facilities, bridges, and public transit, among others. The TIP is a short-range plan, required by federal regulation to be updated a minimum of every four years. The development of the TIP is coordinated with the GDOT, and projects funded within the TIP must also be included in the MTP.

# **Unified Planning Work Program**

The Unified Planning Work Program (UPWP) is adopted annually by the BATS and identifies the major transportation planning activities to be undertaken for the coming year. An important element of the



UPWP is the continuing update and maintenance of land use, demographic, and travel data needed to apply the regional travel demand model, which forecasts travel demands based on population and employment projections along with transportation facilities and services.

### Committees, Roles, and Responsibilities

The BATS MPO consists of three committees that meet jointly, approximately six times per year. Described below are the membership, roles, and responsibilities of those committees, as well as other planning bodies that contribute to the transportation planning efforts in Glynn County and the region.

### <u>Transportation Policy Committee</u>

The Transportation Policy Committee, or Policy Committee is the decision-making body for the MPO, comprised of elected officials, managers from the County and City, appointees from planning commissions, and representatives from GDOT. Decisions made by the Policy Committee are informed by technical input provided by professional transportation staff, and local input provided by concerned citizens. Significant tasks of the Committee include: Setting priorities for maintenance, improvement, and expansion of the overall, multi-modal network; adoption of various plans and programs; and, coordination with the FHWA and GDOT, in order to efficiently and effectively carry out transportation planning responsibilities.

Table 1-2: BATS 2015 TPC Membership

BRUNSWICK AREA TRANSPORTATION STUDY  TRANSPORTATION POLICY COMMITTEE		
Rodney Barry	Federal Highway Administration	
Mike Browning	Glynn County Board of Commissioners	
Robert Burr	Glynn County Airport Commission	
Russell McMurry	Georgia Department of Transportation	
Cornell Harvey	City of Brunswick	
Alan Ours*	Glynn County	
Ronny Smith	Jekyll Island Authority	
Bill Weeks	City of Brunswick	
Randal Weitman	Georgia Ports Authority	
Woody Woodside	Brunswick Golden Isles Chamber of Commerce	

<sup>\*</sup>Committee Chair

### **Technical Coordinating Committee**

The Technical Coordinating Committee (TCC) consists of federal, state, county, and city staff members, as well as representatives of local organizations. The members of this committee provide technical input for the transportation planning process to the Policy Committee. TCC membership also includes representatives of the Citizens Advisory Committee (CAC).



### Citizens Advisory Committee

The CAC is made up of citizens from throughout Glynn County who have expressed an interest in local transportation issues. This committee ensures that the needs, concerns, and questions of citizens are addressed, as citizen participation is an important part of the transportation planning process. The CAC is responsible for making recommendations to the Policy Committee, with a focus on the particular concerns, goals, and objectives of the public.

Table 1-3: BATS 2015 TCC and CAC Membership

BRUNSWICK AREA TRANSPORTATION STUDY			
TECHNICAL COORDINATING COMMITTEE & CITIZENS ADVISORY COMMITTEE			
Member	Agency		
John Anderson	Southeast Georgia Health System		
Paul Andrews	Glynn County		
Dave Austin	Glynn County Public Works		
Al Boudreau	Glynn County School System		
Bill Brunson	Glynn County Mainland Planning Commission		
Cornell Harvey	City of Brunswick		
Robert Burr	Glynn County Airport Commission		
Jeff Preston	College of Coastal Georgia		
David Hainley*	Glynn County		
Capt. J. Jordan	Brunswick Police Department		
Capt. Jim Kelly	Glynn County Police Department		
Olivia Lewis	Federal Highway Administration		
Dan McFee	City of Brunswick		
Bob Nyers	Glynn County		
Steve Oldaker	Citizens Advisory Committee		
Stanton Reecy	Georgia Department of Transportation		
Alice Ritchart	Citizens Advisory Committee		
Ronny Smith	Jekyll Island Authority		
Transportation Director	Coastal Georgia Regional Commission		
Randal Weitman	Georgia Ports Authority		
Will Murphy	Georgia Department of Transportation		

<sup>\*</sup>Committee Chair

### Glynn County Board of Commissioners

Glynn County's Board of County Commissioners is responsible for making policy decisions regarding the county's health, safety, and welfare. It also approves the annual budget that funds the departments within the Board's purview. The Board is composed of seven elected members, including five members who represent specific districts and two at-large members. Coordination between the Board and the MPO is important in order to establish consistent policies and priorities.



### **State Transportation Board**

The Georgia DOT is governed by the State Transportation Board, a 14-member body that supervises and oversees the activities of the State's transportation department. Each Board Member is elected by a majority of the General Assembly caucus from each Georgia's fourteen congressional districts to a five-year term. Authority of the Board includes approving long-range transportation plans, designating which public roads are included in the state highway system, and naming the GDOT Commissioner, among other powers. Coordination with GDOT is integral to the MPO process.

#### Sources:

- 23 CFR Parts 450 and 500 and 49 CFR Part 613: Statewide Transportation Planning; Metropolitan
   Transportation Planning
- http://www.fhwa.dot.gov/map21/factsheets/pm.cfm

CHAPTER 2
PLANNING CONTEXT



# Metropolitan Transportation Plan Framework

Along with carrying out the regulations defined in the Federal code, the Metropolitan Transportation Plan (MTP) also provides a framework for defining a region's goals, objectives, and strategies that will help strengthen its economy, provide enhanced mobility and connectivity, and improve safety and security. The MTP is a platform for planning for the future in order to protect important resources and direct available funding to priority projects that will benefit the overall network while considering the impacts to quality of life and the long term viability of a region's ability to prosper.

Included in this MTP are the goals and objectives defined for the Brunswick Area Transportation Study (BATS) planning area, significant opportunities and issues facing the region, as well as the projects and funding available to support those efforts. This plan also discusses how public participation in the planning process and coordination with other agencies help shape the contents of the MTP, in order to influence decisions that are made about the future of the region.



# Goals and Objectives

The goals and objectives identified for the BATS 2040 MTP are consistent with the eight federal planning factors found in the MTP's Introduction Chapter (Chapter 1), and provide the framework for the development of the plan. By identifying these goals and objectives, the BATS is providing a platform to establish standards that will help meet the mobility needs of people and goods throughout the planning area and region. Following are the goals and objectives for the BATS 2040 MTP.

Table 2-1: BATS MTP Goals and Objectives

	GOALS	OBJECTIVES	
-1	Support <b>Economic Vitality</b> , Development, and Competitiveness	Efficiently utilize limited public resources	
1		Improve access to national freight networks	
	Increase the <b>Safety</b> and <b>Security</b> of the Transportation Network	Encourage design features that enable all users	
		a convenient way to reach their destination	
		while minimizing conflict points among modes	
2		Promote pedestrian and bicycle safety through	
		public awareness	
		Support projects that aid in the event of a	
		natural disaster	
Enhance Accessibility, Mobility, and Connectivity for all Transportation Mo	Enhance Accessibility Mobility and	Utilize Complete Streets design policies	
	Connectivity for all Transportation Modes	Explore opportunities for public transportation	
4	Protect the Environment, Promote Energy Conservation, and Improve Quality of Life	Emphasize enhancements to transportation	
		facilities that preserve and complement natural	
		environmental features within the area	
		Coordinate transportation and land use	
		decisions	
-	5 Provide <b>Efficient</b> System Operation	Minimize congestion	
3		Promote coordination among modes	
6	Manage and <b>Preserve</b> the Transportation System to ensure Long-Term Sustainability	Allocate resources to maintain existing facilities	
		in a state of good repair	



# Planning Focus Areas

Glynn County, also representative of the BATS planning area, has many unique characteristics that differentiate it from other parts of the state, and the country. Its location in Georgia's coastal region positions it as a desirable tourist and retirement destination, while providing port access for freight activities. In addition, abundant natural resources, historic resources, and unique ecosystems are present in the region and add to its appeal. While the coastal environment offers many opportunities to attract visitors and spur economic growth, there are also challenges that must be dealt with in order to utilize resources appropriately and preserve quality of life.

For the purposes of the MTP, the focus is on transportation. As such, the goals and objectives of the plan are focused on ways to efficiently and effectively move people and goods throughout the region by a variety of means, while protecting natural and cultural resources. Some of the significant transportationrelated issues facing Glynn County include:

- Preserving the freight function to and from ports and factories, a critical component of the local economy;
- Improving the movement of people and goods to ensure the transportation network will be able to adequately accommodate anticipated future growth;
- Identifying alternative transportation modes, such as bicycle and pedestrian facilities, in order to provide mobility options to the various segments of the population within the county;
- Protecting the numerous natural and cultural resources that exist throughout the county in order to preserve an environment that is desirable and maintain a high quality of life; and
- Emphasizing safety and security throughout the planning area as infrastructure improvements are made, and development and economic conditions continue to change and evolve.

### **Economic Vitality**

Economic vitality is important to any region, so it is critical that the BATS Metropolitan Planning Organization (MPO) ensures that infrastructure investments complement and enhance its ability to continue to increase economic activity. The location of the BATS planning area, in the coastal region of Georgia near the ocean, and with its convenient access to I-95, are key factors related to continued port and freight activity and increased tourism. Freight, and in particular ports, are critical to the local economy while tourism accounts for a large portion of the county's industry, both directly and indirectly. Visitors account for approximately \$800 million of Glynn County's annual economy. An increase in tourism and the retirement market could also lead to job creation and the recruitment of new businesses.

Providing transportation infrastructure that preserves the existing functions and improves efficiency and operations will help the MPO planning area accommodate the population and development anticipated, while positioning the area to be competitive. Not only is this a priority for the MPO, but for the state as well:

By investing \$15 billion over the next 20 years in new limited-access bypasses, rail capability improvements, Governor's Road Improvement Program (GRIP) corridors that align with highvolume freight routes, and improvements that address the worst bottlenecks and connectivity



gaps in the network, the state could generate \$100-115 billion in additional GDP growth and 90,000 new jobs. (GDOT Statewide Strategic Transportation Plan 2010-2030, April 2010)

# Ports and Freight

Protecting the State's investment in port facilities, and rail and truck access, by limiting land use conflicts, is an important consideration for the BATS MPO due to its existing freight infrastructure and its established port facilities (see Figure 2-1). The vast majority of freight volume within the BATS planning area is carried by truck (approximately 95 percent), with the vast majority of truck travel occurring on I-95. Other major routes within Glynn County, such as US 17 providing access to the northeastern part of South Georgia and US 82 which provides access to the western parts of South Georgia, are important corridors for truck travel, and also because they connect trucks to the ports located in Glynn County. In particular, the Colonel's Island Terminal, the largest of the Brunswick and Georgia Ports Authority (GPA) terminals, is comprised of two distinct freight uses, agricultural-bulk (agri-bulk) and roll-on/roll-off (Ro/Ro) cargo. This Ro/Ro terminal is one of the busiest US ports for Ro/Ro cargo and imports, with plenty of room for expansion. All three of Brunswick's cargo sectors saw marked growth in fiscal year 2014.

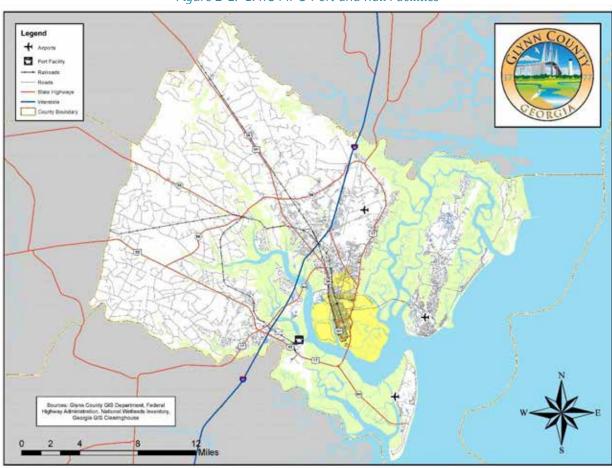


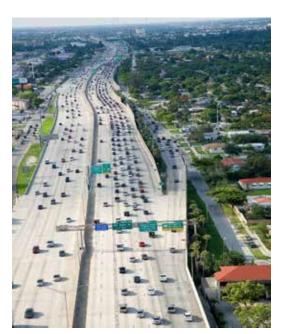
Figure 2-1: BATS MPO Port and Rail Facilities



Local developments and infrastructure projects that adversely impact freight trucking could jeopardize potential economic benefits the freight industry has established in the region. It will be important for the BATS MPO, Georgia Department of Transportation (GDOT), and other local stakeholders to carefully weigh the cost/benefit, safety, and quality of life issues associated with proposed projects that could potentially impact freight movement. Freight movement within the BATS planning area is discussed in detail in the Freight and Intermodal Transportation Chapter of the MTP (Chapter 5).

### **Regional Mobility**

As previously indicated, moving people and goods is an important theme of the MTP and an important aspect of the future success of the region. Moving people and freight is beneficial to the tourism and port industries present in the MPO's planning area. The MPO is well accessed by I-95, which bisects the region in a north-south direction. In total, the planning area is served by five exits off I-95. There are projects proposed within the planning area at Exits 29 and 38 of I-95, to improve those interchanges. In addition, some capacity upgrades accomplished through reconfiguration and widening are proposed on I-95 within the MPO planning area. These projects on I-95 ensure continued efficiency for freight movement, as well as accessibility and connectivity for residents and visitors within the MPO area, as well as within the region and state.



Glynn County is served by two airports within the county limits, which also provide access to the region. The Brunswick-Golden Isles Airport (BQK) and the McKinnon-St Simons Island Airport (SSI) both accommodate business travelers and visitors and are important to the economy of the County. The Brunswick-Golden Isles Airport is currently in the process of updating its Master Plan in order to develop recommendations to support the aviation growth of the airport over the next 20 years.

The interstate and airport projects are in part a response to the growth pressures being experienced in the county in areas around Exit 29 of I-95 (Southport area), and the area north of the Brunswick-Golden Isles Airport to the east of I-95. However, it is also recognized that the future potential of the area to attract tourism and jobs will rely on its ability to move people and goods, a function performed in large part by the interstate and airports.

*I-95: Glynn County* 

### **Alternative Transportation Modes**

One of the goals for the BATS MPO is to enhance accessibility, mobility, and connectivity for all transportation modes. A multimodal transportation network recognizes the needs of all users and provides different transportation options for different users. Specifically, the BATS MPO has made it a priority to evaluate its bicycle and pedestrian network, in order to determine what improvements can be made. The BATS has invested in a study to analyze the existing inventory and future needs of its bicycle and pedestrian network.



The following work has already been accomplished:

- Collaboration with local developments in the planning process in order to identify bicycle and pedestrian routes that can be implemented in coordination with public facilities;
- Encouraging local, non-profit, and state planning agencies to provide the BATS with opportunities to assist with the development of pathways; and
- Coordination among its committees, as well as with the GDOT, to collect location data in order to map its existing bicycle and pedestrian network, and to identify locations for proposed future facilities.

Creating an integrated and accessible bicycle and pedestrian network affords more options to those

without access to a vehicle to commute locally. This would include youth and/or elderly constituents who are not able to drive, as well as the 30 percent of Brunswick/Glynn County households that have one, or no vehicle. Finally, there have been numerous studies that document the health benefits associated with walking and biking. Less cars on the roads is also an air quality benefit to the region.

Other considerations for the BATS to take into account include:

- The implementation of bicycle and/or sidewalk facilities should be incorporated into larger roadway projects when possible to reduce the mobility costs associated with the construction of such facilities:
- Amenities such as bicycle racks, drinking fountains, and benches should be included at activity centers to promote bicycle and pedestrian friendliness in the BATS area; and



Golden Isles Bike Trails, Source: Golden Isles CVB

 Investing in bicycle and pedestrian facilities requires coordination to ensure that economic, environmental, and safety concerns are properly identified and adequately addressed.

The BATS MPO will continue to explore opportunities to fund bicycle and pedestrian projects. Community outreach and collaboration with partner agencies is critical to the process, particularly when discussing future needs of the region and its citizenry. Planning efforts, such as the study proposed, that inventory the existing network and make recommendations about proposed future expansion of the network put the MPO in a good position to implement projects as soon as funds become available. Bicycle and pedestrian projects are discussed in more detail in the non-motorized section of the MTP's Plan Development Chapter (Chapter 4).



### **Environment**

One of the defining features of Glynn County, and the BATS planning area, is its coastal location and abundance of natural and cultural resources. It is because of these attributes, in large part, that

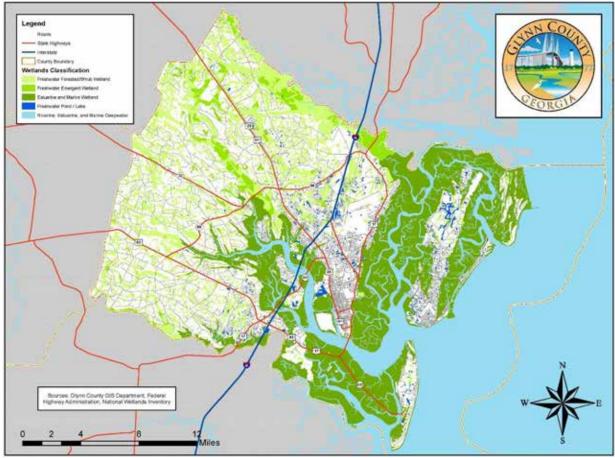
population, development, and tourism are anticipated to increase in Glynn County over the next several decades. In order for the county to realize its growth potential, and continue to be a desirable location for residents, retirees, and visitors, it will be important to protect and preserve its environment, including both the natural and cultural aspects.



Clam Creek, Jekyll Island, Source: Golden Isles CVB

Glynn County's geography is typical of Georgia coastal counties in that it is defined by large areas of wetlands and marshes, with a series of barrier islands beyond. The islands east of the intra-coastal waterway, often referred to as the Golden Isles, are a significant driver of tourism for the region. In addition, the county has an abundance of historic resources scattered throughout. Preserving these resources, while enhancing the transportation network through strategic investment, will benefit the county, region, and state.

Figure 2-2: BATS MPO Wetlands



While the coastal environment is a major contributing factor to the quality of life and the economy in Glynn County, many environmentally sensitive areas create constraints on development patterns. The need to protect the unique ecosystems on the barrier islands, as wells as the natural and historic resources located elsewhere in the county, limit the amount of land left to accommodate potential new development and the accompanying infrastructure.

### Climate Change

In addition to protecting existing resources, there are other environmental issues that impact transportation and transportation planning which have gained traction at the federal level. One such issue is climate change, which is particularly relevant to areas susceptible to sea level rise, as it is one of the effects associated with climate change. The Federal Highway Administration (FHWA) has completed research on climate change and provided the findings on best practices for MPOs to develop policies and strategies to deal with the identified impacts. Due to its coastal location, it will be important for the BATS MPO to understand potential impacts on existing and future transportation infrastructure and develop an approach to mitigate such impacts. The BATS MPO can build on the foundation provided by work accomplished by other organizations dealing with climate change and its coastal effects, such as the University of Georgia's River Basin Center.



Examples of impacts of climate change and sea level rise include higher than normal tides that occur more and more frequently. These high tides can impact access to the barrier islands, as well as infrastructure along low-lying facilities, such as US 17. With any new infrastructure investments, climate change effects, both now and in the future, must be a consideration in the location of the facilities.

#### Air Quality

Air quality is of particular concern for transportation planning agencies, such as the BATS, due to federal requirements associated with monitoring pollutant levels in the air. Ambient air quality in Glynn County is monitored by the Georgia Protection Division, which includes identifying the levels of different pollutants in the air. Acceptable levels of pollutants are defined by the US Environmental Protection Agency (EPA), including those of Particulate Matter, Carbon Monoxide, Ozone, and Nitrogen Dioxide, among others. The pollutant levels in Glynn County have not been found in excess of the EPA standards; therefore, the air quality in Glynn County is considered to be good.

# Safety and Security

Identified as two of the eight planning factors included in federal transportation regulations, it is clear that safety and security are important components of the metropolitan transportation planning process. The BATS MPO also identifies safety and security as one of its goals in this 2040 MTP. As population increases, and roadways become more congested, implementing safety and security measures becomes an even more significant consideration. Not only is roadway safety important, but it is important to determine how to integrate users of various modes into the overall transportation network, and how to safely accommodate them. These concepts are embraced by the objectives developed for this MTP to encourage design features that allow all users a convenient way to reach their destination with minimal conflict points, and to promote bicycle and pedestrian safety through public awareness.

Vehicle crash data was obtained from GDOT for the BATS MPO planning area for the years 2011-2014, as shown in Table 2-2 below.

**BATS MPO** Crashes **Injury Crashes** Year **Fatal Crashes** 2011 742 257 6 2012 557 8 265 2013 1492 582 11 2014 871 318 12 2011-2014 3662 1422 37

Table 2-2: BATS MPO Vehicle Crash Data

Source: GDOT

As evidenced by the numbers in the table, crashes increased in the planning area in 2013 compared with the years 2011 and 2012. In 2014, there were less overall crashes than in 2013, but fatal crashes were higher than in all three of the previous years documented. The locations of crashes are depicted in Figure 2-3 on the next page.



Non-Falsy Accide rces: Glynn County GIS Department, Federa ray Administration, National Wetlands Inventi-Georgia DOT

Figure 2-3: BATS MPO Crash Locations

The majority of crashes have occurred on I-95 and in the City of Brunswick, representing the roadway facility within the MPO planning area that carries the highest volumes of traffic, as well as the most densely populated location within the planning area. As expected, very few crashes were recorded in the western portion of Glynn County where population is sparse and there is little development. St Simons Island accounts for a fair amount of crashes on the southern end of the island, likely due to the density and concentrated development found there. The less developed northern region of the island experienced very few crashes. In the BATS area, as in other areas of the country, the increase in crashes could potentially be attributed to more distracted drivers. The State of Georgia recently passed legislation making it illegal to text and drive in an effort to address the issue.

Some safety improvements can potentially be addressed through projects incorporated in the cost feasible plan (see the Plan Development Chapter for more details). Others may qualify for, and be addressed through, the GDOT's Quick Response program, which implements small scale projects using available, set aside safety funding. Qualifying projects are typically those ranging from intersection improvements to operational improvements, such as signal timing, and are generally less than \$750,000 for all project phases. Projects can be submitted for Quick Response funding by local governments, the GDOT, or the FHWA.



Coordination with the State to develop strategies to reduce crashes and improve safety is important, especially since many of the high volume corridors within the BATS planning area are state-maintained roads (including I-95, US 17, US 82, and US 341). The GDOT and Governor's Office of Highway Safety (GOHS) work together to develop and maintain a Strategic Highway Safety Plan (SHSP) which identifies strategies to reduce high risk driving behavior. Georgia also has 10 highway safety emphasis areas with a corresponding Task Team.

Along with developing and implementing strategies to improve safety throughout the transportation network, managing the security of the network is equally important. The BATS coordinates with several local and state agencies to accomplish this goal. These agencies include the Georgia Emergency Management Agency (GEMA), Georgia Office of Homeland Security, GDOT, local police and fire departments, and the Glynn County Emergency Management Agency (GCEMA). Specifically, the GCEMA is tasked with the coordination and development of plans and procedures to help citizens prepare for, respond to, and recover from the impacts of natural and man-made disasters. In addition, a Local Emergency Planning Committee (LEPC), consisting of representatives of a multitude of emergency-related organizations, has been established to help protect and serve Glynn County residents. Glynn County has also instituted the CodeRED Emergency Notification System, a high-speed telephone communication service for emergency notifications.

### Hurricane Planning

Being a coastal county with the potential for hurricane evacuation, various precautionary measures and coordination efforts are in place to inform citizens, and aid in the event of an emergency. The GCEMA maintains the Glynn County Hurricane Plan, and provides information about how to respond in the event of a hurricane, including preseason preparedness, evacuation routes (see Figure 2-4), and important contact numbers. This information, and more, can be found on its website at: http://glynncounty.org/index.aspx?NID=644.



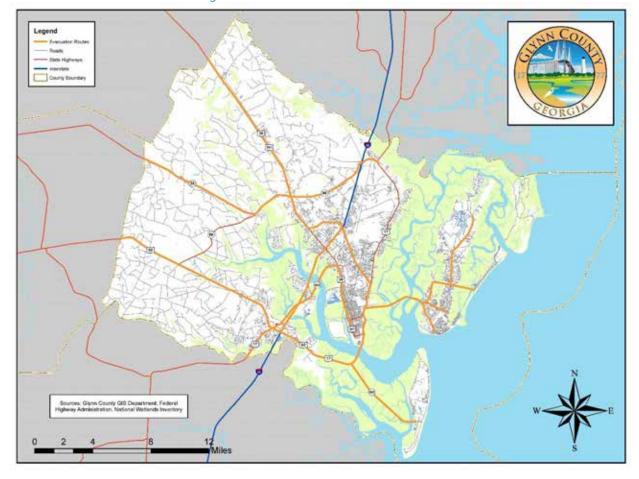


Figure 2-4: BATS MPO Evacuation Routes

At the State level, the GEMA created a Georgia Hurricane Plan (2013) which addresses hurricane preparedness, response, and initial recovery. The plan includes protocols and standard operating procedures in order for each agency associated with hurricane preparedness to be informed about how to respond prior to, during, and after hurricanes and tropical storms. The Georgia Hurricane Plan is available through the Georgia Office of Homeland Security website at <a href="http://www.gema.ga.gov/">http://www.gema.ga.gov/</a>

In addition to the above resources, a local emergency operations center has also been established to help facilitate coordination between local emergency response agencies and the GEMA.



# **Sources:**

- Georgia Ports Authority, FY 2014 Annual Report
- Community Assessment, Glynn County Comprehensive Plan Update (2007)
- City of Brunswick, Comprehensive Plan (2007)
- Georgia Strategic Highway Safety Plan
- Georgia Department of Transportation
- http://glynncounty.org
- http://www.gema.ga.gov/

Appendix P -- Brunswick Area Transportation Study 2040

PEOPLE, PLACES, AND TRAVEL TRENDS



Glynn County is one of the ten counties in southeast Georgia that comprise the Coastal Georgia Region. The coastal region as a whole is anticipated to experience significant growth over the next several decades. Contributing to the growth, Glynn County is also expected to grow in population by

approximately 25 percent between 2010 and 2040. With a population of 79,617 in 2010, projected to be 99,167 by 2040, the county figures to increase its populations by approximately 20,000 people over that time period.

The City of Brunswick is the sole municipality within the MPO planning area and has historically been the focal point of population and employment for the county. Although the City is not expected to have the same levels of population growth as the county through 2040, slight increases each decade are anticipated. In addition, St

# BATS MPO OVERVIEW

- 2013 US Census population estimates within the planning area is 81,533.
- Total area is 419.75 square miles.
- Planning area includes the Golden Isles which consists of four barrier islands: St Simons Island, Sea Island, Little St Simmons Island, and Jekyll Island.
- 1,392 total roadway miles in the planning area, with 42 miles of Interstate, 172 miles of state maintained facilities, and 1,178 miles of locally maintained roadways.
- Colonel's Island Terminal (Port of Brunswick) is the second busiest automobile port in the U.S.

Simons Island, the largest and most dense barrier island within Glynn County, is experiencing significant growth due to its desirability as a vacation destination. These are positive signs that the region is recovering from the economic downturn of the past decade.

Another indicator that the economy is showing signs of improvement is that employment is also increasing. Unique employment sectors are found throughout Glynn County, including tourism on its barrier islands, the Port of Brunswick, the Southeast Georgia Health System, and government services – highlighted by the Federal Law Enforcement Training Center (FLETC). The College of Coastal Georgia, located in Brunswick but serving a 12-county region, is actively seeking ways to increase enrollment which will provide an additional pool of resources for employers in the region. Each has contributed to strong economic growth for the BATS MPO planning area in recent years, which is projected to continue.

Population and employment information for the MPO planning area will be discussed in more detail in the following sections of this chapter. Socioeconomic data, and particularly socioeconomic projections, are the basis for estimating future travel demand in an area. The number and distribution of jobs, people, and schools play a key role in what transportation facilities are used, when they are used, and who uses them. These land use and transportation distribution patterns and trends help inform decision makers as they consider where to direct transportation investments. The methodology used to calculate the socioeconomic data can be found in Appendix A (BATS 2010 SE Data Memo).

# Population and Employment

The BATS MPO planning area and Glynn County share the same boundary. Within the planning area boundary is the City of Brunswick, which represents the only municipality. Being a coastal county, there are also several barrier islands, of which St Simons Island is the largest and most populated. Glynn



County's population has already grown approximately 2 percent since the 2010 Decennial Census, with the 2013 population estimate by the US Census at 81,533. Of the total county population, the City of Brunswick and St Simons Island account for the highest concentrations, 19 percent and 15 percent respectively. There are also concentrations of population north of the Brunswick city limits just east of the Golden Isles Parkway commercial corridor, and to the west of I-95 between Exits 36 and 38. The remainder of the county's population is dispersed throughout its unincorporated areas. As a result of the natural features that exist in this coastal region, certain areas of the county are undeveloped and unpopulated. Figure 3-1 displays population density for the MPO planning area.

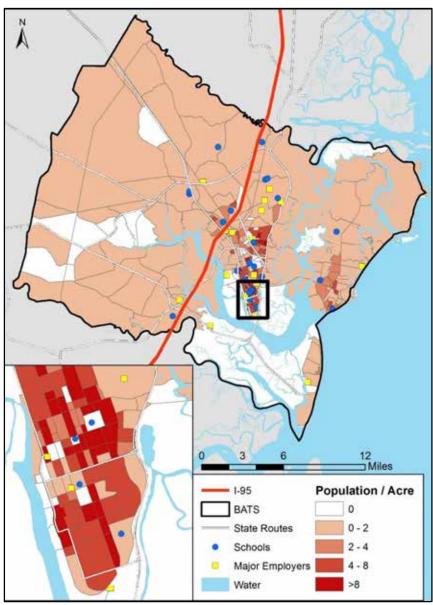


Figure 3-1: BATS MPO 2010 Population Distribution

Growth in the Coastal Georgia Region slowed as a result of the recession; however, the population within the county has continued to increase. This is mostly a result of the abundant natural resources that are present within the BATS MPO planning area, which offer a desired quality of life and niche economic



opportunities. Specifically, the tourism industry has led to increases in population and employment growth. The service industry, followed by retail, represent a substantial amount of the total employment within the county.

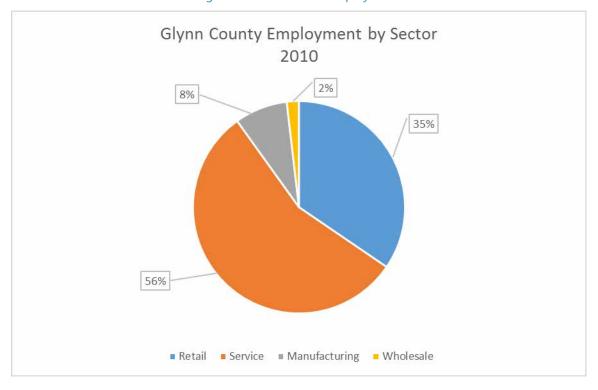
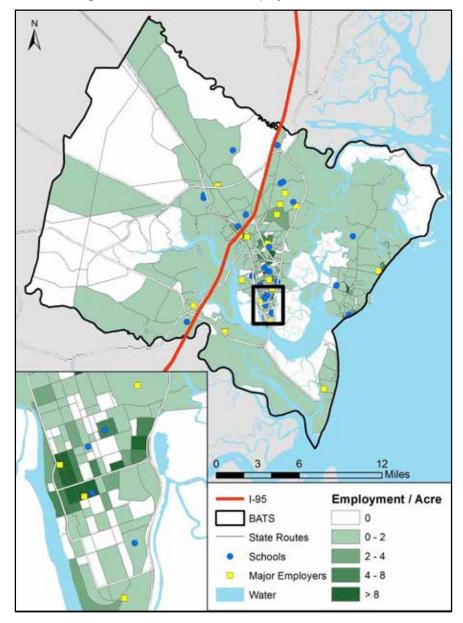


Figure 3-2: BATS MPO Employment

Similar to population, employment within the planning area is mostly concentrated in Brunswick and on St Simons Island. There are; however, a few major employers that account for jobs in other parts of the county. Two distinct employment sectors that are present within Glynn County include the Port of Brunswick and government services. The Port of Brunswick's Colonel's Island Terminal, owned and operated by the Georgia Ports Authority (GPA), is one of the busiest roll on/roll off (Ro/Ro) cargo ports in the US. It has grown steadily since 2010, achieving a record 674,327 auto and machinery unites in fiscal year 2014 (an eight percent improvement from the previous fiscal year). The FLETC, just north of Brunswick, is also a major employer within the county. It sits on a 1,500 acre campus that includes meeting facilities, classrooms, dormitories, and specialized training facilities. Government services, overall, represent 7 percent of the total jobs in Glynn County. There is very little employment in the western portion of the county. What little employment does exist is found along the US 341 and GA 32 highway corridors.



Figure 3-3: BATS MPO 2010 Employment Distribution



The total number of students enrolled in Glynn County schools was 13,175 as of 2014. Schools are mostly concentrated in the City of Brunswick and along the I-95 corridor. There are three schools, two elementary and one college preparatory, on St Simons Island.



# Socioeconomic Projections

Socioeconomic projections are an integral part of developing the Metropolitan Transportation Plan (MTP), as the plan covers a span of a minimum 20 years (2040 horizon year in this case). The projections are a tool for estimating future travel demand within an area; the more accurate they are, the more useful they will be. A methodology was established for forecasting future population and employment within the BATS MPO planning area (see Appendix A: BATS Future SE Data Memo), and an overview of the projected population and employment numbers for the area is provided in the figures below.

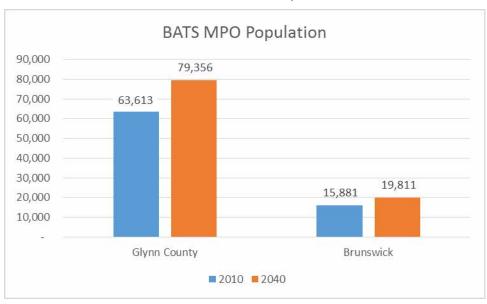
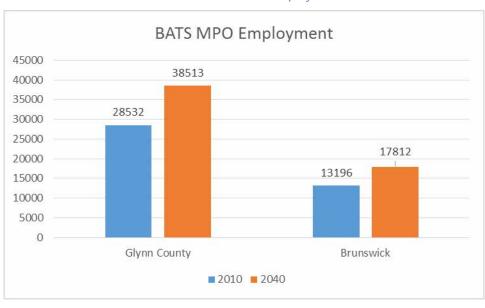


Table 3-4: BATS MPO Population





#### Appendix P -- Brunswick Area Transportation Study 2040



### PEOPLE, PLACES, AND TRAVEL TRENDS

While the City of Brunswick is the only municipality within the BATS MPO planning area, most anticipated population growth is expected to occur in the unincorporated areas of Glynn County. Brunswick will experience a modest increase in population through the year 2040, from 15,881 in 2010 to 19,811 in 2040 (an increase of approximately 4,000 people).

Population growth in other areas of the county will occur in the western portion of Glynn County and along the I-95 corridor, particularly around Exit 42. Some of this population can be attributed to the anticipated employment increases along the highway corridors of GA 520, US 82, and US 341. Similarly, population and employment growth is anticipated around the FLETC and Brunswick-Golden Isles Airport north of the City. The Colonel's Island port area, near Exit 29 to the east of I-95, is another area within the county that will expect to see growth through the year 2040. The port has 742 acres available, but currently only utilizes 696 acres, leaving plenty of opportunity for the future expansion of port activities.

Glynn County's barrier islands are also anticipated to continue to grow in population; however, the land available to develop is limited due to the amount of wetlands and other natural habitats that cover the islands. St Simons Island will continue to experience development pressures due to the increased growth of tourism in the region, as well as the coastal lifestyle offered. Jobs on the island are restricted almost exclusively to the service and retail industries so limited employment increases are expected.



Figure 3-6: BATS MPO 2040 Population Density

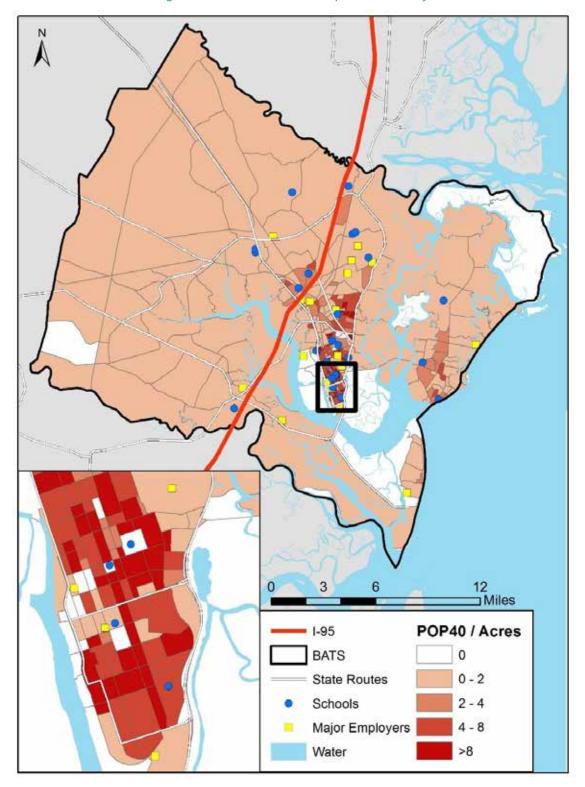
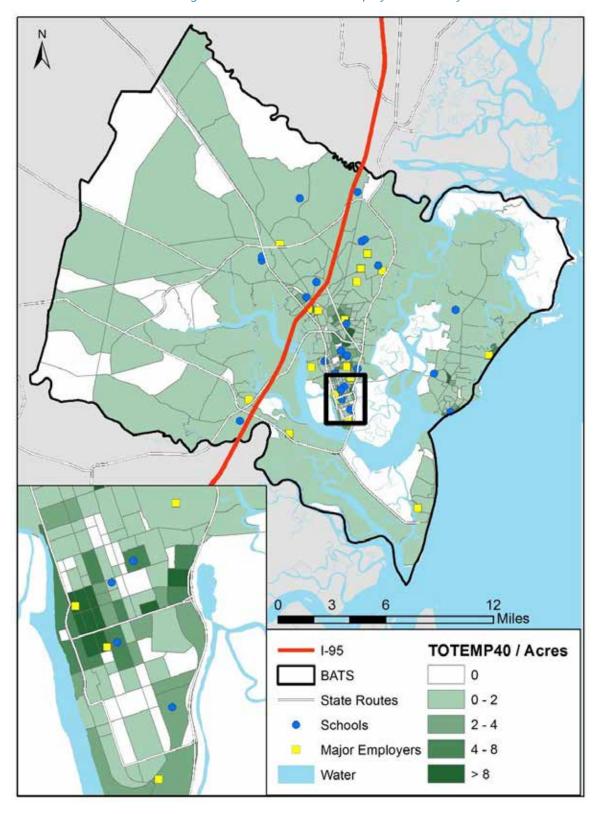




Figure 3-7: BATS MPO 2040 Employment Density





# **Environmental Justice**

Environmental Justice (EJ) is a Federal mandate to ensure transportation policy and decision making processes are inclusive of minority and low-income communities, two population groups that are traditionally underserved. Minorities defined as EJ populations include African American, Hispanic, Asian American, American Indian/Alaskan natives, and native Hawaiian/Pacific Island. There are three fundamental principles of environmental justice:

- 1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low income populations;
- 2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
- 3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

This is an important aspect of the transportation planning process, and must be addressed as part of the MTP development – specifically as it relates to public involvement and project funding priorities. Figures 3-8 and 3-9 show the locations of EJ communities within the BATS MPO planning area.

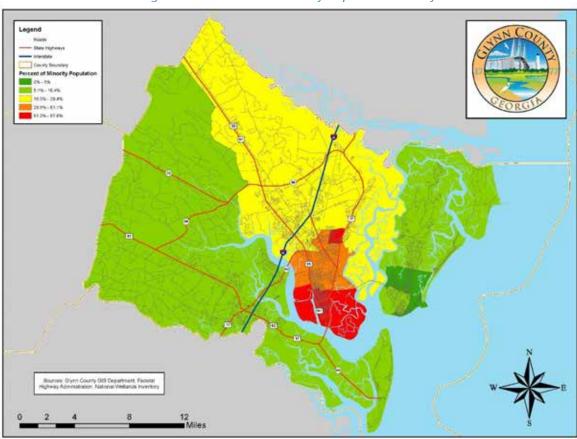


Figure 3-8: BATS MPO Minority Population Density



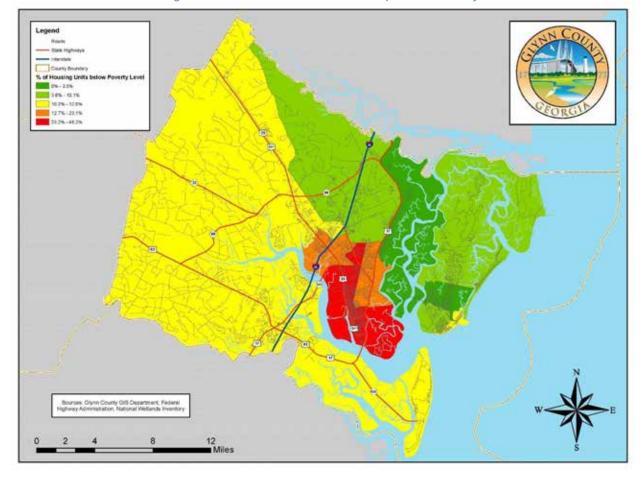


Figure 3-9: BATS MPO Low Income Population Density

Most EJ population groups are located within the City of Brunswick, with the highest concentrations found there. Lesser densities of EJ populations are located north of the City, near the airport, and in the western regions of the county. The barrier islands contain the least amount of minority and low income population groups; however, some are identified on Sea Island and in a few small areas in the central and southern regions of St Simons Island. Historically, the population of Brunswick and Glynn County has been White or African American; however, consistent with statewide trends, the Hispanic population has increased in Glynn County over the past decade.

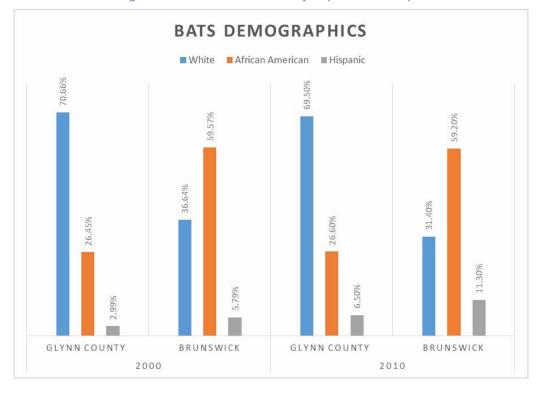


Figure 3-10: BATS MPO Minority Population Groups

An analysis was undertaken during the development of the BATS 2040 MTP which is displayed in Figures 3-11 and 3-12, and summarized as follows:

- The locations of EJ communities were mapped in order to understand the correlation between those defined locations and where transportation investments are planned;
- Proposed MTP projects were then overlaid on the most concentrated minority and low income population locations; and
- The analysis showed no disproportionate impacts of the proposed transportation investments on these communities.

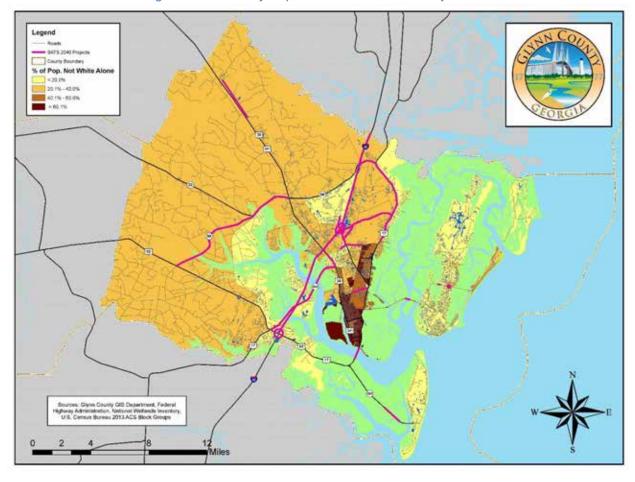


Figure 3-11: Minority Populations & 2040 MTP Projects



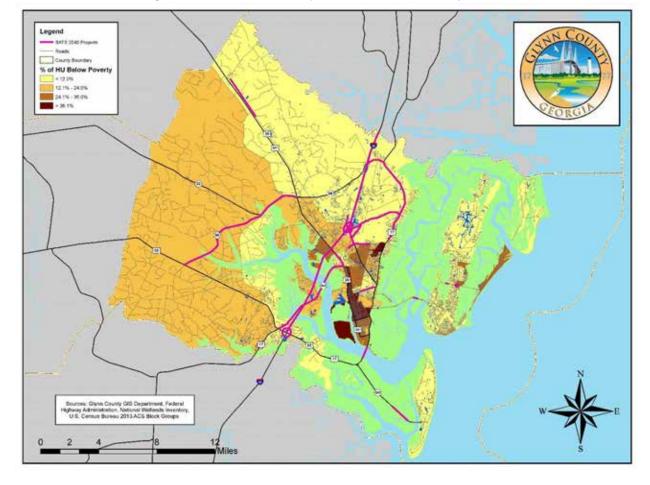


Figure 3-12: Low Income Population & 2040 MTP Projects

Information about the EJ public outreach efforts is summarized in the Public Participation section of the Plan Development Chapter (Chapter 4).



# Transportation and Land Use

It is important to understand the way in which people travel throughout the region in order to make sound transportation investment decisions for the future. Which modes people use, on which routes, and the land uses that influence those transportation behaviors are all important factors to consider. Within the BATS MPO planning area, driving is by far the most utilized mode of transportation, with 81% of workers driving to work alone according to the US Census, while almost 10% of workers carpooled. This, in part, is due to the fact that the county does not have a fixed public transportation system that is available for use by the majority of residents. In addition, I-95 is conveniently located just west of the City of Brunswick which allows for easy access to other regions of the county and the state.

Other modes, such as bicycle and pedestrian, are fairly limited except in the City of Brunswick and on the barrier islands. Most of the population density within the county are located in those areas, making them the most conducive for bicycling and walking. The downtown area of Brunswick has a connected street grid and significant destinations within reasonable distances – such as the College of Coastal Georgia, Southeast Georgia Health System campus, and government service buildings and parks interspersed. St Simons Island also has a more compact development pattern than other places within the county. In addition, the climate and its natural surroundings make it an ideal place to utilize bicycle and pedestrian amenities. However, vehicular travel is the primary mode for getting on and off the island, as well as for travel in most other places in the county.

The port activity in the county also yields a high volume of freight movement via truck, contributing to the vehicular traffic found in the region. Trucks utilize I-95, as well as other major US and State highway routes (US 17, US 82, US 341, and GA 25 in particular) to access areas outside the county.

Glynn County and the City of Brunswick have approximately 1,392 miles of roads including 42 miles of interstate, 172 miles of state routes, and 1178 miles of county and city maintained roads and streets. Significant highways facilities within this MPO planning area include I-95, which bisects the county in a north-south direction; US 17; US 341, connecting to points north; US 82, heading west; and, GA 25.

## **Travel Demand Model**

The Georgia Department of Transportation (GDOT) Travel Demand Model, which is the model employed in the BATS region, is an important tool that facilitates rigorous analysis of travel patterns and supplements the analysis of the population, employment, travel trends and patterns observed in the MPO planning area. Represented in the model are the geographic distribution of land uses, including the locations of residences, jobs, schools, and other community facilities. It also contains major routes that individuals use to travel between activity locations, and provides information about how the transportation system is functioning.

One way to evaluate system performance is by measuring Level of Service (LOS), a common way to assess traffic flow. LOS is a qualitative assessment of a road's operating condition, serving as an indicator of the degree of service provided by a facility based on its operational characteristics. It is measured on a scale from A to F – A being free flowing traffic conditions, to F being heavily congested. Figure 3-13 displays



LOS for the BATS MPO planning area for the year 2010, whereas Figure 3-14 projects LOS for the year 2040 assuming no improvements to the transportation system are made to increase capacity.

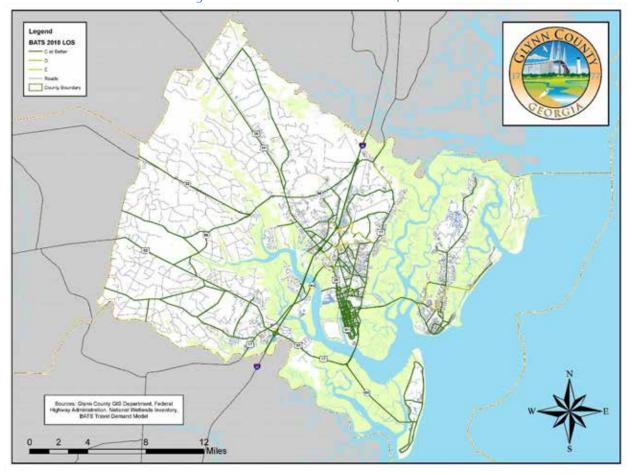
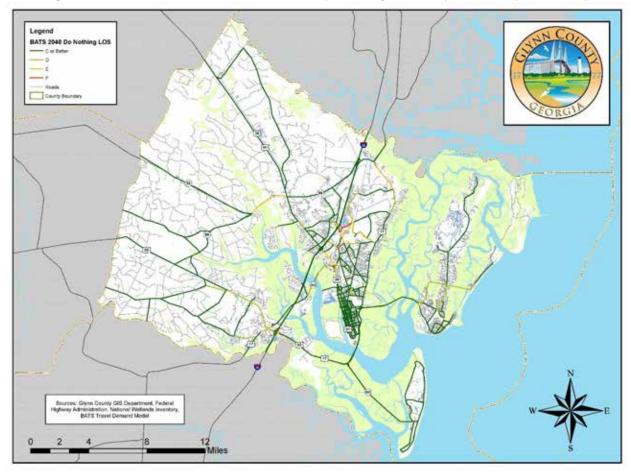


Figure 3-13: BATS MPO 2010 Level of Service



Figure 3-14: BATS MPO 2040 Level of Service (Assuming No Transportation Improvements)



The 2010 traffic flows across the network indicate a LOS of C or better (satisfactory to good) on most arterial roads; however, there are a few segments of the network that experience heavier levels of congestion (LOS D or E). Specifically, there are roadway segments in and around the major commercial corridor in the northern part of Brunswick. This part of the city has some of the most congested roadways, not only because of the concentration of commercial uses, but it is also within close proximity of the Brunswick-Golden Isles Airport, Federal Law Enforcement Training Center (FLETC), and the College of Coastal Georgia. Another area within the county that experiences higher than normal traffic volumes is St Simons Island. Of note is the development on St Simons Island, which has historically been strong and is expected to continue. In addition, the land available to develop is rapidly disappearing. Primarily, the island consists of single-family, residential uses, but because of the amount of non-primary residences (i.e. vacation homes) the development patterns and trip generation rates on the island are inconsistent.

The 2040 no build LOS projections show similar trouble spots in the network; however, the LOS is downgraded by a full letter in many areas. While there are no LOS level F segments in the 2010 network, some segments of roadway near the commercial center in Brunswick reach level F in the 2040 forecast.



# Future Land Use Map

Glynn County adopted a Future Land Use Map in 2009 to act as a guide and policy framework for community land use decisions (see Figure 3-15). It identifies future land uses that are appropriate in unincorporated Glynn County.

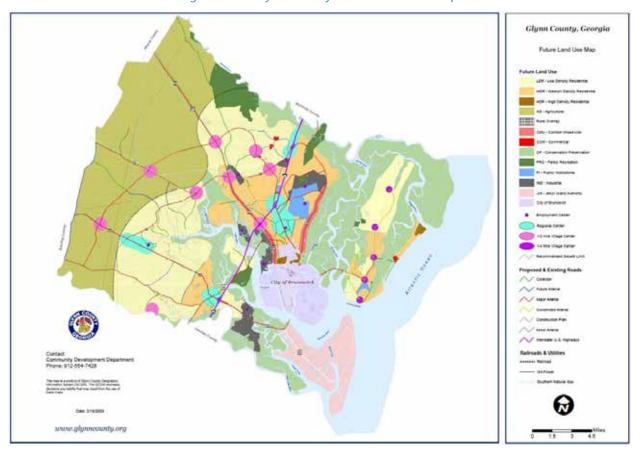


Figure 3-15: Glynn County Future Land Use Map



These areas were assumed to have high, medium, low, or no level of employment and household growth potential. Development capacities were assumed at graduated levels of jobs or residential units per acre derived from thresholds defined in the Glynn County Future Land Use Plan and the base year socioeconomic data.

	Land Use	Growth Level			
Code	Description	Employment	Household		
LDR	Low Density Residential	None	Low		
MDR	Medium Density Residential	None	Medium		
HDR	High Density Residential	None	High		
NMUC (1/4 mile)	Neighborhood Mixed Use Center	Low	Low		
CMUC (1/2 mile)	Community Mixed Use Center	Medium	Medium		
RMUC	Regional Mixed Use Center	High	High		
CMU	Corridor Mixed Use	Medium	Medium		
COM	Commercial	Medium	None		
IND	Industrial	Medium	None		
PI	Public/Institutional	Medium	None		

Employment: 10 jobs/acre high, 6 jobs/acre medium, 2 jobs/acre low Households: 12 units/acre high, 6 units/acre medium, 2 units/acre low

#### **Future Trends**

Predicting the trends for the future is always a difficult task. Conditions are constantly changing and the advances in technology over the last decade have been astounding. Within this changing framework, the task of identifying future conditions can be a daunting one. To accomplish this future look, a number of resources are used and combined with predictive tools such as the travel demand model.

It is anticipated that over the planning horizon years, Brunswick and Glynn County will continue to grow in population. As noted earlier, before the economic downturn, the population projections for the six county coastal region of Georgia, which included the BATS MPO planning area, were tremendous. Although, not anticipated to reach that earlier predicted level of growth, Glynn County/Brunswick is expected to continue to grow to a population of nearly 100,000 by 2040.

In conjunction with this expected population growth, the components needed to serve this growth, such as retail, medical and educational, will also continue to grow. The College of Coastal Georgia, located in Brunswick but serving a larger nine county region, already has plans in place to encourage and accommodate growth. The Port of Brunswick also has room to grow, and other redevelopment areas in downtown Brunswick and on St Simons Island are in place and are also anticipated to be underway or completed within the next decade.



The Golden Isles (the barrier island region of Glynn County) also continues to gain prominence as a tourist destination. The tourism industry is already a major component of the economy and is anticipated to continue as an important economic driver.

The movement of freight and goods continues to have a great impact on transportation facilities. Over the last decades, more and more goods have been imported, as the manufacturing in the US has moved overseas. This trend has already led to an increased focus on addressing the needs of freight, and this focus will continue. The Port of Brunswick is one of the busiest in the country for auto imports, reinforcing the impact of freight on the transportation network in this MPO. An annual report released by the Georgia Ports Authority indicates continued growth of port activities.

Finally, demographic factors will also have an impact on planning for our mobility. Contributing to these trends are the Baby Boomers (born between 1946 and 1964) who are aging, and the Millennials (born between 1980 and 1999). It will be important to address the mobility needs for both groups, whether it is seniors having the ability to age in place with adequate transportation facilities, or Millennials who tend to prefer urban living with flexible schedules and a preference for multimodal accessibility and connectivity, including bicycle, pedestrian, and transit options. All of these elements will continue to influence how transportation investments are made in order to accommodate a diversifying population.

#### **Sources:**

- City of Brunswick Community Assessment (October 2007)
- Glynn County Community Assessment (April 2007)
- Georgia Ports Authority, FY 2014 Annual Report
- Georgia Statewide Water Management Plan (May 2011)
- College of Coastal Georgia Strategic Master Plan Volume 1 (May 2009)

CHAPTER 4
PLAN DEVELOPMENT



# **Public Participation**

Public participation is one of the most important elements of the metropolitan transportation plan (MTP) update. It is critical that opportunities for public and stakeholder input be provided throughout the plan update process. For the Brunswick Area Transportation Study (BATS) 2040 MTP, a Public Participation Plan (PPP) has been developed that follows the guidelines set forth in the federal transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21). The PPP describes the processes and procedures that will be employed during the plan update, will ensure compliance with MAP-21, and will enable members of the public to have ample opportunity to ask questions and provide feedback. It also outlines the framework for how public participation will be administered for this 2040 MTP update. The adopted PPP can be found in Appendix B of this MTP.

The public involvement effort developed for the BATS 2040 MTP emphasizes the importance of coordination among the various agencies integral to the transportation planning process, as well as interested stakeholders, businesses, and community members. It also consists of disseminating information for public consumption, as well as providing forums for public reaction and comments. Some of the significant components of these outreach efforts included:

- Public Involvement Goals and Objectives a high-level approach to the activities proposed with more detailed strategies for how they will be accomplished;
- Public Workshops a series of workshops, with varying focus topics, were organized in accessible locations in different places throughout the planning area in order to encourage maximum participation; public meetings were held on January 12, 2015 on St. Simons Island and January 13, 2015 in downtown Brunswick. Additional meetings were held on June 15, 2015 prior to the BATS meeting in the Harold Pate Building and in the evening on June 15, 2015 on St. Simons Island. Materials from all of the public meetings are found in Appendix B.
- Public Hearing prior to plan adoption, a formal public hearing was held for review of the final draft plan; this public hearing was held on August 10, 2015 at the Harold Pate Building.
- Website various informational items regarding the MTP update have been posted on the Glynn County/BATS website for public consumption throughout the plan development process;
- Survey a survey was developed and administered to get general feedback on an array of topics associated with transportation in the region, and the results have been incorporated into this 2040 MTP; survey questions and results are found in Appendix B.
- **Stakeholder Interviews** targeted stakeholders integral to the transportation planning process from Glynn County, Brunswick, other relevant local, regional and state agencies, as well as additional community representatives were interviewed in order to solicit comments on specific topics and/or from a particular perspective. The results of these interviews are found in Appendix В.

In addition to the activities highlighted, several presentations were provided to the BATS Technical Coordinating Committee (TCC) and Transportation Policy Committee (TPC) in order to get provide updates and receive feedback, which are found in Appendix B. Other coordination activities involved coordination with the Georgia Department of Transportation (GDOT) planning and programming staff from the General Office and the District Office during the MTP update process



Based on the extensive public participation efforts that were administered, some of the consistent feedback provided includes:

- Desire for a public transit system to be developed
- Safe bicycle and pedestrian access is a focus area
- Areas identified as important to the community:
  - Safety and security
  - Freight based industry
  - Maintenance of facilities

Environmental Justice (EJ) is another key component of the MTP's public participation. Described in more detail in the People, Places, and Travel Trends Chapter (Chapter 3), EJ is incorporated in the MTP process to ensure population groups that are traditionally underserved (specifically minority and low income populations) are included in transportation policy and decision making processes. In order to engage as many communities as possible, outreach opportunities included group presentations focusing on church, school, civic, and neighborhood organizations. Choosing accessible locations was also a focal point of the public participation process.

One other component of the PPP was the inclusion of performance measures, created to evaluate and help improve public outreach efforts. The performance measures are tied to the objectives adopted and included in the PPP. An evaluation of the public involvement activities that were conducted for the 2040 MTP will provide the BATS Metropolitan Planning Organization (MPO) with relevant information to implement changes for future MTP updates. Citizen engagement will continue to be a focus of transportation planning efforts, so understanding how to get valuable feedback from a broad constituency is a vital component of the process.

# Cost Feasible Plan

The MTP is required to have a financially feasible project list that addresses the MPO area's transportation needs through the planning horizon year of 2040. The development of this prioritized project list encompasses a financial analysis of the estimated revenues available for transportation projects as well as the estimated costs for the needed projects. The identified projects and costs are then balanced against the available revenues to develop the required financially balanced project list, or Cost Feasible Plan. The remaining projects that are not financially feasible are included as unfunded projects in the Illustrative or Vision Plan.

The first step in the plan development is the identification of the anticipated revenues that will be available over the planning period. These revenues include funds from local sources, such as any dedicated local taxes, dedicated funding from local general funds and in kind contributions. Federal and state funds that are generated from the dedicated formula funding for MPOs as well as any competitive grant funding that may have been awarded are included.



In order to develop a realistic projection of funding through the planning horizon year of 2040, extensive coordination with the local government and MPO staff, as well as with the Georgia Department of Transportation (GDOT) Planning Office was undertaken. GDOT provided revenues from an historical perspective which formed the basis of the projection of funds for future years.

In addition to the revenue projects, the federal legislation requires that both revenues and project cost estimates be inflated to the Year of Expenditure. Again, through extensive coordination with GDOT and approval from the BATS committees, a 2 percent growth rate was applied to inflate revenues throughout the planning horizon in order to meet the requirement. In addition to the funds available for project implementation, other dedicated funding must also be considered, for example those funds dedicated to operation and maintenance. The anticipated funds available for the 2040 plan are:

Anticipated Funds: 2015 - 204	40
Funds Available for Transportation Improvements	\$742,074,226
Funds Available for Operations/Maintenance	\$ 82,452,692

The next step in the plan development process focused on the identification of potential projects. The existing 2035 Long Range Transportation Plan was reviewed to determine which projects currently included had been completed or had construction identified by 2014. Once those projects were determined, they were deleted from the list. Additional projects were identified through a general call for projects to local governments, stakeholders and also any members of the public who proposed specific improvements. The results of the 2040 model were also reviewed to identify any future needs based on the projected levels of congestion. All of the projects identified through the means described above were incorporated into the financially unconstrained project list.

Project costs for those projects in the unconstrained list that had been previously included in the plan were updated and cost estimates were developed for newly identified projects using cost estimation software. In addition, extensive coordination with GDOT occurred to ensure the updated and new project costs were consistent with any GDOT information.

Project costs, similar to the development of the revenue forecasts, are required to be presented in Year of Expenditure. Each project cost was inflated at an annual rate of 2.5 percent, with the costs included in the plan denoting the mid-point of each cost band.

The costs of all of the projects were compared against the anticipated revenues, which resulted in the need to prioritize the projects for inclusion into the financially constrained or Cost Feasible Plan. In order to prioritize the projects, specific criteria on which to rank each project was identified within the framework of the plan goals and objectives. These criteria were developed in coordination with local staff, stakeholders and the BATS committees and focused on addressing traffic congestion, safety, freight mobility and the accommodation for safe, accessible multimodal transportation facilities. In addition to these components, additional factors included:

- project status, with any project included in the Transportation Improvement Program (TIP) or short term work program were retained in the Cost Band 1
- logical project progression
- financial feasibility
- local priorities



Based on these prioritization criteria, a broad range of projects were identified for inclusion into the Cost Feasible Plan. Included are 5 percent of the funds set aside for completing bicycle and pedestrian projects. Other projects included range from adding capacity to intersection and interchange improvements. Through coordination with its planning partners, local governments, and with input from stakeholders and the public, the Cost Feasible Plan project list and map is shown in Figure 4.

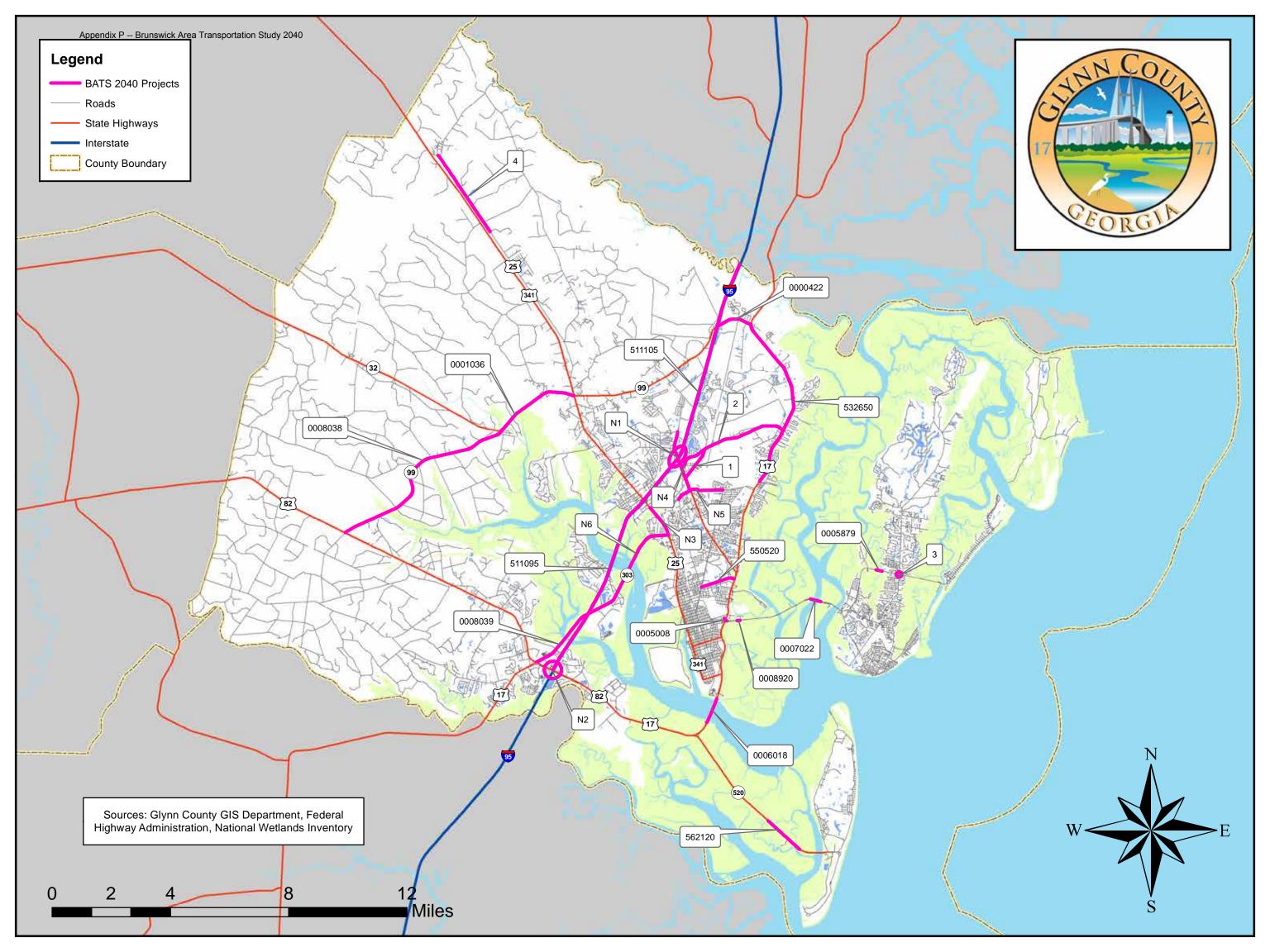
The financial assessment of the projects included in the Cost Feasible Plan is shown in the table below.

COST FEASIBLE PLAN – FINANCIAL BALANCING							
Total: Roadway Projects Cost	\$704,969,644						
Total: Non-Motorized Set-Aside	\$ 37,103,711						
Total: All Projects	\$742,073,355						
Total Funds Available	\$742,074,226						

The BATS 2040 Cost Feasible Plan project list and map are shown on the following pages.

Appendix P -- Brunswick Area Transportation Study 2040

	BRUNSWICK AREA TR	ANSPORTATION ST	TUDY (BATS) 2040 PR	OJECT LIST	BAN	ND 1 (2015 - 20	20)	BAI	ND 2 (2021 - 20	030)	BAN	ND 3 (2031 - 20	40)	IL	LUSTRATIVE	
Project Identification Number	Road Name	From	То	Project Type	PE	ROW	CST	PE	ROW	CST	PE	ROW	CST	PE	ROW	CST
1036	SR 99 from SR 27/US	US 341	1-95	Widening	\$ 3,467,511	\$ 10,987,558				\$ 47,453,891						
532650	SR 25/US 17	Yacht Drive	SR 99	Widening/Reconstruction		\$ 2,019,577	\$ 19,912,518									
1	Canal Road	Glynco Pkwy	Spur 25	Widening	\$ 187,329	\$ 561,988	\$ 1,873,294									
13745	Torras Causeway @McKay River	McKay River	-	Bridge	\$ 1,000,000	\$ 1,000,000	\$ 21,123,886									
422	SR 99/Grants Ferry Road	East of I-95	US 17	Widening	\$ 289,736	\$ 869,209				\$ 3,360,052						
3	Sea Island Road/Frederica Road Roundabout	-	-	Intersection	\$ 249,773				\$ 868,979	\$ 2,896,596						
2	Glynco Parkway	US 17 North	Spur 25	Widening	\$ 374,659				\$ 1,303,468	\$ 4,344,894						
5879	Sea Island Road @ Dunbar Creek	Sea Island Road	1-	Bridge	\$ 787,335					\$ 4,833,620						
13993	SR 32 @ Little Buffalo Creek	3 mi. W of SR 27	-	Bridge	\$ 500,000	\$ 250,000	\$ 2,200,000									
* N1	1-95 Interchange at SR 25 Spur (Exit 38)	-	-	Interchange Improvements/Reconstruction				\$ 7,057,714	\$ 14,115,428	\$ 70,577,141						
* N2	I-95 Interchange at SR 520/US 82 (Exit 29)	-	-	Interchange Improvements/Reconstruction				\$ 7,610,103	\$ 37,213,402				\$ 110,438,133			
N3	US 341/SR 27/ 25	South of Glyndale Circle	SR 303	Widening/Access Management				\$ 148,004	\$ 67,441	\$ 1,480,042						
N4	SR 25 SPUR	Cate Rd	Walker Rd/Chapel Crossing Rd	Widening				\$ 655,972	\$ 1,967,917	\$ 6,559,722						
N5	Walker Road/Chapel Crossing Road	Old Jesup Road	Altama Ave.	Widening				\$ 468,854	\$ 1,406,562	\$ 4,688,540						
5008	Torras Causeway Extension	SR 25 West	K Street	Widening				\$ 27,632	\$ 366,419	\$ 896,497						
8038	SR 99	US 82	SR 32	Widening				\$ 6,201,684	\$ 19,828,313				\$ 99,233,511			
8039	SR 303	US 82	Blythe Island Drive	Widening				\$ 4,176,459				\$ 27,223,640				\$ 77,499,705
N6	SR 303	Blythe Island Drive	SR 341	Widening				\$ 4,726,418	\$ 13,851,513				\$ 78,228,815			
N6	SR 303 / US 341 Intersection	-	-	Intersection Improvements	\$ 100,000	\$ 350,000	\$ 1,000,000									•
550520	CR 141/Fourth Street	Altama Ave	US 17	Widening				\$ 654,051				\$ 2,511,723	\$ 8,372,412			•
562120	Jekyll Causeway @ Latham River	Latham River	1-	Bridge							\$ 1,219,780	\$ 10,274,553	\$ 15,247,274			
6018	Sidney Lanier Bridge Lighting	-	1-	Lighting							\$ 48,286	\$ -	\$ 1,431,705			
4	Old Jesup Road	N. Sheffield	Everett	Widening							\$ 444,947	\$ 1,334,840	\$ 4,449,466			•
511095	I-95 Widening/Restriping	US 17 South	CR 586/RR	Widening/Restriping							\$ 1,674,411	\$ 67,183	\$ 16,744,106			•
511105	I-95 Restriping	North of CSX	North of Altamaha River	Restriping										\$ 87,290 \$		\$ 872,903
8920	Terry Creek Bridge	Torras Causeway	-	Bridge										\$ 210,701 \$		\$ 1,896,306
NM	Non-Motorized Project Set-Aside	-	-	Non-Motorized			\$ 3,209,265			\$ 15,274,688			\$ 18,619,759			
4814	SR 32	US 341	SR 99	Widening										\$ 3,095,802 \$	2,925,438	\$ 45,325,480
4815	SR 32	SR 99	Brantley County	Widening										\$ 2,116,116 \$	4,119,000	\$ 16,686,000
N7	US 341	@ Pyles Marsh Road	-	Railroad Overpass										\$ 2,281,600 \$	3,422,400	\$ 14,260,000
* Operational interch *Updated Febru	nange improvements to address needs in the short-	to-medium timeframe; full linterch	nange reconstruction to address deficie Funded in the current BATS TIP New or modified project	ncies in the longer-term.	\$ 6,956,343  Total (all phases)  GDOT Revenue (2% interpretation)		\$ 72,313,638 \$ 64,185,298	\$ 31,726,891  Total (all phases)  GDOT Revenue (2% ir	\$ 90,989,442	\$ 285,082,016 \$ 305,493,750	\$ 3,387,424  Total (all phases)  GDOT Revenue (2% in	\$ 41,411,939	\$ 372,395,177	\$ 7,791,509 \$  Total (all phases)	10,466,838	\$ 156,540,394 \$ 174,798,741
							\$ (8,128,340)			\$ 7,224,692			\$ (25,169,365)			



# Non-Motorized (Bicycle and Pedestrian) Transportation

Glynn County has a well-established and highly utilized bicycle and pedestrian network with many miles located within the City of Brunswick, St Simons Island and Jekyll Island. These facilities include sidewalks, multi-use trails, and designated bicycle facilities.

State Bike Routes 10 (SBR 10/Southern Crossing) and 95 (SBR 95/Coastal Corridor) are located in Glynn County. Georgia designated 14 State Bicycle Routes (SBR) in 1997, and has installed signage on four of the routes, including the two in Glynn County. Paved shoulders and bike lanes have also been added to these SBRs as part of regularly scheduled road widening and major reconstruction projects. The local trail network also includes segments of trail that are critical linkages to regional networks such as the Coastal Georgia Greenway Trail. Figure 4.1 depicts the location of some of these facilities, however, much of the sidewalk network, found on local routes particularly in the downtown Brunswick area, is not mapped.

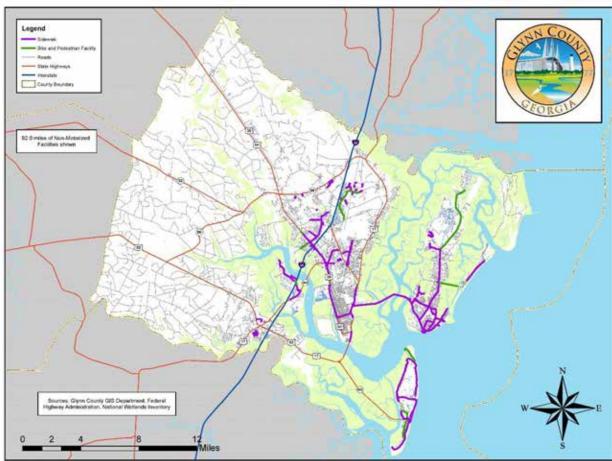


Figure 4-1: BATS MPO Non-Motorized Facilities

The BATS MPO is committed to building upon previous efforts to expand and enhance bicycle and pedestrian amenities throughout the MPO's planning area. This emphasis includes the incorporation of complete streets which provide accessibility and connectivity to local amenities and attractions.

For example, in the downtown area, the City of Brunswick and local advocacy groups are working with GDOT and the Georgia Ports Authority to provide a more attractive environment, as well as connectivity to the city park along the waterfront, while continuing to adequately accommodate port traffic. Proposed

amenities for one current project include adding improved pedestrian access and safety features between downtown and the waterfront park.

This continued coordination will be critical to ensure safe and adequate access for all users.

A bicycle and pedestrian inventory and analysis for the entire planning area is scheduled to begin in fall of 2015. Work has already begun to coordinate with local developments in the planning process in order to identify bicycle and pedestrian routes that could be connected to the development of public facilities. The inventory analysis will include the collection of location data for mapping existing and planned sidewalks and paths, and the BATS MPO will encourage collaboration with local, non-profit, and state planning organizations during the planning and development of pedestrian facilities.

This effort will build upon a previous Bicycle and Pedestrian Program Study that was completed for the BATS MPO. Some of the recommendations from that study include:

- Safety and convenience for, and better education regarding laws and ordinances related to, bicyclists and pedestrians;
- Bicyclists and pedestrians should be separated from vehicular traffic whenever possible;
- AASHTO and GDOT design standards for facilities should be followed, and facilities should be ADA compliant; and
- Bicycle and pedestrian facilities should be encouraged as alternative modes of transportation which have significant health benefits and are environmentally friendly.

These and other considerations will be part of the decision making process as the BATS MPO and Glynn County continue to identify ways

in which to enhance its bicycle and pedestrian infrastructure. With the inclusion of the set aside funds in the Cost Feasible Plan for non-motorized facilities provides further emphasis on the importance of providing a transportation system that includes multiple modes, allows access and mobility by users of different abilities, and provides quality of life and economic benefits.

#### COMMUNITY HEALTH

Community and public health as it relates to transportation policy and infrastructure has come to the forefront of planning. The approach to community health spans a number of disciplines including transportation planning. The considerations when planning for transportation projects should include the promotion of active transportation, ensuring that the necessary facilities are in place to accommodate such activities, developing strategies and projects to enhance the safety of pedestrians and bicyclists, and reducing the negative impacts on the environment by increasing the number of active transportation users.

The BATS MPO recognizes the importance of accessible transportation for all populations by allocating resources to further analyze and inventory its existing bicycle and pedestrian network which supports the promotion of health considerations in transportation planning due to the benefits those types of facilities provide.



#### St Simons Island Trail

The St Simons Island Trail is detailed in the St Simons Master Trail Plan that was funded and prepared by the St Simons Land Trust. It is a project that will include the improvement, replacement, or extension of sidewalk and pedestrian paths throughout St Simons Island.

The mission of the St Simons Land Trust is to preserve the island's natural and scenic character, and to enhance the quality of life for our island community for present and future generations.

# Coastal Georgia Greenway

Envisioned as a 450-mile trail system, the Coastal Georgia Greenway will link towns, attractions, recreational and cultural sites along Georgia's coastal region. This trail is part of a larger East Coast Greenway that ultimately would connect South Carolina to Florida, and will accommodate users of various non-motorized modes. Glynn County's contribution would consist of four sections totaling approximately 21.8 miles.

# **Expanding Trails and Park System**

Examples of the efforts of the BATS MPO to expand the trail system within the planning area have already been provided, such as the St Simons Island Trail project and the Coastal Georgia Greenway. However, there are also other initiatives in place to build upon existing efforts to expand the trail and park resources. These include initiatives by local government to expand and enhance these facilities and to provide additional connectivity and accessibility for multimodal users.

#### Bicycle and Pedestrian Advocacy

Brunswick Commissioner Martin has organized a special interest group to advance bicycle and pedestrian initiatives in Glynn County and particularly in the downtown area of Brunswick. This emphasis is on providing a connected multimodal network providing users with safe and pleasant access to amenities throughout the area.

# **Transit**

There is currently no fixed public transportation system within the BATS MPO planning area. However, the Coastal Regional Commission (CRC) of Georgia facilitates the operation of a regional rural public transit system. It is only available in the rural areas of Glynn County, outside the urban area, due to the system's funding limits. Service is provided by the Coastal Regional Coaches, a demand-response, advance-reservation regional rural public transit program. It serves 10 counties and 35 municipalities in the coastal region, providing human service and rural public transit.

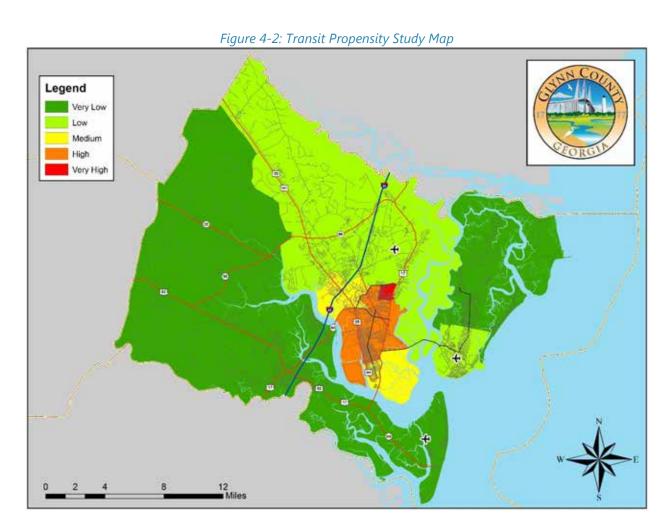
Several studies have been completed to evaluate the need for, and feasibility of, implementing fixed public transit service in the BATS MPO planning area. The most recent study, the Brunswick-Glynn Transit Implementation Plan (2009), concludes that providing transit would offer greater service to the citizens of Brunswick and Glynn County, and make for a more livable community. Establishing public transportation



would increase mobility options for residents, workers, and visitors, would help reach goals established by the MPO, and would work in conjunction with the CRC's rural public transit system.

Areas that have been identified as having a high propensity for transit service within the planning area are displayed in Figure 4-2. This propensity analysis, based on accepted professional standards and using data from the US Census, includes the identification of population density and concentrated population groups, which include:

- Minority
- Households without cars
- Persons with disabilities
- Persons with mobility limitations
- Workers age 65 and older
- Female
- Recent immigrants



Part of the public outreach associated with the development of this 2040 MTP was a survey administered to citizens within the BATS MPO planning area. Several of the questions were intended to gauge interest



in the development of a public transit system in Glynn County. The responses were overwhelmingly in favor of transit, and many listed transit as their number one transportation priority. In addition, the demographic makeup of Brunswick and Glynn County suggest transit would be beneficial in this region. Particular examples include:

- University mobility needs the College of Coastal Georgia is located in downtown Brunswick and has outlined strategies for increasing its student population; public transportation would help provide access to the university for students without access to a car.
- Aging population due to its location in a coastal region, Glynn County's population consists of a considerable amount of retirees and second home residents who would benefit from a transit system by reducing their reliance on driving, especially in Brunswick and on St Simons Island.
- Households without access to a vehicle whether by choice, as is a common theme of the Millennial generation, or due to a lack of financial resources, as is the case with some low-income and minority populations, public transit would be a significant benefit for those commuting to jobs or making other trips in which biking or walking is not practical or feasible.

Despite the demonstrated need, and community desire for public transportation, a major hurdle obstructing implementation of a transit system in the BATS MPO planning area is funding. Federal Transit Authority (FTA) funding sources specifically allocated for transit are available for use by MPOs; however, a local funding commitment is required.



Table 4-1: Potential Transit Funding Sources

FUNDING TYPE	FUNDING SOURCE	DESCRIPTION/USES	MATCH REQUIRED (AMOUNT)
Section 5303	Federal	Transit planning activities	Yes (20%)
Section 5307	Federal	Provides transit capital and operating assistance to urbanized areas with populations of more than 50,000 (GDOT is the designated recipient for areas with a population less than 200,000)	Yes (50%)
Section 5309 (New Starts) - <i>Discretionary</i>	Federal	Construction of new, or extensions to existing, fixed guideway systems	Yes (20%)
Section 5309 (Small Starts) - Discretionary	Federal	Capital projects less than \$75 million and total capital cost less than \$250 million	Yes (20%)
Section 5339	Federal	A new formula grant program, replacing the previous Section 5309 discretionary Bus and Bus Facilities program, provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities	Yes (20%)
Section 5310	Federal	Provides transit capital assistance, through the States, to organizations that provide specialized transportation services to elderly persons and to persons with disabilities	Yes (20%)
Section 5311	Federal	Rural Transit Assistance Program – non- urbanized area formula grant (GDOT is the designated recipient)	Yes (20%)

Non-profit providers in Glynn County have historically utilized Section 5310 funding program to provide limited service to the elderly and the mentally and physically disabled. The BATS MPO released their formula 5303 transit planning funds last year due to a lack of local commitment to continue exploration of a transit system. Additional coordination and meetings have been initiated but no formal action has been taken to pursue system implementation as funding remains an obstacle with the lack of an identified local funding source.



# Other Transportation Modes

## **Aviation**

An Airport Commission was established in 1980 to manage and develop aviation facilities in Brunswick and on St Simons Island, the respective locations of the two airports within the BATS MPO planning area. The Brunswick-Golden Isles Airport (BQK) has one of the longest runways in the state, measuring 8,001 feet long by 150 feet wide, allowing it to serve large and small aircraft. Its terminal was also upgraded in recent years to accommodate increasing levels of activity and to improve passenger service and security.

The McKinnon-St Simons Airport (SSI) is a publicly owned airport serving business and vacation travelers on St Simons Island. It has two active runways which measure 5,800 feet long and 3,313 feet long. Both are general aviation airports, and rely on airport revenues, federal grant funds, GDOT funding assistance, and in some cases private funding to pay for upgrades and improvements at these airport facilities.

Jekyll Island also has a small airport that is used for recreational purposes only. More information about his airport can be found at: http://jekyllislandairport.com/index.html.

# **Greyhound Bus**

Greyhound national bus service is provided to the City of Brunswick, with daily trips from/to Savannah, GA and Jacksonville, FL. The station is located on Gloucester Street in downtown Brunswick.

# **Private Transportation Services**

The City of Brunswick also offers taxi and shuttle service by private providers. This includes intercity shuttles, as well as specialized transportation offerings that must be scheduled in advance.

#### Sources:

- Georgia Bicycle and Pedestrian Safety Action Plan
- http://www.sslt.org/#
- http://coastalgeorgiagreenway.org/coastal-georgia-greenway/about-coastal-georgiagreenway/glynn-county
- http://www.fta.dot.gov/grants/13094.html
- http://www.crc.ga.gov/departments/trans/trans.html

# CHAPTER 5 FREIGHT AND INTERMODAL TRANSPORTATION



A region's industry and employment characteristics play a large role in the freight composition. Glynn County is largely a service-driven economy. The private sector employs about 76 percent of residents, with manufacturing employing approximately six percent and services employing about 65 percent of Glynn County residents. Federal, state and local government employs about 24 percent of County residents<sup>1</sup>. As such, the County primarily consumes goods rather than produces them.

# **Existing Freight Conditions**

In order to create a freight movement profile for Glynn County the Federal Highway Administration Freight Analysis Framework data was compiled to develop an approximate estimate of freight movements.

A total of about 816,000 tons were inbound in 2012 valued at approximately \$3.0 billion (primarily motorized vehicles from eastern Asia to Los Angeles and nonmetallic minerals from Europe to the Philadelphia, PA area), while outbound totaled approximately 954,000 tons valued at \$2.3 billion (primarily motorized vehicles and newsprint/paper to Europe). There were approximately 142 million tons moving regional with an approximate value of over \$63 billion.

Trucks carried 95 percent of the total 141.9 million tons of freight flowing through the area, while rail carried five percent of the share. Water and intermodal modes carry less than one percent each. The dominance of truck is due to the mode's flexibility in terms of being able to handle varying shipment sizes and ability to achieve door-to-door delivery virtually anywhere without making any additional mode transfers. Trucks also are a relatively high speed mode with relatively competitive total trip costs.



<sup>&</sup>lt;sup>1</sup> http://explorer.dol.state.ga.us/mis/profiles/counties/glynn.pdf











Depending on fuel prices, the rail mode is typically much more efficient at carrying bulk loads and intermodal freights distances of approximately 500 miles or more.

In terms of freight value, trucks carry about 97 percent of the total flows with rail and intermodal carrying one and two percent, respectively. The rail value percentage is lower than the rail tonnage percent because rail carries many lower-value, high-tonnage goods such as coal and lumber.

# Highway Network

Within the region, the vast majority of truck travel occurs on the Interstate system, specifically I-95. The high use of I-95 is due to the connectivity provided by the north-south orientation directly connecting to east-west I-16 in the Savannah area (70 miles northeast) and eventually to Macon and Atlanta via I-75, and the higher speeds and ease of travel afforded by the interstate compared to other regional roadways. Trucks are also flexible in terms of being able to handle various shipment sizes and the ability to provide door-to-door service

# Freight Routes

The I-95 corridor bisects Glynn County in the southwest to northeast direction. Truck access to the Port of Brunswick is gained either via Exit 29 along US 17 to the Colonel's Island Terminal (approximately 2.5 miles) or via Exit 36 to gain access via US 25/GA 27 and New Castle Street/Oglethorpe Street to the Mayor's Point and Marine Port Terminals (approximately 5.2 miles).

US 17 (Jekyll Island Road) is a four-lane roadway separated with a grass and paved median. Access to the Colonel's Island Terminal is provided via an unsignalized intersection with separate right- and left-turn lanes.

US 25/GA 27 (New Jessup Highway) is a multilane road (three/four lanes per direction with separate turn lanes) narrowing to two lanes per direction south of Glyndale Drive to two lanes per direction with a center left-turn lane. This roadway configuration continues south to where the Ross Street ramp intersects with the roadway. South of the Ross Street ramp, the roadway is two lanes per direction separated by a center grass median. After the Norwich Street/Newcastle Street split, Newcastle Street provides two lanes per direction until the 9th Street intersection where the roadway again becomes two lanes per direction with a center left-turn lane. Newcastle Street splits at Bay Street in the northern



section of Brunswick. Access to the Mayor's Point Terminal is gained via Bay Street/Oglethorpe Street, a two lane per direction roadway with left-turn lanes at all intersections, while access to Marine Point Terminal is gained via Newcastle Street in the extreme portion of Brunswick.

Other freight routes include the I-95 Exit 42 area in northeastern Glynn County. At this location, US 17 (via Grants Ferry Road) and GA 99 converge at the interchange to form an outer ring providing direct access to commercial and industrial land uses.



The US 17 segment not only serves the Brunswick Golden Isles Airport area, but also several industrial parks and Glynn County governmental agencies. US 17 in this area is two lanes northbound toward I-95 and one lane southbound between the I-95 interchange to just south of Dan Street. South of Dan Street US 17 contains one travel lane per direction with separate turn lanes at Jack Hartman Road (serving Eastgate Commerce Park, Golden Isle Gateway Tract and Needwood development) and Glynco Road (serving Brunswick Golden Isles Airport, Brunswick-McBride Industrial Park, Glynco Industrial Park, and North Glynn Commerce Park).

Along GA 99, west of the I-95 interchange, the roadway is one

travel lane per direction to US 25 where separate turn lanes are provided on each approach of the four-leg intersection. West of US 25, GA 99 reverts back to a one lane per direction roadway and extends to a T-intersection with US 82 where each approach provides separate turn lanes.

#### **Traffic Volumes**

I-95 daily traffic volumes range from about 47,600 (18% trucks) per day in northern Glynn County to about 45,200 (20% trucks) per day in southern Glynn County. The highest non-interstate routes for trucks are is US 17, US 27 and US 231, providing access to the northeastern part of South Georgia, and US 82 and US 520, which provide access to the western parts of South Georgia.

Other daily traffic volumes include approximately 12,400 vehicles (8.8% trucks) on US 17 east of I-95, 13,100 (6.8% trucks) on US 17 (Glynn Avenue), about 21,000 (8.9% trucks) on US 25 east of I-95, and 4,100 vehicles (8.4% trucks) along Bay Street in the vicinity of the Mayor's Point Terminal.



#### Rail Network

Glynn County is served by two Class I railroads (i.e., Norfolk Southern (NS) and CSXT) and one short line operator Golden Isles Terminal Railroad (GITR).

#### **CSXT**

Within Georgia, CSXT operates and maintains nearly 2,700 miles of track and maintains more than 3,300 public and private grade crossings. CSXT operates five main corridors through Georgia. The Chicago-Southeast corridor in and near Georgia is located between Birmingham, AL and Waycross via Manchester or Bainbridge. The New Orleans Gateway through Georgia is Montgomery, AL, Atlanta, GA and

Greenwood, SC. The Atlantic Coast corridor between Boston and Miami in Georgia is located between Savannah and Callahan, FL via either Nahunta or Waycross. The Michigan-Florida corridor in and near Georgia is operates between Knoxville, TN, Cartersville, Atlanta, Waycross, and Jacksonville, FL. The Central Service corridor from Detroit, MI, Chicago, and St. Louis, MO to Savannah is operated between Greenwood, SC, Augusta, and Savannah, GA.



In the Brunswick area, CSXT shares track rights with Norfolk Southern along the New Castle and Turtle River Leads serving the Mayor's Point and Marine Port Terminals. CSXT crosses NS tracks at Southern Junction on the way to Waycross.

#### Norfolk Southern

Norfolk Southern owns and operates an expansive rail network extending from New York City to Chicago and Kansas City, New Orleans, and Jacksonville, FL. Within Georgia, NS owns or operates 1,908 route miles. Georgia is located in the southeast corner of the NS network, and Macon is a hub for traffic consolidation and distribution.

A major NS corridor in Georgia is between eastern Tennessee through Atlanta, Macon, and Valdosta to Jacksonville, FL. Another major corridor is between Greenville, SC through Atlanta to Birmingham, AL. These two corridors share double main track between Atlanta and Austell, and represent the heaviest density in the state. Savannah is another major element of NS traffic in Georgia, as it is an important port connection that is served through Augusta and Macon.

In addition to these main corridors, NS also operates secondary lines from Macon to Dothan, AL and between Albany, AL to Brunswick.



#### Golden Isles Terminal Railroad

Golden Isles Terminal Railroad (GITM), acquired by Genesee & Wyoming in 1998, is a 12.6-mile short line freight railroad serving the Georgia Ports Authority and interchanging with CSX Transportation and Norfolk Southern northwest of the Port of Brunswick. The train operates between Anguilla Junction, where a five-track interchange yard with a capacity 24,250 feet of track is located, and the Georgia Ports Authority's Colonel's Island Bulk and Auto Processing Terminal near Brunswick. Upon connecting to the terminal at Mydharris, there



is a 10-track yard with 13,000 feet total included in 24 miles on on-terminal trackage. The agri-bulk facility has a two-track loop of approximately three miles. In addition, there is a passing track about a one-mile long on the connection about half way to the terminal.

#### Port Network

Port operations play a major role in the movement of freight within Glynn County. The Port of Brunswick, located at the junction of the South Brunswick, Turtle and East rivers, moved more than 3.4 million tons of cargo during FY2014, an 11.6% improvement over FY2013. For the third year in a row, the GPA achieved a record total for auto and machinery units with a 10% increase in FY2014. (Source: GPA) The Georgia Ports Authority (GPA) oversees the Port of Brunswick comprised of two terminals GPA owns and operates and a third owned by GPA, but leased to Logistec U.S.A. The following is a description of each facility.

#### Mayor's Port Terminal

The terminal area comprised of 22 acres, is a dedicated break bulk facility specializing as a distribution center for a variety of forest and solid wood products (e.g., wood pulp, linerboard, plywood, and paper products). The facility contains 355,000 square feet of covered storage encompassing two building (i.e., one building is 305,000 square feet and the other is 50,000 square feet) adjacent to the terminal's 2,000-foot long rail siding with access to both CSXT and NS and the 1,750-foot long vessel berthing. In addition, there is about 7.9 acres of paved and unpaved open storage.



#### Colonel's Island Terminal

Colonel's Island Terminal, the largest of the Brunswick and GPA terminals, is comprised of two distinct freight uses, agricultural-bulk (agri-bulk) and roll-on/roll-off (Ro/Ro). The agri-bulk facility (corn, wheat soybeans and grain byproducts), located on 71.2 acres, is capable of accommodating 64,800 short tons of agricultural products in combined flat and vertical storage. In addition, the facility is capable of



accommodating diverse groups of agri-products and offers a turnkey service for US Midwest and Southeast agri-producers.

The Ro/Ro facility ranks as one of the nation's largest auto facilities on over 1,700 acres. The terminal is the third busiest US port for total Ro/Ro cargo and the second busiest for Ro/Ro imports. The facility also contains three berths and three on-terminal auto processors. Mercedes-Benz has constructed a 70,000 square-foot vehicle preparation center, consolidating their southeastern shipping operations and making the Port of Brunswick Mercedes-Benz USA's South Atlantic Hub. In addition to BMW, other automobile manufactures using the facility include: Porsche, Jaguar, SAAB, Volvo, Land Rover, and Volkswagen.

#### **Marine Ports Terminals**

Leased by GPA to Logistec U.S.A., the 145-acre facility specializes in the handling of break-bulk, dry bulk, and liquid bulk commodities. The facility contains four cargo berths and on liquid bulk berth and provides over 2,400 linear feet of berthing in addition to 480,000 square feet of storage and 15 acres of open storage.

# Freight Needs Assessment

As noted above the vast majority of freight movement occurs via trucks. Congestion encountered by trucks diminishes productivity and increases the cost of operations as drivers must be paid for time spent making deliveries as well as time spent in traffic. The American Transportation Research Institute (ATRI) estimates the commercial vehicle cost of congestion adds about \$864 in costs per truck nationwide. Congestion also results in decreased fuel efficiency and increased vehicle maintenance resulting from stop-and-go traffic conditions. Georgia ranks eighth overall in total trucking costs due to congestion at \$304 million. In addition, congestion contributes to societal issues such as air pollution and the increased costs of consumer goods.

By 2050 long-haul interstate corridors are projected to become affected by congestion and the growth of trucking operations supporting the area's economy. Volume-to-capacity (V/C) ratios are projected to be higher.

Railroads typically transport good over long distances. CSX and NS rail movements, especially from the Port of Brunswick are generally utilized to move goods to Waycross and Jessup and eventually on to others states. In 2040, the top tonnage commodities transported by rail to/from/within Glynn County are projected to be motorized vehicles from eastern Asia to Los Angeles and nonmetallic minerals from Europe to the Philadelphia, PA area. The top value commodities transported to/from/within the County are projected to be motorized vehicles and newsprint/paper to Europe.

According to the GDOT Georgia Statewide Freight & logistics Plan 2010-2050 Task 3 Report, the vast majority of rail tracks in the State is single track. This condition is certainly the case regarding rail access in the vicinity of the Port of Brunswick. The NS track is identified as "Cannot Double Stack", meaning there are issues such as clearances, etc. which would not permit the railroad to run double stack cars on the line. The CSXT track does not have a weight or stacking deficiency, however, the GITR track into the port is identified as having a restriction to the industry standard 285,000-pound rail car. These restrictions



could constraint freight movements on the railroad and at rail terminals, thereby extending and delaying rail shipment times.

A total of about 1.2 million tons is projected for inbound in 2040 valued at approximately \$5.8 billion, while outbound totals are projected at approximately 2.4 million tons valued at \$7.3 billion. There is projected in 2040 approximately 145 million tons moving regional with an approximate value of approximately \$70 billion. Overall, approximately 149 million tons valued at about \$83 million is projected to move about the region in 2040.

CSXT and NS generally manage their businesses across state lines by considering the market potential and competition based upon their eastern US operating territories. The portions of the railroads' networks connecting key regional markets are considered rail freight corridors spanning multiple states. In addition, these entities use their own capital to fund network corridor infrastructure improvements. State of Georgia funding has been utilized in the past to fund connecting short line railroads, roadway access to rail terminals, and connections to marine ports. However, in recent years, both CSXT and NS have made corridor improvement investments which have involved public financial assistance, typically justified on the basis of the public benefits from reducing truck traffic and truck emissions on parallel portions of highway network.

Several external factors may affect rail corridors demands and influence the area freight business and investment strategies. Some of the key factors influencing freight demand include:

#### 1. Panama Canal Expansion

The Panama Canal Authority is expanding the Panama Canal with a larger third set of locks. The project, scheduled to be complete in 2016, would increase the throughput capacity of the canal by permitting larger vessels to travel the locks providing greater economies of scale for shippers. The canal capacity for container vessels, now limited to 4,500 Twenty-foot Equivalent Units (TEU) ships, will increase to container vessels of 12,500 TEU capacity.

This expansion project creates an opportunity for the Georgia Ports Authority to capture additional ocean trade with Asian and South American west coast countries. Currently this traffic would bypass Atlantic ports and traveled instead to US West Coast ports before traveling to or from the Southeast by truck or rail. Additional international trade could be carried to and from Georgia's ports by rail, if port market shares increase.

#### 2. Deepening Savannah Harbor

The deepening of Savannah Harbor would likely add to the demand for intermodal rail service. A 47-foot channel depth would result in an increase of larger container ships. Those vessels could stay longer in port discharging and loading more containers than the current ships servicing the port. This operational change offers potential cost savings through economies of scale to shippers, but it also brings the prospect of greater surges of import and export cargo. Handling the loading and unloading of intermodal trains at the ports could be affected, while greater use of the available capacity on the rail lines serving the Port of Savannah is likely.



# 3. Increasing Domestic Intermodalism

Class I railroads increasingly focus on growing their intermodal container business, which was originally started to serve international ocean container traffic at container ports. Within the last ten years railroads have moved aggressively to grow their domestic intermodal container business share. They have accomplished this by offering speed of service and intermodal container yards located where they are useful to truckers. The domestic intermodal service uses larger size containers than used in ocean shipping, matched instead to standard highway trailer sizes that are 53-feet long and taller and wider than a standard 40-foot long international ocean container.

#### 4. Other Business

There are other business uses of the freight rail network affecting Georgia rail demand apart from the growing intermodal business and the declining coal shipping businesses.

Automotive manufacturers continue to prefer use of the enclosed tri-level or bi-level "auto rack" rail cars for shipping new autos and light trucks to their dealer networks. This is the case whether the vehicles are imported, exported or shipped domestically between auto plants and their dealers. For autos made in Canada or in Mexico, that may mean imported vehicles shipped by rail, but not through seaports. However, Mexican rail network capacity constraints have recently resulted in some autos made in Central Mexico being shipped by Car Carrier ocean vessels into the Port of Brunswick. Within the US auto manufacturing is increasingly concentrated in the Southeast, and that includes manufacturing for the North American market as well as manufacturing for export overseas. Georgia, with the key Southeastern auto-handling port at Brunswick and as a regional distribution hub state, will continue to see growth in rail shipping of autos.

#### 5. Return of United States Manufacturing

The domestic oil and gas boom is providing opportunities for new competitive United States manufacturing. Petrochemicals production is now often cheaper to have in the US than other countries with higher energy costs. Chemicals manufacturing and much of the other manufacturing cited as candidates for revitalization in the United States is capital intensive, not labor intensive. With current low interest rates and available investment capital, manufacturing that depends on relatively few skilled operators of advanced equipment is the most likely type of manufacturing to return to the United States.



# Freight and Goods Movement Improvements

The projects identified below, when implemented, all would benefit Glynn County and improve the transportation system. However, realistically, not all projects would be implemented at once. In addition, the projects exhibit specific attributes which enhance freight flows within the region.

The identified projects have not been categorized by multiple modes because many projects are multimodal or impact several transportation modes and by grouping projects together there is an emphasis on demonstrating the "intermodalness" of improvements.

The attributes chosen for this evaluation include:

- Freight Congestion Relief This attribute accounts for goods mobility on Glynn County roadways. Examples include effectively reducing congestion either directly (e.g., lane widening) or indirectly (e.g., providing an alternative transportation mode).
- Coordination Projects with prior approval or public support.
- Safety Safety for freight movements include reduced traffic congestion, improved infrastructure or diversion freight to a safer mode.
- Environmental Impacts Projects which divert freight to more efficient modes in terms of emissions or reduced congestion.
- Infrastructure "Wear and Tear" Impacts System preservation (e.g., highway maintenance and upgrade projects) is more important than system expansion.
- Number of Freight Facilities Served Freight facilities need to be connected to freight
  infrastructure by improving access to warehouses and distribution centers, rail yards, airports,
  and marine ports along with major freight generators and attractors, such as manufacturing
  areas
- Ability to Enhance/Retain/Create Jobs Projects with a positive impact on surrounding areas leading to job creation stimulating the economy.

#### I-95 Projects

As previously discussed, the I-95 corridor bisects Glynn County from northeast to southwest. The corridor is an economic lifeline to markets and goods movement on the east coast. There are four interchanges which serve the County and provide access not only to residential and institutional uses, but also the many commercial and industrial establishments. The Brunswick-Golden Isle Airport is located adjacent to Exit 38 along with several commercial and industrial developments and parks.

Four projects (two mainline I-95 and two interchange projects) have been identified with construction slated for the 2031-2040 period and beyond. The two mainline projects (**GDOT PI# 511095** and **511105**) call for mostly restriping the existing roadway to provide four travel lanes per direction, while the two interchange projects (**MTP Project ID # N1** and **N2**) identify modifications to Exit 38 and 29.



An adjacent project is SR 303 between US 82 and US 341 (**GDOT PI# 008039 and MTP ID# N6**) which runs generally parallel to I-95 between Exit 29 and Exit 36. The project consists of intersection improvements and at a later date may include widening of the entire roadway segment.

Collectively these projects demonstrate the attributes of freight congestion relief, number of freight facilities served, and ability to enhance/retain/create jobs.

# **SR 99 West Corridor Projects**

The SR 99 West corridor (I-95 to US 82) is comprised of two separate projects (**GDOT PI # 0001036** and **0008038**). This roadway part of an "outer ring" to the City of Brunswick. While segments of the route are somewhat rural, the eastern section provides access to the Georgia Pacific Sterling Plant and the Gateway development. In addition, this corridor would serve as an alternate route as the Turtle River Global Logistics Park develops.

Attributes these projects demonstrated include freight congestion relief, safety, and infrastructure "Wear and Tear" impacts.

#### SR 99 East/US 17 Corridor

This corridor forms the eastern portion of the "outer ring" mentioned above extending from I-95 Exit 42 east and south to Yacht Drive in the vicinity of the Brunswick-Golden Isle Airport and the Federal Law Enforcement Training Center. Two projects, each consisting of widening the roadway, have been identified, **GDOT PI # 0000422** comprises widening between 1-95 east to US 17 and **GDOT PI # 532650** entails widening from Harry Driggers Boulevard to Yacht Drive. One additional roadway project which supports connectivity in the area is the Glynco Parkway project (**MTP Project ID # 2**) which includes widening the segment between US 17 and SR 25 (Golden Isle Parkway).

These roadway segments provide access not only to the Airport and Law Enforcement Center mentioned above, but also to numerous commercial and industrial sites including: Needwood, Eastgate Commerce Park, Golden Isles Gateway Tract, Brunswick-McBride Industrial Park, Glynco Industrial Park, and North Glynn Commerce Park.

Attributes these projects demonstrated include freight congestion, coordination, number of freight facilities served, and ability to enhance/retain/create jobs.

## City of Brunswick Fourth Street Improvements

A widening project has been identified for Fourth Street at the intersection of Fourth Street between Altama Avenue and US 17 (**GDOT PI# 550520**). The pre-dominate land use along this route is residential, however, there are some commercial and institutional uses.

Attributes these projects demonstrated include safety and environmental impacts.

#### Suburban Brunswick Improvements

There are five projects which comprise widening and access management improvements along roadways in the northern, suburban areas of Brunswick. The US 341/SR 27/SR 25 (MTP Project ID# N3) project



would address access management issues experienced by motorists. The roadway is generally two travel lanes per direction with a center left-turn lane. The predominate area land use is commercial with numerous, uncontrolled driveway points.

The remaining three widening projects (Canal Road – MTP Project ID# 1, SR 25 Spur - MTP Project ID# N4, Walker Road/Chapel Crossing Road – MTP Project ID# N5,) share common intersections and would serve to enhance area connectivity. Project implementation, scattered among all cost bands, would improve traffic operations and the flow of goods south of I-95 and in the vicinity of the Glynn Place Mall.

Attributes these projects demonstrated include safety, environmental impacts and ability to enhance/retain/create Jobs.

#### Areas of Additional Analysis

There are other areas within the region where the movement of goods and services are significant and additional future study is warranted. One area is Bay Street from Newcastle Street south along the riverfront. This road segment serves as the main access to Mayor's Port Terminal and Marine Port Terminal. Additional traffic analyses should be conducted to maximize access to these facilities and minimize interactions between passenger vehicles and pedestrians.

Another area which warrants future studies is along Newcastle Street in the vicinity of the Georgia pacific Pulp and Paper Plant in the area between Ninth and Seventh streets. Presently, trucks are using Ross Road as a "bypass" route to avoid queuing trucks at the Ninth Street/Newcastle Street intersection. Depending on conditions, exiting trucks gain access via slip ramps to northbound Newcastle Street. These movements can cause an unsafe merge condition because of limited sight distance, roadway speeds, and length of the ramps. An area traffic study should be conducted to address travel speed, traffic signal warrants, and roadway access conditions.

#### Sources:

- Federal Highway Administration, Office of Freight Management and Operations
- Georgia Ports Authority
- Georgia Department of Transportation

# **APPENDICES**

Appendix A: Socio-Economic Data Memoranda

Appendix B: Public Participation

# APPENDIX A

Socio-Economic Data Memoranda

7 E Congress St, Suite 402 E Savannah, GA 31401 **O** 912-236-3540 *rsandh.com* 

#### **MEMORANDUM:**

**Date:** 16 October 2014

**To:** GDOT Modeling Staff

From: Rachael Hatcher & Kai Zuehlke, RS&H

**Subject:** 2010 Socioeconomic Data for BATS/Glynn County

The file "BATS\_TAZ\_2010" contains the BATS/Glynn County 2010 socioeconomic data for GDOT review. The methodology used to generate the data complies with the GDOT Travel Demand Model Development Procedures. The following fields are populated:

HH: HouseholdsPOP: Population

RETAIL: Retail EmploymentSERVIC: Service Employment

MAUF: Manufacturing Employment
 WHOLE: Wholesale Employment
 TOTEMP: Total Employment
 Students: Students Enrollment
 Income: Median Household Income

• Acres: Acres

The US Census Bureau and Glynn County provided the data. A TIGER/Line geodatabase with pre-joined Census 2010 population and housing count data at the block level for Georgia was obtained along with median income from 2010 ACS 5-year estimates for all census tracts in Glynn County. The tract-level income was then joined to the blocks. Block-level employment data was obtained from LEHD LODES and then aggregated to the four employment types.

The Brunswick and Glynn County Development Authority provided major employer data. These employment figures were mapped, categorized, compared against block- and aggregated TAZ-employment, and added to TAZ employment if necessary. The Glynn County School System employment was distributed from the headquarters to school locations throughout the county. Similarly, Glynn County government employment was distributed from the headquarters to county locations throughout the county.

Several Census blocks spanned multiple TAZs. Block attributes were allocated to the TAZ based on estimated relative activity levels. A summary of the Glynn County socioeconomic data contained in the TAZ is given in the following table, and the population and employment are mapped on the figures below.

Population	79,617
Households	40,703
Retail	14,326
Service	23,072
Manufacturing	3,345
Wholesale	768
<b>Total Employment</b>	41,511
Students	17,101

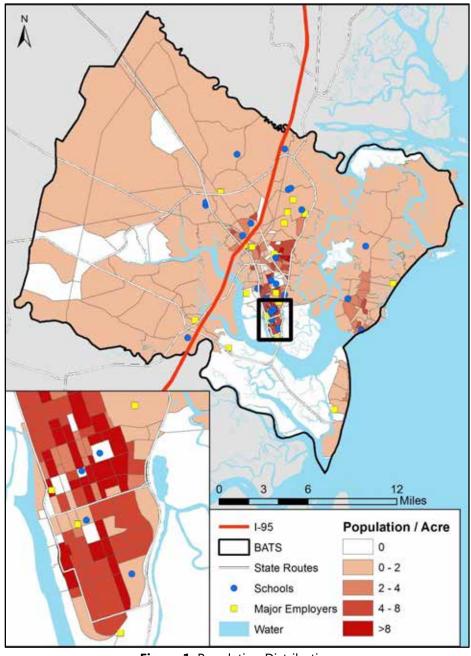


Figure 1: Population Distribution

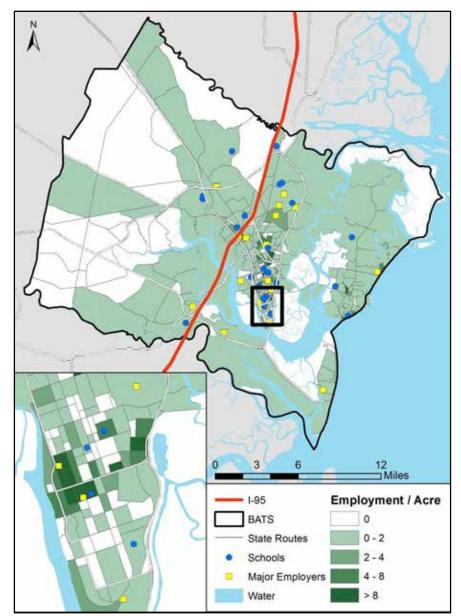


Figure 2: Employment Distribution

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#### **MEMORANDUM:**

Date: 12 December 2014

**To:** GDOT Modeling Staff

From: Rachael Hatcher & Kai Zuehlke, RS&H

**Subject:** Future Socioeconomic Data for BATS/Glynn County

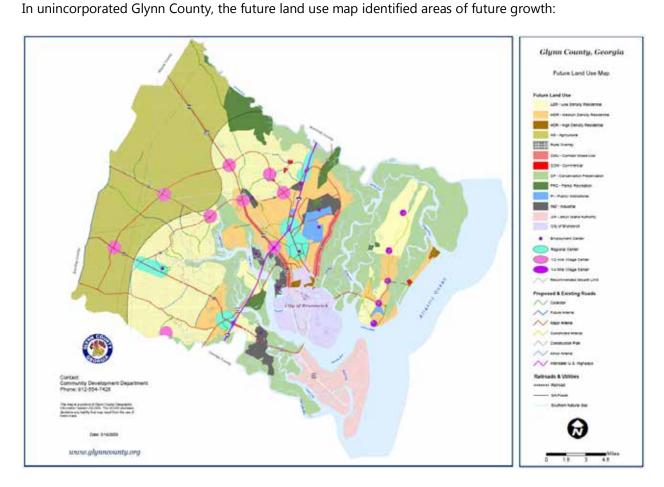
The file "BATS\_TAZ\_" contains the BATS/Glynn County future socioeconomic data for GDOT review.

The table below summarizes the initial projections. TAZ were identified as being within the city limits of Brunswick or in unincorporated Glynn County. Employment, households, and population of the 2010 TAZ were then separated from each other. The growth rate each decade of the total region wide REMI employment and population projections were calculated and applied to the 2010 TAZ. Future households were estimated based on regional average 2.1 persons per household.

	TAZ								REM	I			
	I	Employmer	nt		Household	s		Population		Emp	Pop	rEmp	rPop
	City	Glynn	Total	City	Glynn	otal	City	Glynn	Total	Total	Total	Total	Total
2010	13,196	28,532	41,728	7,281	30,605	37,886	15,881	63,613	79,494	45,570	79,821		
2020	15,063	32,569	47,632	8,274	33,141	41,414	17,374	69,595	86,970	52,018	87,328	14%	9%
2030	16,538	35,757	52,295	8,957	35,879	44,836	18,810	75,345	94,155	57,110	94,543	10%	8%
2040	17,812	38,513	56,325	9,434	37,789	47,222	19,811	79,356	99,167	61,511	99,575	8%	5%

Based on these totals, the growth each decade was calculated.

		dEMP			dHH			dPOP		
		City	Glynn	Total	City	Glynn	Total	City	Glynn	Total
Α	2010-2020	1,867	4,037	5,904	993	2,536	3,528	1,493	5,982	7,476
В	2020-2030	1,474	3,188	4,662	684	2,738	3,422	1,436	5,750	7,186
С	2030-2040	1,275	2,756	4,030	477	1,910	2,387	1,001	4,010	5,012
dAC	2010-2040	4,616	9,981	14,597	2,153	7,184	9,336	3,930	15,743	19,673



These areas were assumed to have high, medium, low, or no level of employment and household growth potential. Development capacities were assumed at graduated levels of jobs or residential units per acre derived from thresholds defined in the Glynn County Future Land Use Plan.

	Land Use			
Code	Description	Employment	Household	
LDR	Low Density Residential	None	Low	
MDR	Medium Density Residential	None	Medium	
HDR	High Density Residential	None	High	
NMUC (1/4 mile)	Neighborhood Mixed Use Center	Low	Low	
CMUC (1/2 mile)	Community Mixed Use Center	Medium	Medium	
RMUC	Regional Mixed Use Center	High	High	
CMU	Corridor Mixed Use	Medium	Medium	
СОМ	Commercial	Medium	None	
IND	Industrial	Medium	None	
PI	Public/Institutional	Medium	None	

Employment: 10 jobs/acre high, 6 jobs/acre medium, 2 jobs/acre low Households: 12 units/acre high, 6 units/acre medium, 2 units/acre low

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The 2010 base Socio Economic data at the TAZ level were used to account for current development. Subtracting current employment or households from each TAZ's aggregated development capacity yielded the remaining development capacity. The ratios of each TAZ's remaining development capacity to the total remaining development capacity were calculated and applied to the unincorporated county growth each decade. Manual adjustments were made for two areas formerly designated as receiving areas for population and employment that have been placed in perpetual conservation and/or have been developed in a manner inconsistent with proposed future growth scenarios. The 2020 future growth scenario also accounts for a recently permitted 125 unit residential development on St Simons Island.

For the City of Brunswick, in general the 2010 TAZ employment, population, and households were grown at the citywide average growth rate. A scan of aerial photography revealed several vacant or undeveloped parcels, development capacity for which was estimated and manually applied. Additional manual adjustments included removing all residential growth from TAZ that were found to exceed population density, household density, and/or employment relative to acres.

Students were grown at the REMI population growth rate each decade. The ratios of retail, service, manufacturing, and wholesale to total employment for each TAZ were applied to future total employment to obtain future sector employment.

# APPENDIX B

Public Participation

#### **Brunswick Area Transportation Study**

## 2040 Metropolitan Transportation Plan Update

# **PUBLIC PARTICIPATION PLAN**

Prepared For:

**Brunswick Area Transportation Study** 

1725 Reynolds Street Brunswick, Georgia 31520

Prepared By:

RS&H, Inc.

7 E Congress Street, Suite 402-E Savannah, Georgia 31401

October 17, 2014

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#### 1.0 Introduction

Glynn County was designated as a Metropolitan Planning Organization (MPO) as a result of the 1990 US Census. The Brunswick Area Transportation Study (BATS) serves as the federally designated planning area for Glynn County which includes the City of Brunswick, the County's only municipality and County seat.

As such, the MPO is responsible for the update of the 2040 Metropolitan Transportation Plan (MTP), formerly known as the Long Range Transportation Plan. One of the most critical elements of the plan update is the incorporation of public and stakeholder input throughout the planning process. This Public Participation Plan (PPP) was developed specifically for the 2040 plan update and is structured within the framework of the overall public participation process for the MPO.

Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) is the federal transportation legislation regulating the federal transportation planning process applied to MPOs, states, and any federally funded project. Each plan is reviewed for compliance with the mandated transportation planning process, including public participation.

This PPP describes the processes and procedures that will be employed during the plan update and will ensure compliance with MAP-21 and that the members of the public have ample opportunity to provide input. It is crucial that stakeholders and members of the public be integrally involved in the planning process and the plan development. The PPP provides the foundation and framework for this input and outlines the strategies, methodologies and performance measures for participation in the planning process.

#### 2.0 GOALS AND OBJECTIVES

Public involvement is an essential component of the Brunswick Area Transportation Study MTP update and will occur throughout the planning process. This PPP is designed to involve local governments, agencies, stakeholders and the public as participants and to enable them to provide meaningful input to the process and outcomes of the MTP update. The plan strives to establish new forums for information exchange while also taking advantage of existing groups and organizations. Outreach efforts will educate, inform and involve the public as to the purpose and progress of the studies by highlighting local issues, technical considerations, and potential impacts. Outreach techniques are designed to encourage participation in the public process and to generate meaningful feedback. The PPP provides tools for both disseminating study-related information and gathering public input that reflects the community's concerns and interests.

The public involvement process includes education of stakeholders to ensure full understanding of the study. Generating public awareness and creating partnerships with residents, elected officials, local agencies, businesses, educational organizations and civic associations is critical to the success of the MTP.

The following sets forth the goals and objectives of the MTP update. These goals represent a high-level approach to public involvement activities, while the objectives outline detailed strategies on achieving the goals.

Goal: To consult with community stakeholders and gather their ideas on transportation issues and needs, as well as potential solutions. This process is an opportunity for the members of the community to voice their concerns and opinions about current and future travel activity within the BATS study area. Coordination with the users of the transportation system will provide insight into existing travel conditions and patterns and will serve as a foundation for the study.

- Objective: Develop partnerships among local governments, agencies and other stakeholder interests through a project Stakeholder Advisory Committee of key stakeholders within the County
- Objective: Meet with the Stakeholder Advisory Committee up to five (5) times during the study to ensure effective feedback as part of the plan development process.

**Goal:** To inform and involve the public throughout the process. This plan intends to: 1) educate, 2) listen and respond quickly to, and 3) learn from the public early and throughout the planning process. The success of this effort depends on the cooperation and support of the public. The goal is to ensure that those potentially impacted, influenced, inconvenienced or enhanced by the MTP are well aware of the goals, timelines and available information throughout the duration of the planning process.

- Objective: Hold a series of three (3) interactive Public Workshops to effectively engage the public
- Objective: Develop and host an online survey to provide additional opportunities for the public to provide input on the plan update.
- Objective: Document and incorporate all comments, feedback and input obtained during the planning process.

Goal: To ensure all members of the public, including those traditionally underserved populations, have opportunities to meaningfully participate in the planning process and plan development. This planning process is structured to ensure that all meetings and other input opportunities are easily accessible and convenient to all populations, especially those environmental justice groups.

- o <u>Objective</u>: Using census data, identify the location of the traditionally underserved populations, including minority and low income groups.
- Objective: Hold all meetings in accessible and convenient locations for all members of the public, including environmental justice populations.

Goal: Continuously monitor the progress and effectiveness of the Public Participation Plan in communicating and receiving information among stakeholders, citizens, planning partners and project team. The public participation process must be a dynamic one and evaluated throughout the planning process. This evaluation process will provide feedback on what techniques are successful and which ones that were not successful. As the techniques are identified, input opportunities may need to be adjusted during the planning process to ensure maximum participation.

- Objective: Review the participation efforts after each key opportunity to understand what worked and what could be improved.
- o <u>Objective:</u> Based on feedback, adjust opportunities for participation to improve input.

#### 3.0 STAKEHOLDERS AND PARTICIPANTS

The 2040 update will involve many participants, including community stakeholders and citizens from Glynn County and Brunswick, which is the only municipality in the county. Because of the varied interests, issues, opportunities and focuses, an organized approach will be required to efficiently maintain the stakeholder and citizen involvement process.

#### Stakeholder Advisory Committee

Key Stakeholders from Glynn County, Brunswick, agencies, and other interested entities will be identified in coordination with the BATS staff. Representatives of these groups will be invited to participate as part of the study Stakeholder Advisory Committee (SAC). Based on input from staff, the Technical Coordinating Committee may serve as the SAC. The full realm of interests may be captured through the members of the MPO Technical Coordinating Committee (TCC) and may serve as the Stakeholder Advisory Committee. The SAC will be composed of important business leaders (i.e. Chambers of Commerce), local elected officials, representative from County Departments (i.e. emergency services and public safety, and public works), representatives from other agencies, such as schools, hospitals, the Georgia Ports Authority, and representatives of traditionally underserved communities to provide important input throughout the plan development process. The SAC will meet up to five (5) times during the study, with the following agenda items:

- Meeting 1: Introductory kick-off, discuss study expectations and initial transportation concerns
- o Meeting 2: Discussion and identification of overall transportation goals and objectives
- o Meeting 3: Present existing and future conditions, obtain input on mobility needs
- o Meeting 4: Present draft plan and obtain comments
- Meeting 5: Presentation of Final Plan

#### Stakeholder and Public Coordination and Involvement

The following include the important principles guide the stakeholder/public coordination and involvement activities:

 Continuous communication and exchange of key information through the stakeholder coordination and involvement processes are conveyed to the project team for use in the development of the plan.

- The process also provides for direct communications and interaction among the staff, the consultant team and the committees and groups to minimize any confusion in the overall direction of the project at the policy level.
- Continuous communication is maintained throughout the planning process among the project team, stakeholders, and all parties interested in participating in the plan.
- The process provides easy and accessible opportunities for input from all populations.

Through close coordination with BATS staff, the initial list of stakeholders and interested parties will be identified. As more interested parties are identified during the planning process, they will be added to the list of contacts. Contact information for these groups will be compiled into a database and will be used to supplement any existing stakeholder and public contact lists used by BATS staff. Potential stakeholders may include:

- Board of Education
- Institutions of higher education (Universities, Technical Colleges)
- Business Community
- o Chambers of Commerce
- o Industrial/Development authorities
- o Planning Commissions
- o Tourism agencies
- State authorities and agencies (i.e., Jekyll Island Authority, Department of Natural Resources)
- o Georgia Department of Transportation
- Federal Highway Administration
- Faith based organizations and churches
- Social service agencies and organizations
- Community service and civic organizations
- o Environmental advocates and organizations
- Parks and recreation departments and agencies
- Coastal Regional Commission
- Health care agencies and organizations
- Historic preservation agencies and organizations
- Developers
- City and County engineering staff
- City and County public works staff
- Emergency preparedness agencies and organizations
- Public safety agencies (i.e., Police, Fire, Law Enforcement Training Center)
- Intermodal agencies and organizations

- Airport Commission
- Georgia Ports Authority
- Railroads
- Bicycle and pedestrian advocates, organizations and users
- City and County elected officials
- Neighborhood/community associations

#### **Environmental Justice Communities**

The traditionally underserved populations will be included in the process through the individual group presentations and participation opportunities, focusing particularly on church, school, civic, and neighborhood organizations. In addition, every attempt will be made to hold meetings in locations accessible to the underserved populations. Should such a location be unavailable or cause hardship for other participants, additional meetings specifically for the environmental justice communities will be held to ensure their participation.

#### **Coordination Roles and Responsibilities**

Effective implementation of the stakeholder involvement and coordination program for this project relies on an understanding of clearly described roles and responsibilities.

#### Project Manager

The BATS Project Manager is responsible for directing the overall project on behalf of BATS and is the leader of the project team.

#### Project Team

The Project Team includes the BATS staff and Consultant staff. The role of the Project Team is to provide direction, guidance, assistance and technical support throughout the planning process and to ensure the development of a viable MTP.

#### Consultant Project Manager

The Consultant Project Manager is responsible for directing the work of the consultant team.

#### Consultant Team

The role of the technical team is to carry out all of the contractual requirements for the project as specified in the Scope of Work, including the completion of all technical work in a manner that meets professional standards with the work being conducted on time and on budget.

#### Other Stakeholders, Citizens and Interested Parties

These persons are interested individuals and groups who seek to participate in the development of the plan and will provide input and guidance over the course of the

study.

#### 4.0 Public Involvement Techniques

A variety of techniques will be used to ensure a broad range of opportunities to provide input into the plan update. These techniques will be a combination of traditional and technology based approaches.

Members of the general public, and often stakeholders, do not understand the transportation planning process and its requirements. Educating the public enhances participation and interest as knowledge of the planning process and how it relates to the community is communicated. This educational aspect will be incorporated into all of the outreach activities.

#### **Public Workshops**

It is anticipated that three traditional public workshops will be held at key milestones during the planning process and will be coordinated with the SAC meetings. These workshops will be held in accessible locations and in different locations to maximize convenience and participation. Advertisements and notifications for these meetings will meet or exceed the existing BATS public notification requirements.

The first public workshop will present the project background, the plan's purpose and approach for completion, provide opportunities to identify any general concerns and/or issues, and gather input into the overall plan goals and objectives.

The second public workshop will present existing and future conditions and gather input on mobility needs and deficiencies.

The third public workshop will present the draft plan and obtain comments. These comments will be incorporated as the plan is finalized.

All meeting materials, sign-in sheets, and comments/input will be carefully documented and compiled into the public participation summary document for the final plan. Based on the environmental justice analysis, all plan materials will be translated if needed.

#### **Public Hearing**

Before adoption of the plan, a formal public hearing must be held. This public hearing will be held during the MPO Policy Committee meeting where the final plan is presented and before the plan is adopted.

#### Website

Project materials will be developed and posted on the website for easy access by the public and stakeholders. This information will include project schedule, meeting dates and notices, project fact sheet, and any interim and final documents and presentations. The website will also include contact information for the project team.

#### Online Survey

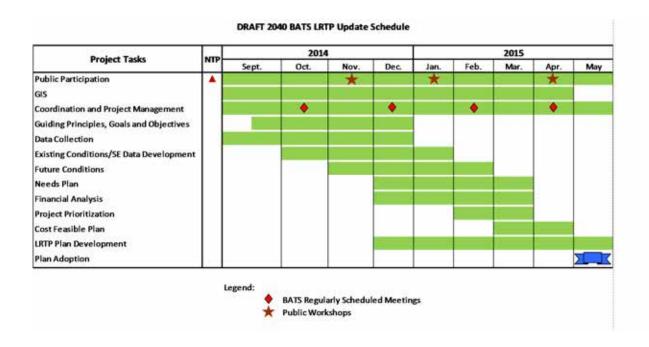
An online survey will be developed and hosted by the project team. Information regarding the survey will be posted on the web and project materials will include the website address for the survey. This online survey will provide more opportunity for input and will be designed to gather the same type of information received at the traditional workshops.

#### Stakeholder Coordination

Coordination with individuals, agencies and organizations that may have specific input outside of standard meetings is critical. This coordination will be ongoing and individual meetings will occur on an as-needed, or as-requested basis.

#### 5.0 SCHEDULE

The project schedule is shown below and includes the tentative dates for the public workshops.



#### 6.0 Public Participation Evaluation

Efforts will be made throughout the project to ensure that effective tools and practices are used to engage the Stakeholder Advisory Committee and all of the interested parties that seek to participate in the project. These efforts include:

- Short questionnaires distributed to the members of the SAC at their meetings to determine the level of satisfaction with the efforts used to solicit and use the input.
- Short questionnaires distributed at the public workshops to gauge the level of understanding of project concepts, the most optimum methods of public notification, and the level of satisfaction with the public involvement activities.
- Feedback sessions with the BATS Project Manager and project team to gauge the level of satisfaction with the overall stakeholder involvement and coordination activities.

#### **Performance Measures**

Performance measure systems are a key element in the effort to continuously improve the quality of the public engagement and participation process. These measures should relate directly to the overall goals and objectives of the public involvement and SAC activities. The performance measures are correlated to the objectives presented in Section 2 of this PPP.

Public Involvement Objectives	Performance Measures				
Develop a project Stakeholder Advisory Committee of key stakeholders within the County	Local governments, agencies, business owners, and key community groups were invited to participate and were engaged in the planning process.				
Meet with the project Stakeholder Advisory Committee at least five (5) times during the study to ensure effective feedback as part of the plan development process.	Stakeholder surveys regarding the Stakeholder Advisory Committee meetings and Public Workshops were administered and results were favorable.				

Hold a series of three (3) interactive Public Workshops to effectively engage the public.	Public meetings were advertised in accordance with County policies, held in convenient locations, at convenient times, and presented materials were easily understandable. Public surveys were regarding the meetings were developed and results were favorable.
Develop and host an online survey	Online survey was developed and hosted. Results and comments from the survey were compiled, documented and incorporated into the planning process.
Document and incorporate all comments, feedback and input obtained during the planning process.	All comments and input received were documented. Documentation of answers to all written questions was also compiled. Documentation of how the comments and input was incorporated into the planning process was developed and included in the plan.
Using census data, identify the location of the traditionally underserved populations, including minority and low income groups.	Using GIS, the locations of environmental justice populations were identified and mapped.
Hold all meetings in accessible and convenient locations for all members of the public, including environmental justice populations.	Meetings were held in accessible locations to the identified environmental justice populations.
Review the participation efforts after each key opportunity to understand what worked and what could be improved.	Using questionnaires, comment forms, and interviews, determine which participation techniques were most successful.
Based on feedback, adjust opportunities for participation to improve input	Using the feedback, adjust the participation efforts to ensure better/maximum public input



## Brunswick Area Transportation Study (BATS)

# **2040 Metropolitan Transportation Plan Survey**

PLEASE COMPLETE THE FOLLOWING SURVEY TO SHARE YOUR THOUGHTS ON OUR CURRENT AND FUTURE TRANSPORTATION SYSTEM. YOUR OPINION COUNTS!

#### How often do you commute to work/school by the following modes of transportation?

	Always	Usually	Sometimes	Seldom	Never
Walk					
Bike					
Drive Alone					
Carpool					
Other (specify)					

Comments

#### Approximately how many miles to you travel (one-way) to work/school?

Under 5 miles	5 to 10 miles	10 to 15 miles	15 to 20 miles	20+ miles

#### How often do you use the following for other than school/work? (Shopping, visiting friends, etc.)

	Always	Usually	Sometimes	Seldom	Never
Walk					
Bike					
Drive Alone					
Carpool					
Other (specify)					

Comments

#### Please indicate your opinions on the following statements regarding the area's transportation system.

	Strongly Agree	Agree	Neither Agree / Disagree	Disagree	Strongly Disagree
Traffic congestion is a major problem					
More travel options are needed					
More bicycle/pedestrian facilities are needed					
Need more focus on safe bike/pedestrian access to schools					
Transit services (public transportation) should be developed					
Development patterns directly affect transportation					
Freight-based industry is important to our community					

#### Please rate the following issues.

	Very Important	Somewhat Important	Neutral	Not Important	Don't Know
Addressing traffic congestion					
Maintenance of roads					
Presence of pedestrian/bicycle facilities					
Maintenance of pedestrian/bicycle facilities					
Development of public transportation system					
Movement of freight					
Addressing lack of travel options					
Safety and security					

What should be the top priorities for project funding? Please rank the following, with 1 as most important and 10 as least important.

	Rank		Rank
Construct major new roadways		Improve traffic operations (ie. turn lanes, signals, etc.)	
Widen existing roads		Improve roadway aesthetics (landscaping, signage, etc.)	
Improve bicycle lanes and trails		Improve transportation system maintenance	
Improve sidewalks		Improve facilities designated for evacuation	
Develop transit service		Construct facilities specifically for heavy trucks	

If you rarely bike or walk, please choose the option(s) that best describe your reason(s).							
Lack of facilities	Lack of connections	Distance of trip					
Climate	Safety/security	Travel time					
Other (specify)	<u> </u>						
If more/improved facilities were	available, would you walk o	r bike more frequently?					
Yes	No	Don't Know					
Additional Comments. Please us	e additional pages if necessa	ary.					
PLEASE TELL US A LITTLE AB		e identify your age group:					

In which zip code to you work?

Under 18 18 – 24

25 - 34

35 - 44

45 - 54

55 - 64

65+

#### How often do you commute to work/school by the following modes of transportation?

	Always	Usually	Sor	metimes S	Seldom	Never
Walk		0	1	4	4	24
Bike		0	0	4	1	26
Drive Alone		35	9	4	2	0
Carpool		0	3	7	6	15
Other (specify below)		1	0	0	0	17

#### Approximately how many miles do you travel (one-way) to work/school?

Under 5 miles	12
5 to 10 miles	18
10 to 15 miles	10
15 to 20 miles	6
20+ miles	0

#### How often do you use the following for other than school/work? (shopping, visiting friends, etc.)

	Always	Usually		Sometimes	Seldom	Never	
Walk		0	4	20		8	9
Bike		0	2	10		6	20
Drive Alone		13	25	11		1	0
Carpool		1	6	9		8	15
Other (specify below)		1	0	1		0	17

#### Please indicate your opinions on the following statements regarding the area's transportation system.

	Strongly Agre Agree	Ne	either Agre Disagree	Strongly Di	sagree
Traffic congestion is a major					
problem	5	13	0 1	6 4	0
More travel options are					
needed	15	22	0	7 1	0
More bicycle/pedestrian					
facilities are needed	15	22	0	7 1	0
Need more focus on safe					
bike/pedestrian access to					
schools	19	16	0	4 2	0
Transit services (public					
transportation) should be					
developed	21	14	0	3 3	0
Development patterns directly					
affect transportation	26	17	0	1 1	0
Freight-based industry is					
important to our community	21	24	0	1 0	0
Comments					

#### Please rate the following issues.

_	Very Important	Somewhat Important	Neutral	Not Important	Don't Know
Addressing traffic congestion	17	20	8	6	0
Maintenance of roads	36	10	4	0	0
Presence of pedestrian/bicycle					
facilities	25	15	4	6	0
Maintenance of					
pedestrian/bicycle facilities	25	13	11	3	0
Development of public					
transportation system	24	13	8	6	0

Movement of freight	20	19	11	0	0
Addressing lack of travel					
options	16	18	11	3	0
Safety and security	35	11	1	1	0
Other (please specify)	0	0	0	0	0

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	1 (Very Impor	2	3	4	5	6
Construct major new roadways	3	5	2	3	1	4
Widen existing roads	2	3	6	3	2	5
Improve bicycle lanes and						
trails	9	5	5	6	2	0
Improve sidewalks	4	7	5	4	9	3
Develop transit service	13	4	1	2	5	2
Improve traffic operations (ie.						
turn lanes, signals, etc.)	6	6	5	7	6	7
Improve roadway aesthetics						
(landscaping, signage, etc.)	3	1	6	7	4	6
Improve transportation system						
maintenance	4	7	7	2	5	8
Improve facilities designated						
for evacuation	5	0	3	4	4	3
Construct facilities specifically						
for heavy trucks	1	5	1	3	6	3

# If you rarely bike or walk, please choose the option(s) that best describe your reason(s). Lack of facilities

Lack of facilities	15
Lack of connections	8
Distance of trip	27
Climate	2
Safety/security	16
Travel time	10
Other (please specify)	0

## If more/improved facilities were available, would you walk or bike more frequently?

	Under 18	18 - 24	25 - 34	35 - 44	45 - 54	
Yes	27	0	0	2	3	8
No	16	0	0	1	4	7
Don't Know	8	0	0	0	0	1

#### In which zip code do you live?

31566	2
31527	1
31525	14
31523	8
31522	9
31520	14

#### In which zip code do you work/go to school?

31566	0
31527	0
31525	11
31523	3
31522	2

31520	32			
Please identify your age group:				
Under 18	0			
18 - 24	0			
25 - 34	3			
35 - 44	7			
45 - 54	17			
55 - 64	17			
65	7			
Total Responses	53			

#### d 10 as least important.

7	8	9 10 (	Least Importa	nt)
5 4	1 6	7 4	10 4	
7 3 3	2 2 3	2 2 3	2 0 5	
0	1	0	0	
4	4	3	6	
5	2	1	1	
7	7	4	4	
4	8	10	7	

#### List of Stakeholders BATS MTP 2014-2015

1			
	Organization	Name	Additional Email / Website Information
1	Brunswick-Golden Isles Chamber of Commerce	M.H. Woody Woodside	http://www.brunswickooldenisleschamber.com/pages/ChamberStaff/
2	Glynn County Airport Commission	Robert Burr, Executive Director	http://flyqcairports.com/home/bqk rburr@flygcairports.com
3	Georgia Ports Authority Rachel	Randy Weitman, PE Manager of Engineering Services	
4	City of Brunswick/Bike_Pedestrian	Julie Martin, Commissioner	
5	Georgia Pacific Corporation	Randal Morris, Senior Manage	
6	Jekyl Island Authority Board	Jim Broadwell, Project Manager	http://www.jekyllisland.com/jekyll- island-authority/jia-board/
7	Coastal Regional Commission	Alan Burns, Director David Dantzler, Mobility Manager	http://www.crc.ga.gov/departments/admin/contact.html ddantzler@crc.ga.gov
8	Coastal Georgia University Coastal College of Georgia	Greg Carver, Assistant Vice President	http://www.ccga.edu/
9	Glynn County School System	Al Boudreau, Director of Operations	http://flashmedia.glynn.k12.ga.us/st aff_directory.cfm
10	EMS	Captain J. Jordan, Brunswick Police Dept. Capt. Jim Kelly, Glynn County Police	
11	Brunswick Housing Authority	Angela Strickland, Director	http://www.brunswickpha.org/
12	St. Simons Land Trust	Ben Slade, Executive Director	http://www.sslt.org/ab_contact.php
13	Glynn County Parks and Recreation	Wesley Davis, Director	http://www.glynncounty.org/index.as px?NID=153
14	Brunswick Downtown Development Authority	Mathew Hill	http://www.brunswickgeorgia.net/dda.html
15	Turtle River Global Logistics Park	Ms. Chitra Subbarayan, VP Ackerman & Co (Brokerage) for the Turtle River Global Logistics Park	
16	Georgia Pacific Cellulose (Brunswick Mill Contact)	Randal Morris, Senior Manager - Public Affairs, Brunswick Mill	
17	Sea Island Company	Bill Edenfield	
18	Brunswick Glynn Joint Water & Sewer Commission	Steve Swain, Director Angela Bryan, ATM Consulting	http://www.bgjwsc.org/

#### 1. Randall Morris, Senior Manager, Georgia Pacific Public Affairs, Brunswick Mill

Lauren spoke to Mr. Morris on March 11, 2015. Mr. Morris explained that Georgia Pacific has two facilities in Glynn County. The pulp mill that is located in close proximity to US 341 experiences a high volume of truck traffic, around 750 trucks/day. These are log trucks, semi-trucks carrying wood chips, and trucks bringing in chemicals that are used in the mill. 80% of the product produced at the Mill is exported to Savannah and Jacksonville. There are several transportation needs on the roads in close proximity to the Mill. These needs are the following:

- The majority of the trucks coming out of the mill are headed in the northbound direction. They turn left on either US 341 or Ross Road which leads to US 341. If Ross Road is used, the trucks have to turn on Bliss Street which goes under US 341. Bliss Street intersects with Knight Street which leads to the US 341 access ramp. This ramp is very short and the acceleration lane is not long enough for trucks to safely accelerate and merge onto US 341. To complicate the issue, there is a downward grade at this point. Vehicles traveling north on US 341 are picking up speed as trucks are merging onto the interstate. Mr. Morris proposed that the access ramp should be extended further north and the safety characteristics of the acceleration lane be studied.
- The second issue is that trucks traveling north to the mill or exiting the mill to the south use the ingress / egress points at West 9<sup>th</sup> Street or West 7<sup>th</sup> Street. The majority of trucks use the West 9<sup>th</sup> Street ingress / egress, and there is a need for a signal at West 9<sup>th</sup> Street / US 341. Mr. Morris also noted that there is a school very close to the West 7<sup>th</sup> Street. This needs to be looked at in relation to the issue documented above.
- There will be an increase (~25%) of truck traffic in the near future (couple of months) due to the completion of a finished products warehouse at the mill facility.

The second mill facility is the Sterling Woodyard in the northern part of the County near GA 99 / US 341. There is a plan to widen GA 99 in close proximity to the Woodyard, and this will impact the access into the facility. The current design concepts show that an access road will be needed after the widening, and Georgia Pacific is supportive of this plan. However, Mr. Morris expressed that Georgia Pacific needs to be involved in the conversation and be assured that the access road will be designed correctly to allow for the volume of truck traffic.

Mr. Morris also wanted the continued growth of the Port to be supported through long range transportation planning activities.

#### 2. Ben Slade, Executive Director for the St Simons Land Trust

Lauren spoke to Mr. Slade on Friday, February 27, 2015. The St. Simons Land Trust is focused on trails on the Island and has worked with PATH Atlanta to develop trail plans. The SS Land Trust has pushed for a trail along Kings Way on the Island, but the trail has not been built. Mr. Slade is currently working on a master trail plan for the entire island and has been involved in helping Glynn County develop a master trail plan for the county.

Mr. Slade noted that the island needs more signalized intersections. He talked specifically about the intersection of Frederica Road and Sea Island Road where a roundabout has been discussed. Mr. Slade

said that he believes some initial planning / surveying work has already occurred for the roundabout, but he doesn't think the roundabout is necessary. There is a lot of traffic congestion at peak times, but during the off-peak hours this is not a busy area. Mr. Slade believes that a roundabout will result in the removal of a number of trees at this intersection. The congestion could likely be helped with additional turn lanes, possible widening, and maybe re-timing of the signal.

Mr. Slade also noted that he is concerned about the amount of development that is occurring on St Simons Island. He would like to see the character of the area better preserved.

#### 3. Mathew Hill, Brunswick Downtown Development Authority

Lauren spoke with Mathew on Monday, March 2, 2015. Mathew discussed the growth of the college and the number of college students living in close proximity to the downtown area. He said that there is a tram that runs between downtown and the college for special events. But there needs to be a tram/bus on a more regular schedule that could provide a way for students to get to class without driving. The tram could also stop at other destinations and could be used by residents, especially older adults / retirees. Mathew suggested a route that could include the mall, hospital, downtown, Saint Simons Island, and the college. The tram could run on an hourly schedule every day.

In terms of other transportation projects, Mathew expressed that Bay Street could use a road diet. This corridor is a barrier between the downtown area and the riverfront. Mathew is aware that GDOT has some projects planned for Bay Street.

Mathew has asked for the BATS survey so that he can forward it onto several City Commissioners, the College, and the Urban Redevelopment Agency Board. Lauren forwarded it to Mathew on March 3<sup>rd</sup> after it has been translated into a form. Participants will be asked to turn responses around by March 10<sup>th</sup>.

Please note that Lauren has updated Mathew's telephone number in the excel spreadsheet.

#### 4. Woody Woodside, President of the Brunswick-Golden Isles Chamber of Commerce

Lauren spoke with Mr. Woodside on Friday, March 6<sup>th</sup>. Mr. Woodside explained that he has been involved with transportation plans at the County level for numerous years. He believes that the biggest need is widening Hwy 17 from Brunswick to Hwy 99. Additionally, Mr. Woodside commented on Bay Street and how it is a critical route for traffic to the Port.

Mr. Woodside also commented on transit service and how a detailed transit plan had been developed 4-5 years ago. There were federal funds available, but the City was not able to put up the local match. He believes the need still exists, but the outcome will be the same.

#### 5. Chitra Subbarayan, Vice President, Brokerage, Turtle River Global Logistics Park

Lauren spoke to Ms. Subbarayan on Friday, February 27, 2015. The Turtle River Global Logistics Park is located in unincorporated Glynn County and is a trans load facility with a container yard. It is expected to commence operations in 2016. Turtle River has convenient access to US-82, I-95, and is also served by a short line railroad which connects to two Class I railroads (CSX and Norfolk Southern). Ms.

Subbarayan described the short-term transportation needs for the Turtle River Global Logistics Park to include road design modifications which will support the volume of large trucks coming in and out of the facility. These modifications may include curb cuts, acceleration / deceleration lanes, signalization of intersections, changes to signal timing, and signage. Additionally, the volume of traffic which will be generated by Turtle River, in both the short and long term, needs to be better understood especially as it relates to the rural character of the surrounding area. Ms. Subbarayan has discussed the need for transportation projects around Turtle Park with the GDOT Intermodal Group. The Park should also be included in the State Freight Plan. But there are no projects currently in the MPO or County transportation plans that directly relate to the Turtle River Global Logistics Park.

(This text was sent to Ms. Subbarayan to review and approve, and she has done that.)

#### 6. Angela Strickland, Executive Director of the Brunswick Housing Authority

Lauren spoke with Ms. Stickland on Tuesday, March 3, 2015 Ms. Strickland expressed that transit, pedestrian, and bike lane projects would be very helpful to connect where residents live to the major destinations, especially the hospital, grocery stores, and shopping centers. She was not aware of any specific locations that would be more helpful than others. Ms. Stickland said that she was not aware of any major housing complexes that would be built in the next several years.

#### 7. Robert Burr, Executive Director of the Glynn County Airport Commission

Lauren received input from Mr. Burr on Wednesday, March 4, 2015. Mr. Burr explained that the Brunswick Golden Isles Airport is currently undergoing a master plan update. He also noted that Glynco Parkway from the I-95 25/spur to US 17 has a high level of importance.

For the McKinnon St. Simons Island Airport, the Airport Road has become a major road artery for the Island and has recently been replaced and renamed Demere Road. Mr. Burr would like this road to be evaluated to ensure that it is suitable for the traffic volume that it experiences.

#### 8. Wesley Davis, Director of the Glynn County Parks and Recreation

Lauren spoke to Mr. Davis on March 11, 2015. Mr. Davis expressed that the County has done an excellent job with the North Glynn recreational facility. He explained that the access to this facility is excellent (sidewalks, ADA compliance, etc...), and the park is large enough to accommodate numerous sporting activities at the same time. (Mr. Davis was very complimentary of the improvements that the County has made.) He would like to see transportation access to other large recreational facilities treated in a similar manner. Mr. Davis did not have specific recommendations between adding more access to parks and other County facilities.

Mr. Davis expressed that there is a need for transporting children from various areas of the County to sporting events at four large recreational facilities / parks. These four facilities include the North Glynn Park, the Ballard Park, the Howard Coffin Park, and the facility on St. Simons Island. The events typically take place Monday – Friday evenings at 5:30pm, 6:30pm, and 7:30pm, and there are a few "opening

day" events on the weekends such as the baseball season opener. During the football and soccer seasons, the majority of events are played at the North Glynn Park. Baseball events are hosted at the four facilities listed above. Mr. Davis is aware that vanpools / shuttles to recreational facilities may require private funding as well, but he wanted to express the need for this type of service.

## Is Your Transportation System Working For You?

The Brunswick Area Transportation Study (BATS) is holding public meetings on the 2040 Metropolitan Transportation Plan (MTP). The plan, when adopted, will prioritize transportation projects in Brunswick and Glynn County. These meetings will focus on goals and objectives, and provide you the opportunity to share your concerns and ideas for needed transportation improvements in your community.

#### **Public Meetings**

Monday, January 12 ► 5:00 – 6:30 PM

The Casino, 530 Beachview Drive, Room #108

Saint Simons Island, GA

Tuesday, January 13 ➤ 5:00 – 6:30 PM

Historic Courthouse, County Commission Meeting Room

701 G Street

Brunswick, GA

Please contact (Eric Johnson, Planning Division Manager) at 912-554-7438 or <a href="mailto:ejohnson@glynncounty-ga.gov">ejohnson@glynncounty-ga.gov</a> with questions or comments.





# BATS 2040 Metropolitan Transportation Plan Update

# BATS Public Workshops January 2015



# Presentation Agenda



- Overview of Study
- Goals and Objectives



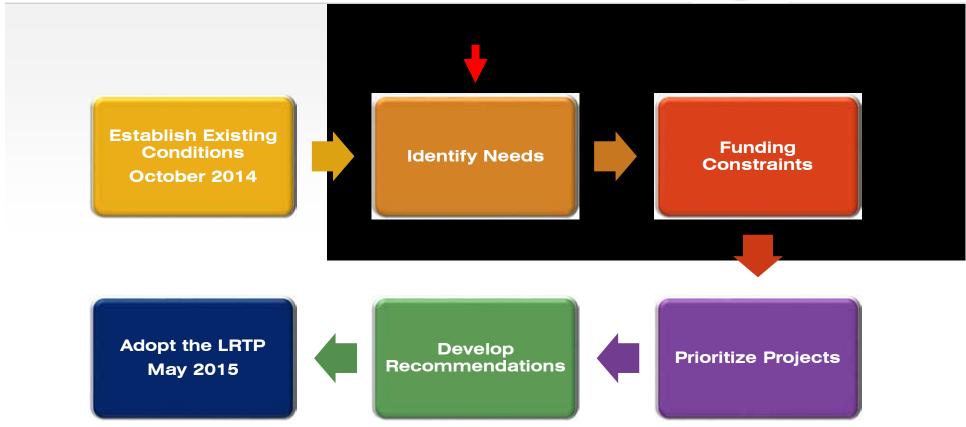
## **BATS Study Area**





### MTP Update Approach



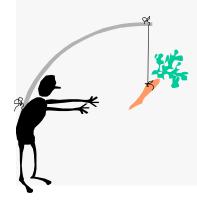


The Metropolitan Transportation Plan (MTP) is a 30-year plan for transportation improvements based on existing needs as well as projections for growth in population, housing and jobs.

### Why Are We Planning?

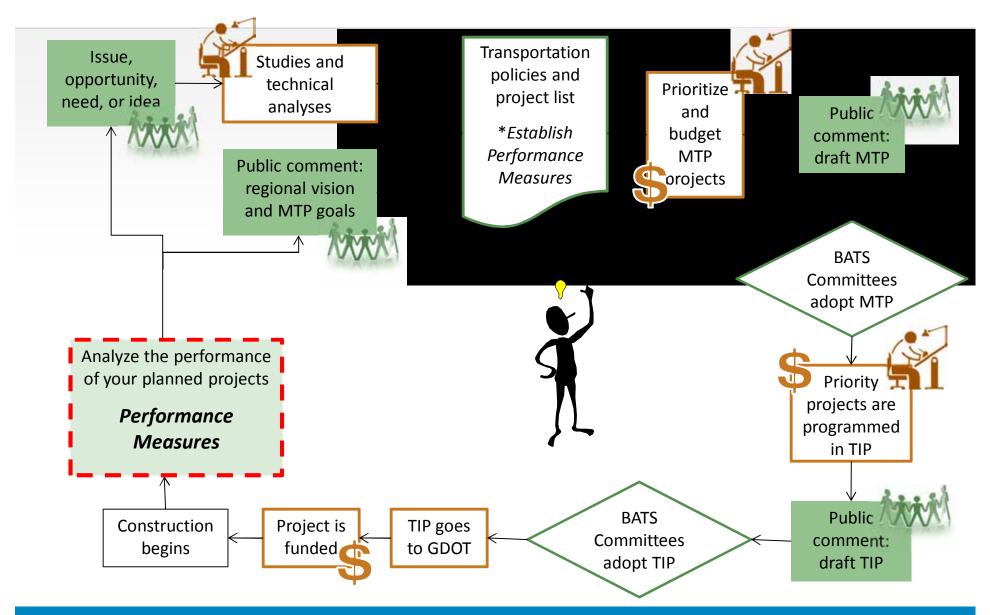


- Federally required to update your MTP every 5 years to remain eligible for transportation funding
- To ensure everyone has a say in how these transportation funds are invested
- To see how our current network is performing and determine which projects improve conditions most effectively



### How Does an Idea Become a Project?





## Transportation Funding Sources



### Funds from local sources

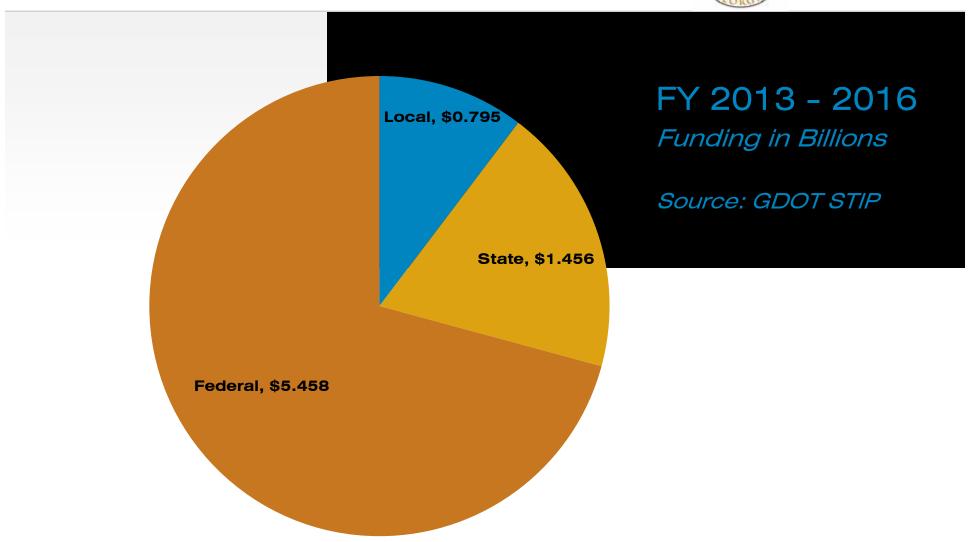
- SPLOST
- Property tax/General fund
- In-kind contributions

### Funds from state and federal sources

- Competitive grants (Discretionary Funds)
- Formula funds
  - Programs target specific modes, goals, or needs
  - Each has eligible project types and requirements

### Funding Sources in Georgia





## Federal Planning Factors / Previous Plan Goals



- 1. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- 2. Increase the **safety** of the transportation system for motorized and non-motorized users.
- 3. Increase the **security** of the transportation system for motorized and non-motorized users.
- 4. Increase the accessibility and mobility of people and for freight.
- **5. Protect** and enhance the **environment**, promote energy **conservation**, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- 6. Enhance the integration and **connectivity** of the transportation system, across and between modes, people and freight.
- 7. Promote **efficient** system management and operation.
- 8. Emphasize the **preservation** of the existing transportation system.

Title 23 of the United States Code, section 134(f) (revised in SAFETEA-LU section 6001(h)) describes Federal Planning Factors issued by Congress to emphasize planning factors from a national perspective.

### 2040 Draft Plan Goals



- 1. Economic vitality
- 2. Safety
- 3. Security
- 4. Accessibility and mobility
- 5. Environmental protection, energy conservation
- 6. Connectivity
- 7. Efficiency
- 8. Preservation

## Schedule / Next Steps



### **DRAFT 2040 BATS LRTP Update Schedule**

Paris at Tarks		2014			2015					
Project Tasks	NTP	Sept.	Oct.	Nov.	i Dec.	Jan.	Feb.	Mar.	Apr.	May
Public Participation	<b>A</b>			*	!	*			*	
GIS					!	!				
Coordination and Project Management		-	•		•		•		•	
Guiding Principles, Goals and Objectives					į .					
Data Collection					ļ.					
Existing Conditions/SE Data Development					i					
Future Conditions	11				į	į				
Needs Plan										
Financial Analysis						i				
Project Prioritization					į	į				
Cost Feasible Plan	11				!	!				
LRTP Plan Development										
Plan Adoption					į	i			8	

#### Legend:

♦ BATS Regularly Scheduled Meetings Public Workshops

### **Upcoming Project Milestones:**

Host first round of public meetings – January 2015 Establish projected revenue and updated project cost - February 2015 Project list due to GDOT – March 20, 2015





For additional information please contact your local MPO staff at:

912-554-7438



# BATS 2040 Metropolitan Transportation Plan Update

## BATS MPO Meeting October 27, 2014



### PRESENTATION AGENDA



- Overview of Study
- Progress Update
- Next Steps
- Q&A



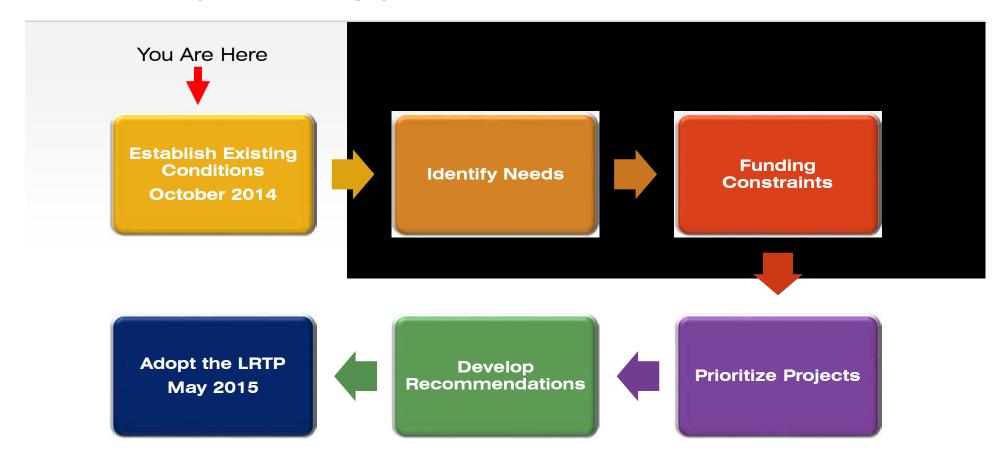
### **BATS STUDY AREA**





### MTP Update Approach



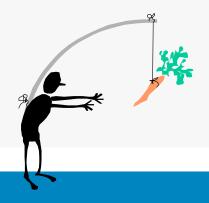


The Metropolitan Transportation Plan (MTP) is a 30-year plan for transportation improvements based on existing needs as well as projections for growth in population, housing and jobs.

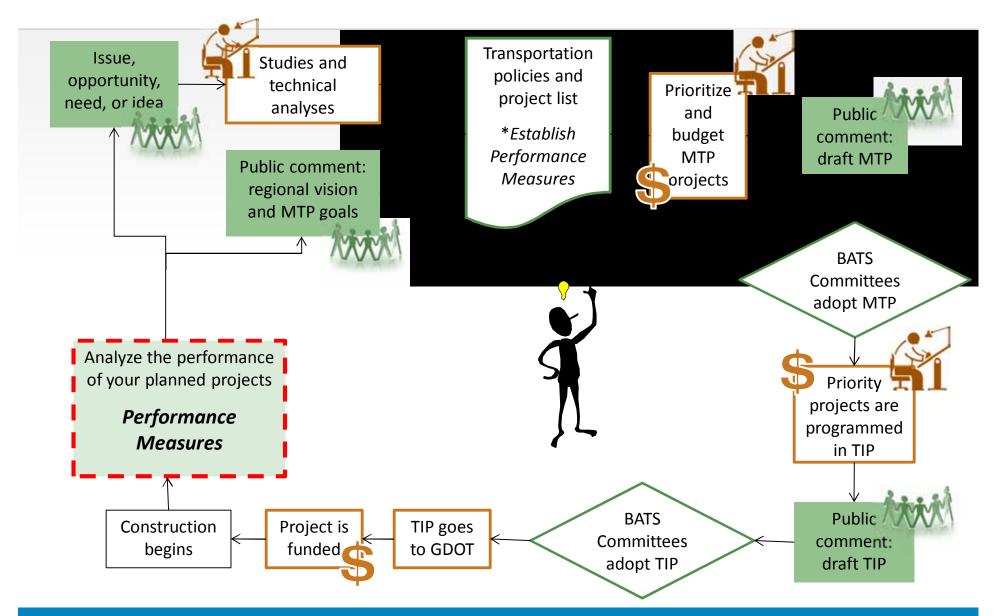
### Why are we planning?



- Federally required to update your MTP every 5 years to remain eligible for transportation funding
- To ensure everyone has a say in how these transportation funds are invested
- To see how our current network is performing and determine which projects improve conditions most effectively



### How does an idea become a project? RSSH



### Transportation Funding Sources



### Funds from local sources

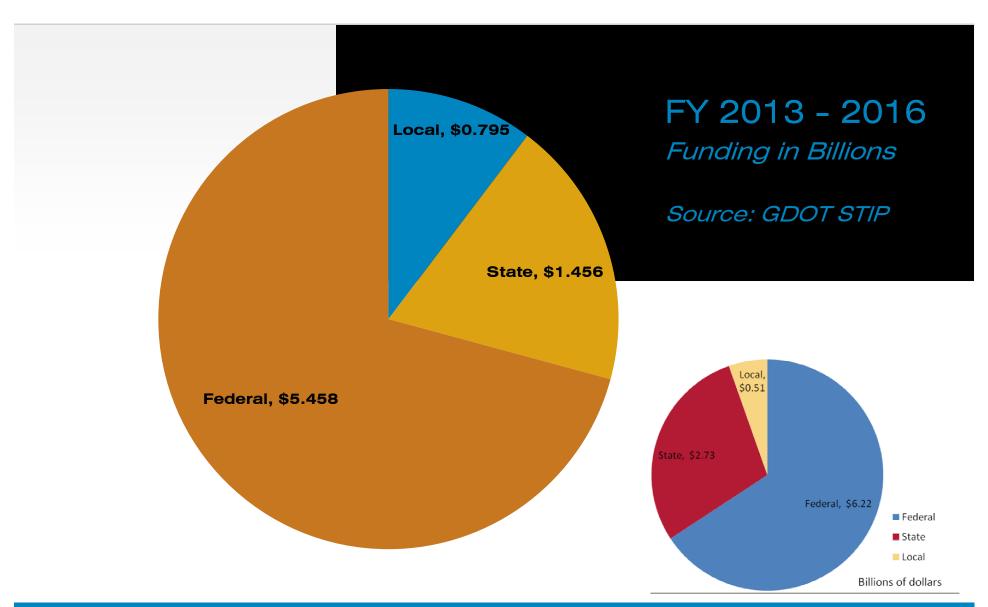
- SPLOST
- Property tax/General fund
- In-kind contributions

### Funds from state and federal sources

- Competitive grants (Discretionary Funds)
- Formula funds
  - Programs target specific modes, goals, or needs
  - Each has eligible project types and requirements

## Funding Sources in Georgia



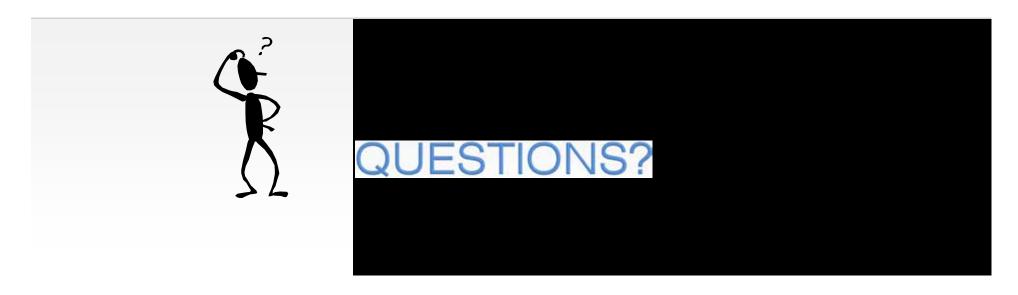


### **NEXT STEPS**



- Base year SE data was submitted to GDOT on October
   16<sup>th</sup>, comments will be addressed and resubmitted
- Future year SE data will be developed beginning in
   October and submitted to GDOT in December 2014
- First round of public comment will be held Nov./Dec.
   Continue to coordinate with all stakeholders and partner agencies





Rachel Hatcher, LEED-AP, ASLA rachel.hatcher@rsandh.com

Beverly Davis, AICP <a href="mailto:beverly.davis@rsandh.com">beverly.davis@rsandh.com</a>

912-236-5311



# BATS 2040 Metropolitan Transportation Plan Update

## BATS MPO Meeting February 23, 2015



### PRESENTATION AGENDA

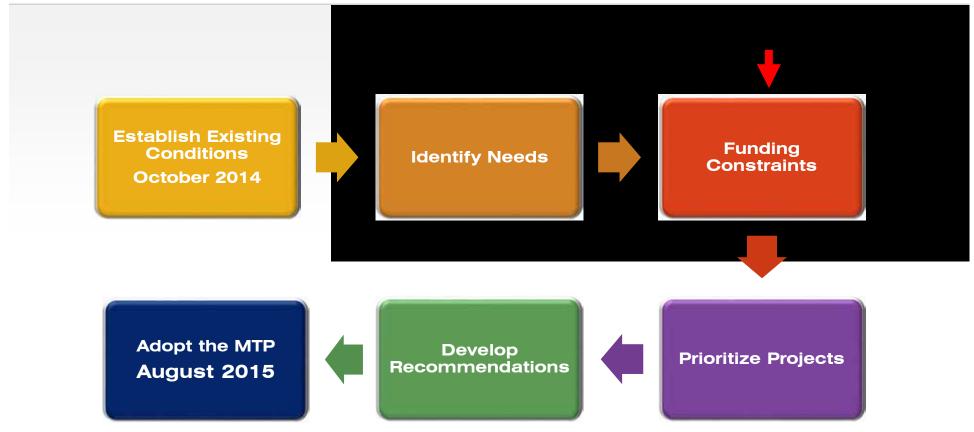


- Project Update
- Survey Results
- Revenue Projections
- Project List
- Next Steps
- Q&A



### MTP Update Approach





The Metropolitan Transportation Plan (MTP) is a 30-year plan for transportation improvements based on existing needs as well as projections for growth in population, housing and jobs.

### **Progress Update**



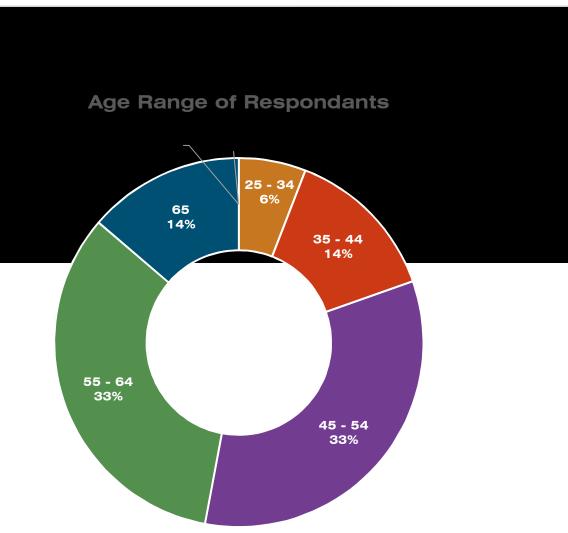
- All Socio Economic Data submitted to GDOT
- First round of public meetings held January 12<sup>th</sup> 13<sup>th</sup>
- Online survey was conducted and results analyzed
- Coordination with stakeholders and partner agencies is ongoing
- Draft revenue projections have been developed
- Project list and costs have been updated to reflect YOE



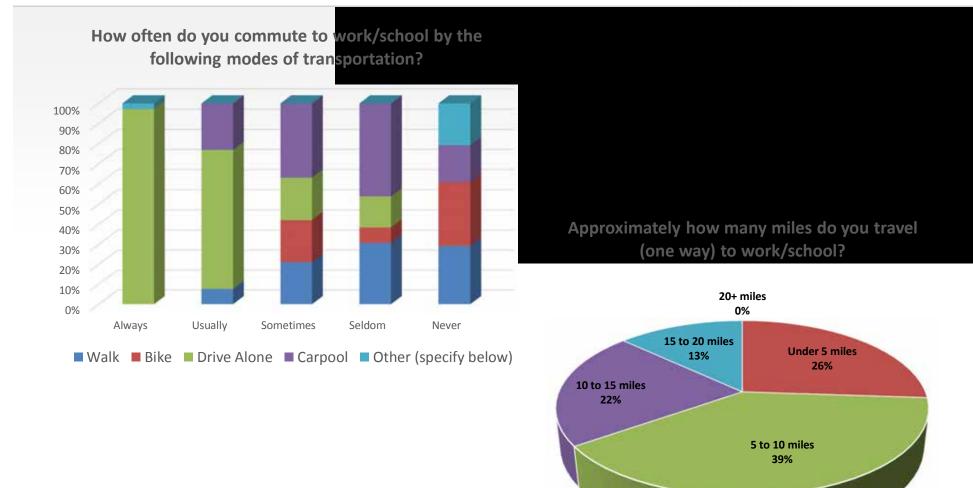
### 53 Responses

In which zip code do you live?					
31566	Waynesville	2			
31527	Jekyll Island	1			
31525	Brunswick/Glynn	14			
31523	Glynn County	8			
31522	Saint Simons	9			
31520	Brunswick	14			

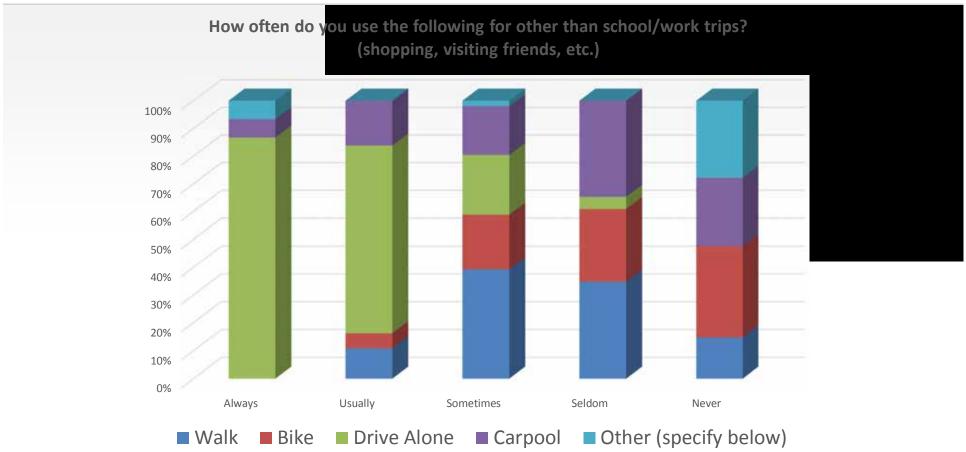
In which zip code do you work/go to school?				
31566	Waynesville	0		
31527	Jekyll Island	0		
31525	Brunswick/Glynn	11		
31523	Glynn County	3		
31522	Saint Simons	2		
31520	Brunswick	32		



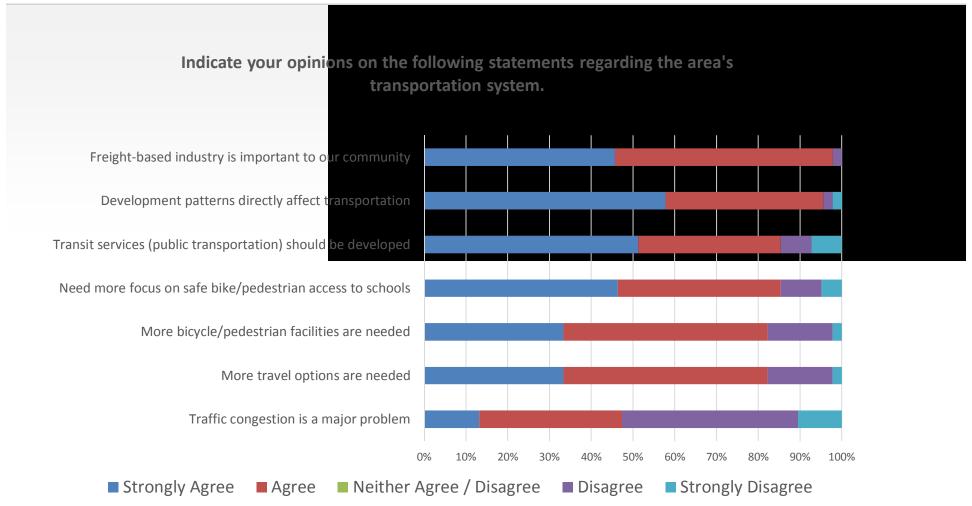




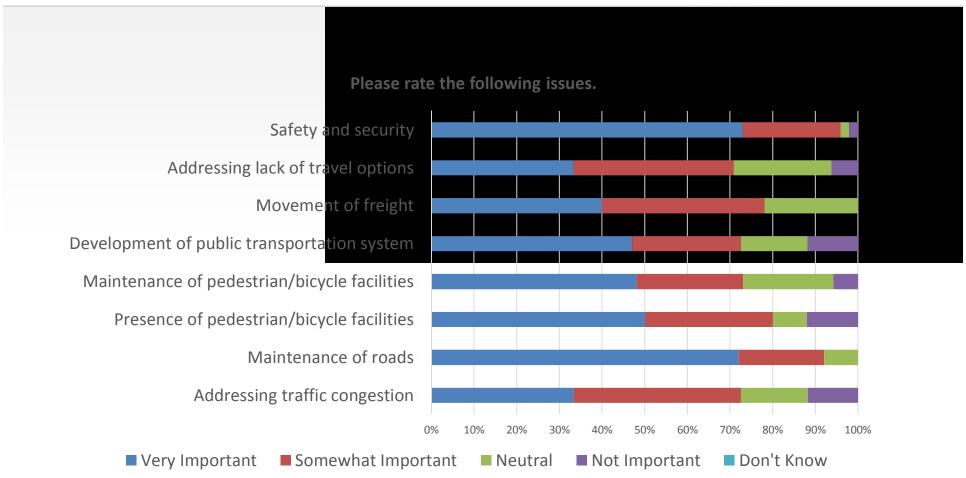




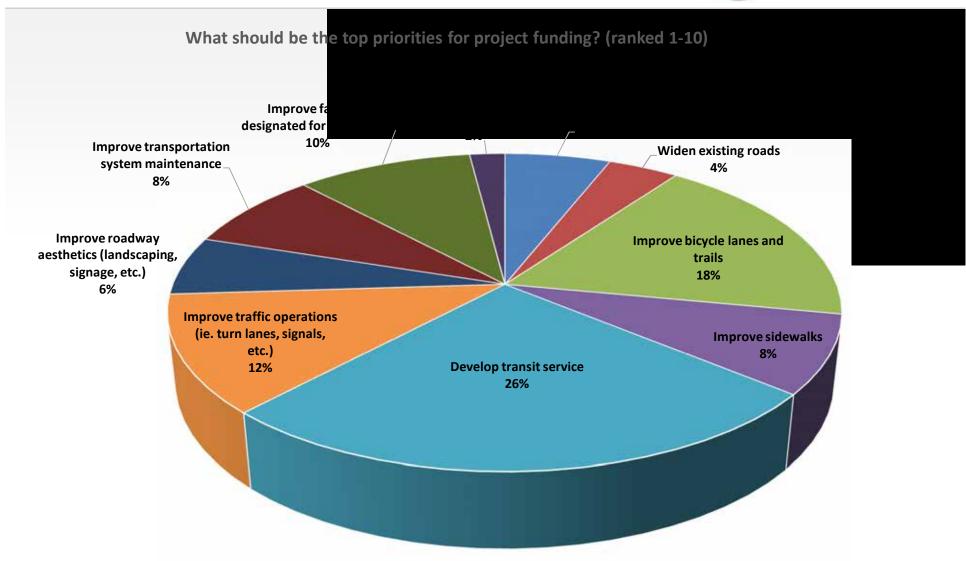




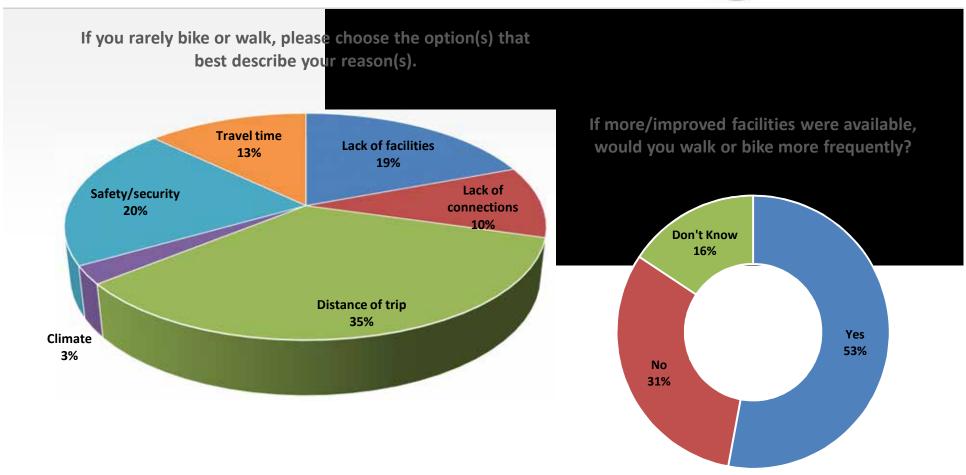




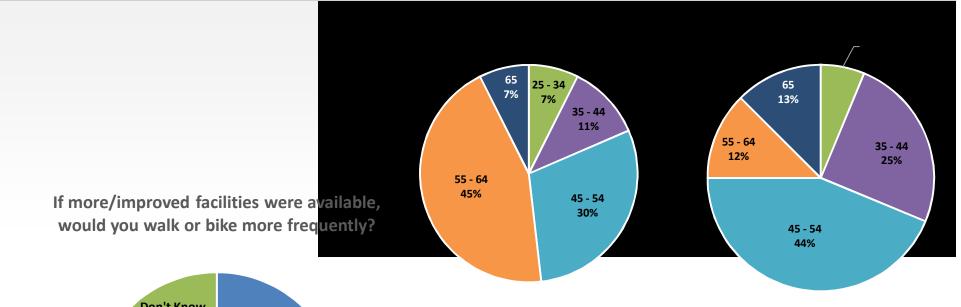


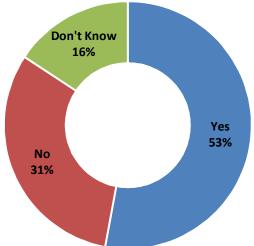


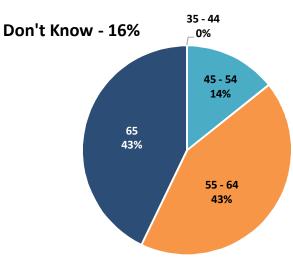












### Transportation Funding Sources



### Funds from local sources

- SPLOST
- Property tax/General fund
- In-kind contributions

### Funds from state and federal sources

- Competitive grants (Discretionary Funds)
- Formula funds
  - Programs target specific modes, goals, or needs
  - Each has eligible project types and requirements

### Revenue Projections



### 2035 Plan Revenues

- \$ 646,763,165 Highway
- \$ 26,359,027 Ops/Maint. (4%)

\$ 673,122,129

### 2040 Plan Revenues - 2%

- \$ 742,074,226 Highway\*
- \$ 82,452,692 Ops/Maint. (10%)

\$ 824,526,918

\*\$ 37,103,711 Bike/Pedestrian Set Aside

Increase in funding of \$ 151,404,726

## Project List



2035 LRTP Band	PI Number	Ro				
ST	0001585	I 95 Interchange @ SR 99			Interchange Reconstruction	Authorized
ST	0000421	SR 25 Spur from Cate Road to SR 99	Cate Road	SR 99	Widening	Authorized
MT	0001036	SR 99 from SR 27/US 341 to I-95	US 341	I-95	Widening	TIP, PE Authorized
ST	532650	SR 25/US 17 from Yacht Dr to Harry Driggers (checxk name and limits)	Yacht Drive	Harry Driggers Blvd	Widening (divided/raised)	TIP, PE Authorized
ST	0008920	Terry Creek Bridge (PRIORITY should go down)	Torras Causeway		Bridge	
ST	0009681	Jekyll Island Entrance Landscaping (confirm that this is complete)	Jekyll Island		Landscape	-
ST	0001223	CR 78 @ Burnett Creek	CR 78		Bridge	
MT	511105	I-95 from North of CSX to North of South Altamaha River (check)	North of CSX	North of Altamaha River	Widening	
MT	0000422	SR 99	East of I-95	US 17	Widening	
MT	0004815	SR 99 from SR 32 to US 341	SR 32	US 341	Widening	
MT	0005008	Torras Causeway Extension (ROW issues)	SR 25 West	K Street	Widening	
MT	0005879	Sea Island Road @ Dunbar Creek (low priority)	Sea Island Road		Bridge	
MT	0006018	Sidney Lanier Bridge Lighting (Aesthetic Project)			Lighting	
MT	0007022	Torras Causeway @McKay River	McKay River		Bridge	PE Authorized
MT	0008038	SR 99 from US 82 to SR 32	US 82	SR 32	Widening	
MT	0008039	SR 303 from US 82 to US 341	US 82	SR 341	Widening	
LR	511095	I-95 Widening from US 17 South to CR 586/RR (Check with GDOT)	US 17 South	CR 586/RR	Widening	
LR	532655	US 17 @ Thornhill Creek 5 miles north of Brunswick (This may be included in TIP project)	Thornhill Creek		Bridge	
LR	542060	CR 141/Fourth Street @ US 341 (			Intersection	
LR	542240	Old Jesup Hwy from US 341 to Cate Road	US 341	Cate Road	Widening	
LR	550520	CR 141/Fourth Street from Altama Ave to US 17	Altama Ave	US 17	Widening	
LR	562120	Jekyll Causeway @ Latham River (Jones, facility manager)	Latham River		Bridge	
LR	NA		Glynco Pkwy	Spur 25	Widening	
LR	NA	Glynco Parkway from South 25 to US 17 (Meeting with new commissioner, ;move up in priority)	US 17 North	Spur 25	Widening	
LR	NA	Sea Island Road/Frederica Road Roundabout (ROW w/ Sea Island)			Intersection	
LR	NA	Old Jesup Road from N. Sheffield to Everett (Low priority)	N. Sheffield	Everett	Widening	

Authorized
2015 - 2018 TIP Funded
Short Term projects from 2035 Plan Priority
Midterm projects from 2035 plan priority
Unfunded in 2035 plan; Illustrative

### **NEXT STEPS**



- Continue to coordinate with stakeholders: Feb. March 2015
- Complete comprehensive call for projects: February 2015
- Prioritize and fiscally constrain project list: Feb. March 2015
- Agency and public review periods: May June 2015
- Respond to comments and update plan: July 2015
- Present to BATS for Adoption: August 2015
- Updates will be given at every regularly scheduled MPO meeting through August 2015





Rachel Hatcher, AICP, LEED-AP <a href="mailto:rachel.hatcher@rsandh.com">rachel.hatcher@rsandh.com</a>

912-236-5311



# BATS 2040 Metropolitan Transportation Plan Update

# BATS MPO Meeting April 13, 2015



# PRESENTATION AGENDA

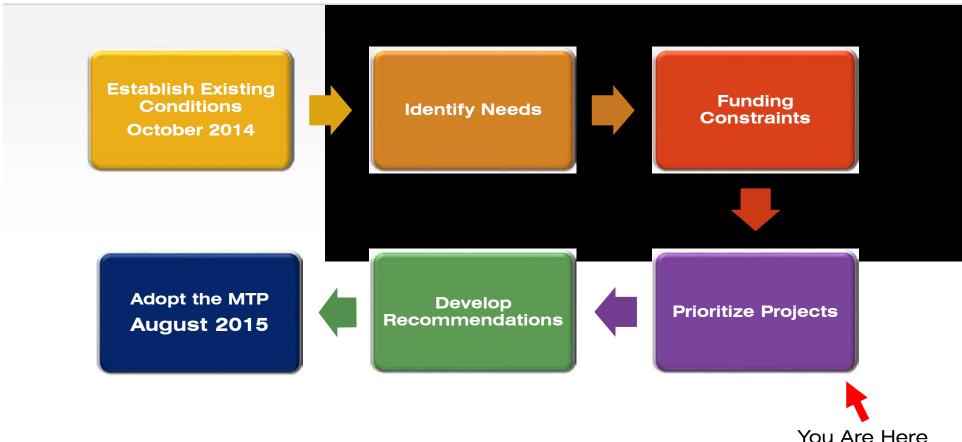


- Project Update
- Project List
- Next Steps
- Q&A



# MTP Update Approach





The Metropolitan Transportation Plan (MTP) is a 30-year plan for transportation improvements based on existing needs as well as projections for growth in population, housing and jobs.

# Progress Update



- Stakeholder interviews are complete
- Coordination with and partner agencies is ongoing
- Project list and costs have been updated to reflect YOE
- Draft project list has been prioritized based on your goals and objectives.
  - Logical Progression of Projects
  - Level of Service (Base year and 2040 E+C)
  - GDOT Crash data
  - Volume to Capacity Ratio (V/C)
  - Draft plan document is underway

# Revenue Projections



Year	One Percent Growth T	Two Percent Growth	
			Historical
200	\$50,306,551	\$50,306,551	Funding Amounts
200		\$160,968,554	
200		\$135,388,552	2035 Plan Revenues
200	\$2,523,541	\$2,523,541	
200	\$2,379,835	\$2,379,835	- 0.40 700 105 111 1
201		\$10,210,178	<ul><li>\$ 646,763,165 Highway</li></ul>
201		\$4,687,469	\$\frac{1}{2} \cdot
201	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$1,507,750	Φ 00 000 007 ο π
201 201		\$27,678,520 \$2,183,012	<ul><li>\$ 26,359,027 Ops/Maint. (4%)</li></ul>
201	32,163,012	\$2,163,012	Projected
			Projected Funding
201	\$40,181,230	\$40,579,064	Amounts
201		\$41,390,645	
201		\$42,218,458	\$ 673,122,129
201 201		\$43,062,827 \$43,924,084	Ψ 070,122,120
201		\$44,802,565	
202		\$45,698,617	
202		\$46,612,589	
202	\$43,510,514	\$47,544,841	
202	\$43,945,619	\$48,495,738	2040 Plan Revenues
202	\$44,385,076	\$49,465,652	2040 Harrieveriues
202	\$44,828,926	\$50,454,966	
202	\$45,277,216	\$51,464,065	<ul><li>\$ 1,229,268,381 Highway</li></ul>
202		\$52,493,346	- Ψ 1,229,200,301 Highway
202		\$53,543,213	
203 203		\$54,614,077 \$55,706,359	<ul> <li>\$ 136,585,376 Ops/Maint. (10%)</li> </ul>
203		\$56,820,486	- Ψ 100,000,010 Ops/iviairit. (10%)
203		\$57,956,896	
203		\$59,116,034	
203	\$49,028,737	\$60,298,354	
203		\$61,480,675	Ф 1 000 060 001
203	,,	\$62,662,996	\$ 1,229,268,381
203		\$63,845,316	, , , , , , , , , , , , , , , , , , , ,
203 204		\$65,027,637 \$66,574,256	
204	\$51,529,695	\$00,574,250	
			<ul> <li>Increase in funding of \$ 466,609,933</li> </ul>
Total Projected			
Revenue from 2015-2040	\$ 1,186,278,371 \$	\$ 1,365,853,756	
	. , , , , , , , , , , , , , , , , , , ,		
Cum Chash	¢ 1106 270 271 ^	1 265 952 756	
Sum Check	\$ 1,186,278,371 \$	\$ 1,365,853,756	
90% Highway	\$ 1,067,650,534 \$	\$ 1,229,268,381	
10% O.S.M	¢ 106.765.052 ¢	t 126 E0E 276	
10% O&M	\$ 106,765,053 \$	\$ 136,585,376	



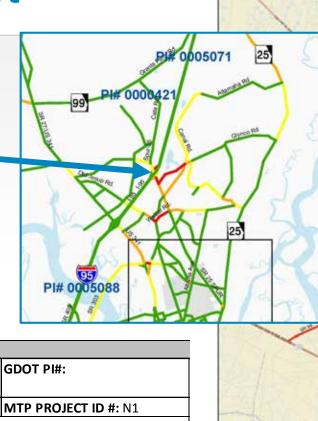


 New projects shown in blue were identified using the LOS, V/C, and GDOT crash data

# Draft 2040 Project List



BRUNSWICK AREA TRANSPORTATION STUDY (BATS) 2040 DRAFT PROJECT LIST				BAND 1 (2015 - 2020)			BAND 2 (2021 - 2030)			ВА	ND 3 (2031 -	2040)		ILLUSTRAT	TIVE	
Road Name	From	То	Project Type	PE	RC	ow	CST	PE	ROW	сѕт	PE	ROW	сѕт	PE	ROW	сѕт
SR 99 from SR 27/US	US 341	1-95	Widening	\$ 1,188,686	\$ 12	2,429,933 \$	10,340,567									1
SR 25/US 17	Yacht Drive	SR 99	Widening (divided/raised)		_	2,019,577 \$	19,912,518									1
Canal Road	Glynco Pkwy	Spur 25	Widening	\$ 187,329	\$	561,988 \$	1,873,294									1
orras Causeway @McKay River	McKay River	-	Bridge	\$ -	\$ 5	5,114,094				\$ 13,187,043						
SR 99	East of I-95	US 17	Widening	\$ 289,736	\$	869,209				\$ 3,360,052						1
Old Jesup Hwy	US 341	Cate Road	Widening	\$ 1,437,741	\$ 4	4,313,222				\$ 16,673,385						1
iR 99	SR 32	US 341	Widening					\$ 3,064,767	\$ 28,534,184	\$ 38,309,589						1
ea Island Road/Frederica Road Roundabout	-	-	Intersection			$\neg$		\$ 289,660		\$ 2,896,596	İ					1
Glynco Parkway	US 17 North	Spur 25	Widening					\$ 434,489	\$ 1,303,468	\$ 4,344,894	1					1
iea Island Road @ Dunbar Creek	Sea Island Road	-	Bridge					\$ 483,362	\$ -	\$ 4,833,620	İ					1
I-95 Interchange at SR 25 Spur (Exit 38)	-	-	Interchange Improvements					\$ 7,057,714		\$ 70,577,141	İ					1
-95 Interchange at SR 520/US 82 (Exit 29)	-	-	Interchange Improvements					\$ 7,610,103	\$ 37,213,402				\$ 110,438,133		1	1
JS 341/SR 27/ 25	South of Glyndale Circle	SR 303	Widening/Access Management					\$ 148,004	\$ 67,441	\$ 1,480,042						
SR 25 SPUR	Cate Rd	Walker Rd/Chape	CrWidening					\$ 655,972	\$ 1,967,917	\$ 6,559,722						
Walker Road/Chapel Crossing Road	Old Jesup Road	Altama Ave.	Widening					\$ 468,854	\$ 1,406,562	\$ 4,688,540						
orras Causeway Extension	SR 25 West	K Street	Widening					\$ 89,650	\$ -	\$ 896,497						
SR 99	US 82	SR 32	Widening					\$ 6,201,684				\$ 25,381,917	\$ 99,233,511			T
SR 303	US 82	SR 341	Widening/Intersection					\$ 9,219,555				\$ 60,096,334				\$ 171,081,02
CR 141/Fourth Street	Altama Ave	US 17	Widening					\$ 654,051				\$ 2,511,723	\$ 8,372,412			
CR 141/Fourth Street @ US 341	-	-	Intersection								\$ 10,938	\$ 32,815	\$ 109,383			
ekyll Causeway @ Latham River	Latham River	-	Bridge								\$ 1,219,780	\$ 10,274,553	\$ 15,247,274			Ī
idney Lanier Bridge Lighting	-	-	Lighting								\$ 143,170	\$ -	\$ 1,431,705			Ī
Old Jesup Road	N. Sheffield	Everett	Widening							1	\$ 444,947	\$ 1,334,840				\$ 5,160,01
-95 Widening/Restriping	US 17 South	CR 586/RR	Widening/Restriping								\$ 1,674,411	\$ 67,183	\$ 16,744,106			
-95 Restriping	North of CSX	North of Altamah	R Restriping											\$ 87,290	\$ -	\$ 872,90
erry Creek Bridge	Torras Causeway	-	Bridge											\$ 210,701	\$ -	\$ 1,736,17
Non-Motorized Project Set-Aside	-	-	Non-Motorized				3,209,265			15,274,68	3		18,619,75	9		
•																
							•									
		New Project for 2	040 MTP	\$ 3,103,492	\$ 25	5,308,023 \$	35,335,644	\$ 36,377,865	\$ 85,477,381	\$ 183,081,809	\$ 3,493,246	\$ 99,699,365	\$ 270,196,282	\$ 297,991	\$ -	\$ 178,850,12
		Modified project	rom previous plan													
				Total (all phase	es)	¢	63,747,160	Total (all phase	5)	\$ 304,937,054	Total (all phase	es)	\$ 373,388,892	Total (all pha	ases)	\$ 179,148,11
				GDOT Revenue	e (2% infl	lation) \$	64,185,298	GDOT Revenue	(2% inflation)	305,493,75	GDOT Revenue	(2% inflation)	372,395,17	7		



PROJECT NAME: I-95 Interch	GDOT PI#:									
SPUR (Exit 38)										
PROJECT TERMINI: -		MTP PROJECT ID #: N1								
PROJECT DESCRIPTION: Interchange Modifications										
TOTAL PROJECT COST:	\$ 91,750,283									
COMMENTS: LOS E/F										
PROJECT PHASE:	Cost Ba	and 1	C	ost Band 2	Cost Band 3					
PROJECT PHASE.	2015 -	2020	2	2021 - 2030	2031 - 2040					
Preliminary Engineering (PE)										
	\$	-	\$	7,057,714	\$ -					
Right-of-Way (ROW)	\$	-	\$	14,115,428	\$ -					
Construction (CST)	\$	-	\$	-	\$ 70,577,141					

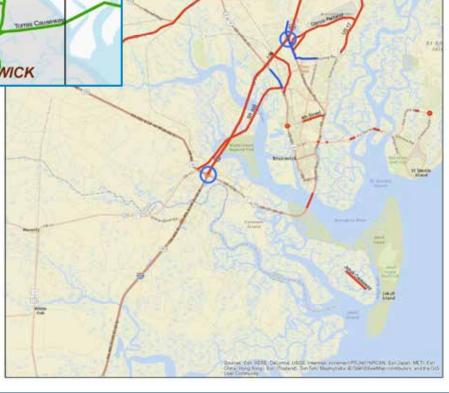




PROJECT NAME: I-95 Interch 520/US 82 (Exit 29)	GDOT PI#:										
PROJECT TERMINI: -			<b>D</b> #: N2								
PROJECT DESCRIPTION: Interchange Modifications											
TOTAL PROJECT COST:	\$ 155,261,638										
COMMENTS: LOS D, E, F											
DDOLECT DUACE.	Cost	Band 1	С	ost Band 2	Cost Band 3						
PROJECT PHASE:	201	5 - 2020	2	2021 - 2030	2031 - 2040						
Preliminary Engineering (PE)											
	\$	-	\$	7,610,103	\$ -						
Right-of-Way (ROW)	\$	-	\$	37,213,402	\$ -						
Construction (CST)	\$	-	\$	-	\$110,438,13	33					



PROJECT NAME: US 341/SR 2	GDOT PI#:										
PROJECT TERMINI: From Sou	МТ	MTP PROJECT ID #: N3									
Circle <b>to</b> SR 303											
PROJECT DESCRIPTION: Access Management											
TOTAL PROJECT COST:	\$ 1,695,487										
COMMENTS: LOS E, F											
PROJECT PHASE:	Cost	Band 1	Co	st Band 2	Cost Band 3						
PROJECT PHASE:	2015 - 2020		20	21 - 2030	2031 - 2040						
Preliminary Engineering (PE)											
	\$	-	\$	148,004	\$	-					
Right-of-Way (ROW)	\$	-	\$	67,441	\$	-					
Construction (CST)	\$	-	\$	-	\$	1,480,042	2				





PROJECT NAME: SR 25 SPUR	GD	GDOT PI#:								
PROJECT TERMINI: From Cat	МТ	MTP PROJECT ID #: N4								
Walker Rd/Chapel Rd										
PROJECT DESCRIPTION: Widening										
TOTAL PROJECT COST: \$ 9,183,561										
COMMENTS: LOS E, F										
PROJECT PHASE:	Cost B: 2015 -		-	ost Band 2 021 - 2030	Cost Band 3 2031 - 2040					
Preliminary Engineering (PE)										
	\$	-	\$	655,922	\$ -					
Dight of May (DOM)	Ċ		\$	1,967,917	\$ -					
Right-of-Way (ROW)	\$		7	1,507,517	Ŧ					



PROJECT NAME: Walker Roa	d/Chap	el	GDOT PI#:							
Crossing Road										
PROJECT TERMINI: From Cat	МТ	P PROJECT I	<b>D #:</b> N5							
PROJECT DESCRIPTION: Widening										
TOTAL PROJECT COST:	\$ 6,563,956									
COMMENTS: LOS E, F										
DROJECT DHASE.	Cost	Band 1	Co	ost Band 2	Cost Band 3					
PROJECT PHASE:	2015	- 2020	2	021 - 2030	2031 - 2040					
Preliminary Engineering (PE)										
	\$	-	\$	468,854	\$ -					
Right-of-Way (ROW)	\$	-	\$	1,406,562	\$ -					
Construction (CST)	\$	-	\$	4,688,540	\$ -					

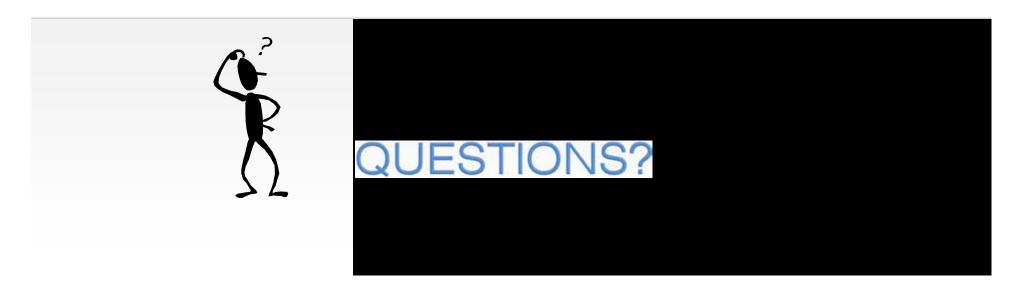


# **NEXT STEPS**



- Finalize fiscally constrained project list: April 2015
- Complete draft plan document April 2015
- Agency and public review periods: May June 2015
- Respond to comments and update plan: July 2015
- Present to BATS for Adoption: August 2015
- Updates will be given at every regularly scheduled MPO meeting through August 2015





Rachel Hatcher, AICP, LEED-AP <a href="mailto:rachel.hatcher@rsandh.com">rachel.hatcher@rsandh.com</a>

912-236-5311



COMMUNITY DEVELOPMENT DEPARTMENT 1725 Reynolds Street, Suite 200, Brunswick, GA 31520 Phone: 912-554-7428/Fax: 1-888-252-3726

Contact: Cayce Dagenhart
Brunswick Area Transportation System
Glynn County Planner
912-554-7434
cdagenhart@glynncounty-ga.gov

# **Press Release**

#### **Glynn County Transportation Plan Draft Available**

Public Invited to Provide Input on Future Transportation Projects in Glynn County

**Brunswick, GA, June 8, 2015:** The Brunswick Area Transportation Study (BATS) is holding public meetings on the 2040 Metropolitan Transportation Plan (MTP). Two meetings will be held on Monday, June 15, 2015. The first meeting will be held from Noon – 1:30 p.m. at The Harold Pate Building, 1752 Reynolds Street, 2nd Floor Conference Room, Brunswick, GA. The second meeting will be held from 6:00 p.m. – 7:30 p.m. at the St. Simons Community Room, 1965 Demere Road, Saint Simons Island, GA. Both meetings will be an open house format, so the public is welcome to come at any time. There will not be a formal presentation.

The 2040 Metropolitan Transportation Plan (MTP), when adopted, will prioritize transportation projects in Brunswick and Glynn County. Glynn County/BATS is looking for feedback on the identified projects and the overall plan. A draft of the plan is available for review at <a href="http://www.glynncounty.org/CivicAlerts.aspx?AID=572">http://www.glynncounty.org/CivicAlerts.aspx?AID=572</a>.

"People often wonder why certain roads are improved and others are not. This is the beginning of the process to identify which transportation projects are the highest priority for our community," said Cayce Dagenhart, BATS/Glynn County Planner. "It is very important for the community to provide their input on what their priorities are for the future."

The purpose of the Metropolitan Transportation Plan (MTP) is to coordinate the direction of development of the various transportation systems. The MTP also coordinates different transportation modes and users, including cars, trucks, freight movement, transit, cyclists and pedestrians.

###

## What do you think?

The Brunswick Area Transportation Study (BATS) is holding public meetings on the 2040 Metropolitan Transportation Plan (MTP). The plan, when adopted, will prioritize transportation projects in Brunswick and Glynn County. We are looking for feedback on the identified projects and the overall plan. The public meeting on the Mainland will take place prior to the Brunswick Area Transportation Study Meeting.

## **Public Meetings**

Monday, June 15 ► 12:00 – 1:30 p.m.

The Harold Pate Building

1752 Reynolds Street, 2<sup>nd</sup> Floor Conference Room

Brunswick, GA

Monday, June 15 ➤ 6:00 p.m. – 7:30 p.m.

St. Simons Community Room

1965 Demere Road

Saint Simons Island, GA

Please contact Cayce Dagenhart at 912-554-7434 or <a href="mailto:cdagenhart@glynncounty-ga.gov">cdagenhart@glynncounty-ga.gov</a> with questions or comments.



# Brunswick Area Transportation Study (BATS)

# **2040 Metropolitan Transportation Plan**

**COMMENTS** 

LONG BANGE PLANKING SHOULD INCLUDE CONSIDERATION
OF AM OUER PASS AT THE PYLES MARSH RAILROAD
CROSSING AT HIGHWAY 341.
,
RESTRICT LARGE COMMERCIAL TRUCKS TO THE RIGHT
MAND LANE ON HUY 341 FROM CRISPEN BLUD
TO THE CITY.

RETURN BY JULY 6, 2015 TO:

Casey Dagenhart, Glynn County 1725 Reynolds St., Suite 200 Brunswick, GA 31520 cdagenhart@glynncounty-ga.gov 912-554-7438



# Brunswick Area Transportation Study (BATS)

# 2040 Metropolitan Transportation Plan

COMMENTS

X	Reduce Speed Limit from 40 mpH to 35 posted mpr
	on Bay Street in Brunswick
X	Re-ronting commercial truck traffic (unless servicing
	Re-ronting commercial truck traffic (unless servicing industries at part) out of DT core and Bay 5t. in
	Brunswick.
X	See comments submitted by enail 6/15/15.
•	
	Julie Martin - City Commissioner

RETURN BY JULY 6, 2015 TO:

Casey Dagenhart, Glynn County 1725 Reynolds St., Suite 200 Brunswick, GA 31520 cdagenhart@glynncounty-ga.gov 912-554-7438 From: Kasim Ortiz [mailto:kasim.ortiz@gmail.com]

Sent: Wednesday, June 10, 2015 7:57 PM

To: page.aiken@sothebysrealty.com; Laura McKinley; harris.roosevelt@jobcorps.org; Cayce Dagenhart

Cc: Mathew Hill; Arne Glaeser; CORNELL HARVEY; Julie Martin

Subject: Bay Street: Pedestrian Safety Crossing

#### Greetings:

At the URA meeting today, discussion was supplied relative to securing necessary needed safety improvements to Bay Street crossing at Gloucester Street. I wanted to bring attention to the group the 2007 Bay Street Calming Traffic Study. It is identified within that the City of Brunswick has the potential to reach an agreement with GDOT to remove the NHS designation on Bay Street/US341 to re-route large trucks serving south Brunswick businesses to other City thoroughfares to achieve a wider range of traffic calming strategies (pg. 4-2). Moreover, the report identifies GDOTs "Transportation Enhancement Program" as a funding mechanism to achieve pedestrian improvements discussed today in an expedited manner; enhancing collaboration between GDOT, the City of Brunswick, and Glynn County. Other funding avenues to achieve pedestrian improvements via GDOT in an expedited manner also can include: Local Maintenance and Improvement Grants and Quick Response Projects. The latter program typically takes 2-4 months for completion of projects on state-network roads (e.g., Bay Street), while the LMIG and TEP are longer processes for larger projects. The LMIG and TEP could be utilized to assist in re-routing truck traffic away from the 341/Newcastle North end of Bay Street.

The current BATS 2040 Metropolitan Transportation Plan (see attached) does not include representation of this issue and thus addressing at the forthcoming meeting might be helpful to these efforts. The special interest group developed by Commissioner Martin might consider advocacy to produce public comments for inclusion of consideration for final BATS 2040 MTP relative to pedestrian safety at Bay & Gloucester Streets. Also, several disabled citizens have complained at public meetings concerning crosswalk safety for hearing impaired and/or blind persons. These issues might be raised as well. Lastly, greater attention to public transportation within the plan might be another point to raise.

--

~ To be afraid is to behave as if the truth were not true~ Bayard Rustin

Kasim Ortiz (912)506-6698(cell)

CONFIDENTIALITY NOTICE: This electronic communication, and all information herein, including files attached hereto, is private, and is the property of Kasim Ortiz. This communication is intended only for the use of the individual or entity named above. If you are not the intended recipient, you are hereby notified that any disclosure of; dissemination of; distribution of; copying of; or taking any action in reliance upon this communication is strictly prohibited.



## **Contact Information Here**

Address City, State Zipcode

phone // (xxx) xxx-xxxx email // email@email.com

## RESOLUTION

# BRUNSWICK AREA TRANSPORTATION STUDY POLICY COMMITTEE

A RESOLUTION ADOPTING AN UPDATE TO THE 2040 METROPOLITAN TRANSPORTATION PLAN

WHEREAS, the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and applicable federal regulations for urban transportation planning require that the Metropolitan Planning Organization, in cooperation with participants in the planning process, develop and update every five years a Metropolitan Transportation Plan; and

WHEREAS, the Brunswick Area Transportation Study has been designated as the Metropolitan Planning Organization for the Brunswick urbanized area; and

WHEREAS, the Transportation Plan is consistent with all plans, goals, and objectives or the Brunswick Area Transportation Study, and shall be updated at least every five years with revisions to reflect changes in program emphasis and funding availability; and

WHEREAS, the MAP-21 requires that the Transportation Plan be a product of a planning process certified as in conformance with all applicable requirements of law and regulation; and

WHEREAS, the update to the 2040 Metropolitan Transportation Plan has been carried out in accordance with the provisions of Title 23 CFR Part 450, and in accordance with the procedures outlined in the Public Participation Plan; and

WHEREAS, the update to the 2040 Metropolitan Transportation Plan involves changes to, or the addition of, the Buffalo Creek Bridge Replacement (PI No. 0013993) and the MacKay Bridge Replacement (PI No. 0013745) and will replace PI No 0007022.

**NOW, THEREFORE, BE IT RESOLVED,** that the Policy Committee of the Brunswick Area Transportation Study (BATS) the official Metropolitan Planning Organization (MPO) does hereby approve the February 2016 Update to the 2040 Metropolitan Transportation Plan.

Resolved this 11th day of February , 2016

Mayor Cornell Harvey, Policy Committee Vice-Chairman

Brunswick Area Transportation Study

# Recommendations for Improvements to Historic Area Sidewalks Brunswick, Georgia

November, 1999

Prepared by the Design Team of the

Downtown Development Authority

Brunswick, Georgia

Design Team: Jerry Spencer, Chairman, Ernie Craft, Nathan Brock, Sara Walls, Mary Morris, Lana Williamson, Tony Doliveira, Darren Harper, Jeff Homans November 22, 1999

Mr. Charles Nesmith Chairman Downtown Development Authority 1229 Newcastle Street Brunswick, GA 31520

Dear Mr. Nesmith:

In 1999, the City Commission recognized the tremendous value of our unique historic area by approving the long anticipated Historic Preservation Ordinance. The City also recognized the need for sidewalk improvements to make walking in our City more enjoyable and safe and has earmarked funds for that purpose.

No part of the City attracts more pedestrian traffic and has more dilapidated and dangerous sidewalks than our historic district. To provide guidance in proceeding with badly needed sidewalk improvements, the Design Team of the Downtown Development Authority has prepared the enclosed report titled Recommendations for Improvements to Historic Area Sidewalks. Implementation of these recommendations would provide an important link in the total restoration and revitalization of our historic downtown and residential neighborhoods. We recommend that the DDA submit this report to the City Commission as a guide for sidewalk improvements. The Design Team will be available for further assistance to the City as needed.

Respectfully submitted,

Serry D. Spencer

Chairman of the Design Team

JDS:dt

Enclosures

#### Introduction

Our old brick and concrete paver sidewalks and granite curbs are a very important part of the character and charm of the historic area. In the last 30 years, there has been a steady loss of these traditional paving materials. In the past, when given any maintenance at all, the City has, with few exceptions, removed brick and concrete pavers and installed plain concrete. More recently that practice has been reversed with the installation of several blocks of concrete pavers in the Streetscape project and the upcoming Liberty Ship model plaza in Mary Ross Park. This report has been prepared by the Design Team of the Downtown Development Authority (DDA) in support of the City's efforts to repair and reestablish old brick and concrete paver walks and granite curbs as an integral part of the ongoing preservation effort in this historic area.

## **Objectives**

Objectives of this report are to:

- Inventory all remaining old existing sidewalk materials in the historic area so we know where we stand today in preserving this important element of our Historic District.
- Provide guidelines and priorities for repairing and improving existing unit paver walks that are in a deteriorated condition and reinstalling unit pavers where they have been removed and replaced by patches of concrete.
- Provide a masterplan for extending unit paver walks into blocks where they likely have been in the past to enhance ongoing restoration efforts in the historic area.

## Area of Study

All sidewalks from Albany to Bay and G Street to First Avenue have been inventoried which include about 100 city blocks. Categories of paving materials as shown on Map 1 are:

- 1. Brick
- 2. Hexagonal concrete pavers

The inventory shown on Map 1 indicates that most remaining original old walks are located on the north-south streets of Richmond, Union and Egmont south of George, on Union north of George, and in the area of the Old Courthouse. The absence of walks east of Egmont and West of Richmond is probably an indication of slow development in these areas. The minor streets of Reynolds and Ellis had no walks because they had narrow right-of-ways and were essentially the back door to Union Street.

#### Brick Walks

As in many historic towns, brick was usually the first unit paving material available and that was the case in Brunswick. In the late 1870s, the Ladies Park Association convinced the City to install new brick walks in Hanover Square, originally Brunswick's largest and most prominent square. Apparently, additional brick walks were also installed about the same time on streets emanating from Hanover Square.

Several blocks of brick walks still remain on Richmond, George, London and one block on Newcastle. Richmond has the most, with five blocks of brick walks from Hanover Square to First Avenue. Remnants of brick walks remain in several other places, quite often in front of prominent homes.

There were certainly many more bricks walks originally, than remain today, some of which were replaced with hexagonal concrete pavers in the early 1900's and many replaced with plain concrete in more recent years. Some existing brick walks (and brick streets) are covered with a skim coat of cement as on portions of Richmond and London Streets. Brunswick always had a patchwork of sidewalk paving. Some blocks had a combination of brick walks, concrete paver walks and no walks. The presence of especially fine paving in front of fine homes, indicates that those home owners probably paved their own sidewalks. This variety of pavement is very much a part of Brunswick's heritage.

The standard brick paving pattern was running bond, running with the direction of the walk. Although this should remain the predominant brick paving pattern, it would be quite acceptable to use other brick patterns such as herringbone and basketweave which were also popular in the "Victorian" period.

The color of brick was usually a common red probably because it was readily available. However, there could be some subtle variation in brick color. Concrete brick should not be used because it did not exist as a paving material until recent years and real brick will always look more authentic. All remaining brick walks should be preserved and improved as an important part of Brunswick's heritage. Sections that have been displaced by concrete should be repaved with brick to match existing brick walks.

#### Concrete Pavers

Hexagonal (6 sided) concrete pavers were likely introduced in the early 1900's and certainly replaced some brick walks. It is surprising to see no remains of brick walks on Union Street which has been Brunswick's most prominent residential street up until the relatively recent past -- still vivid in the memories of many living citizens. It is likely that concrete pavers became the fashionable new paving material and replaced many old brick walks, some of which were probably in a deteriorated condition. However, concrete pavers are also quite handsome, along with brick, are historically correct for the late Victorian period. About 90% of the existing unit pavers are concrete pavers. Since they are so characteristic of Brunswick, they should remain the predominant paving material just as brick is for Savannah and bluestone in Charleston. However, since Brunswick always had a patchwork of paving materials, there is nothing wrong with introducing bluestone, flagstone and brick for special situations.

The standard size of concrete pavers was 18 inches as measured across the flat sides, although a few areas have 12 inch pavers and 6 inch pavers (mostly on private properties). Typical thickness of pavers was about 1½ inches, however, some were cast an inch or less thick. These thinner pavers break easily under the weight of vehicles. All new concrete pavers should be cast 1½ inches thick. The added weight and thick edge helps pavers hold each other in place. A traditional pattern of alternating black and white pavers was almost always used. The lighter colored pavers were not really white, but just the natural color of portand cement. The dark pavers were made by adding lamp black to natural portland cement. The color contrast is subtle rather than stark because the dark pavers fade somewhat in sunlight. This gives concrete pavers a wonderful authentic aged look.

#### **Granite Curbs**

The original curbs installed in the historic area were made of granite and are an important part of our rich heritage. Not only are they visually appealing, they extremely durable and should last forever. Attesting to their durability, some New England states are now replacing concrete curbs with granite curbs. Unfortunately, in many downtown blocks, Brunswick's granite curbs have been removed and replaced with concrete curbs. Every time this happens, we lose a part of our heritage. Now that there is greater awareness and appreciation of our outstanding historic area, remaining granite curbs should be left intact and stockpiles used to replace sections of concrete curbs.

#### Condition of Sidewalks

The condition of our old unit paver walks varies from excellent to badly deteriorated and dangerous to walk on. Unfortunately, most are in the latter condition. Expanding tree roots have caused very uneven concrete paver walks. Most concrete pavers are broken by vehicles driving on and across the sidewalks. In the past 30 years, the City has been extremely lax about enforcing the "no parking on sidewalks" ordinance. Construction equipment, such as dump trucks and backhoes working on private properties, has been allowed to drive and park on public sidewalks, always damaging or destroying concrete pavers. Such practice should be prohibited and any damaged pavement that does occur should be repaired according to the City's specifications at the property owner's costs. Even today, parking on sidewalks and front yards is commonplace. Enforcement of the ordinance would eliminate 95% of sidewalk pavement damage and would reduce sidewalk maintenance needs by as much! So the best sidewalk maintenance program would be enforcement of no parking or driving on walks -- including City vehicles except under extraordinary circumstances.

Some brick walks are so full of weeds that they are almost invisible. An application of weed killer would result in a dramatic improvement in the appearance of these walks.

## Repairs to Sidewalks

In residential areas, sidewalks for pedestrian traffic don't need an expensive base. Our native soil in historic area is a silty sand and quite suitable as a base for brick and concrete pavers. It has served that purpose for 100 years.

To repair and level walks, it will be necessary to remove some surface roots which usually will not affect the health of trees; however, if there are really major roots, it may be necessary to add soil and gently mound the walk over the roots. This kind of "imperfection" is not the least bit objectionable and is part of the charm of the historic district. Machine-like perfection is not possible and not needed.

Generally, driveways across Union Street sidewalks should be discouraged unless they were clearly a part of the original design of a historic property. Most Union Street properties have vehicular access from Ellis or Reynolds and that access should be used in most cases. Every additional driveway on Union (our preeminent historic street) makes it that much more difficult to improve, restore and maintain Union Street sidewalks. However, there are some legitimate original driveways (some quite handsome) that should be accommodated and require special treatment. Plain concrete driveways should not be encouraged. A natural soil base course is not adequate to support the weight of vehicles. Usually, they will need unit pavers set in a cement mortar setting bed on a 4-inch concrete slab.

Another possibility for unit paver walks with only occasional vehicular traffic is a 4-inch to 6-inch thick soil-cement base course instead of concrete. This is simply a mixture of dry cement mixed with soil (usually sand) leveled and compacted on which unit pavers are laid. The pavement is then wet down and the cement under the pavers sets up fairly firm.

Whatever base course is used, all unit pavers need a substantial border to serve as a visual edge and to keep them from moving sideways. For concrete pavers, the border should be precast concrete curbs 2½ inches thick by 8 inches deep and about 6 feet long. For brick pavement, the border should be bricks set on end creating a 4-inch wide brick border. The bottom end of these border bricks should be set in a generous concrete setting bed about 4-inches deep to hold the edge permanently in place. Also, both brick and concrete pavers should be installed tight with no mortar joints as they were originally. This is very important to maintain the look of original paving.

Although it would be ideal to use skilled masons for such work, that may not always be possible. In the absence of skilled masons, a crew can be trained to repair existing concrete paver walks quite well. It takes some skill and a lot of care.

## Repairs to Granite Curbs

The route of least resistance is always to say, "lets get those old granite curbs out and replace them with nice, new concrete curbs." However, concrete curbs are not cheap and they certainly do not enhance the character of the historic area. An obvious problem with curbs is that repeated repaving of streets has built up street pavement to the point that many curbs have virtually disappeared. The City is encouraged to raise existing granite curbs to normal curb height to regain their visual appeal and to confine vehicles to the street pavement rather than allowing them on top of curbs, tree lawns and sidewalks.

## **Priorities for Improvements**

With so many walks in fair to bad condition, it is hard to know where to start. It is difficult to prioritize when, in any given block, condition of pavement may range from good to poor. However, there is no question that some streets are more prominent and much more highly traveled than others, so it makes sense to begin with those streets and simply work from one end of the street to the other, repairing, and replacing walks as needed. This would also include raising existing granite curbs and replacing concrete curbs with granite when possible. The following is a recommended priority schedule: (See Map 2)

- Union Street from Monck to First Avenue. This is 8 blocks, plus short side streets to Ellis and Reynolds.
  - This will require casting additional concrete pavers as needed to replace broken ones.

- It would also include removing short sections of plain concrete and replacing with new concrete pavers.
- Old Courthouse area
- Hanover Square: These walks are so important, so visible and the quantity so large that they should be done by a skilled mason.
- 4. Richmond Street from Hanover Square to First Avenue and related side streets.
- 5. Egmont from George to Albermarle and related side streets.

The above five priority areas would provide repairs to 95% of existing brick and concrete paver walks. The next level of priorities would be to extend until paver walks into blocks where there are obvious missing links in the total picture.

- 6. Wright Square: All bordering streets
- 7. Halifax Square: All bordering streets
- 8. Union Street from Monck to Gloucester
- Hanover Square: All remaining plain concrete paved or unpaved blocks on the periphery of this square, including Grant Street from Howe to London and on the four small trust lots on the north and south sides of the square.

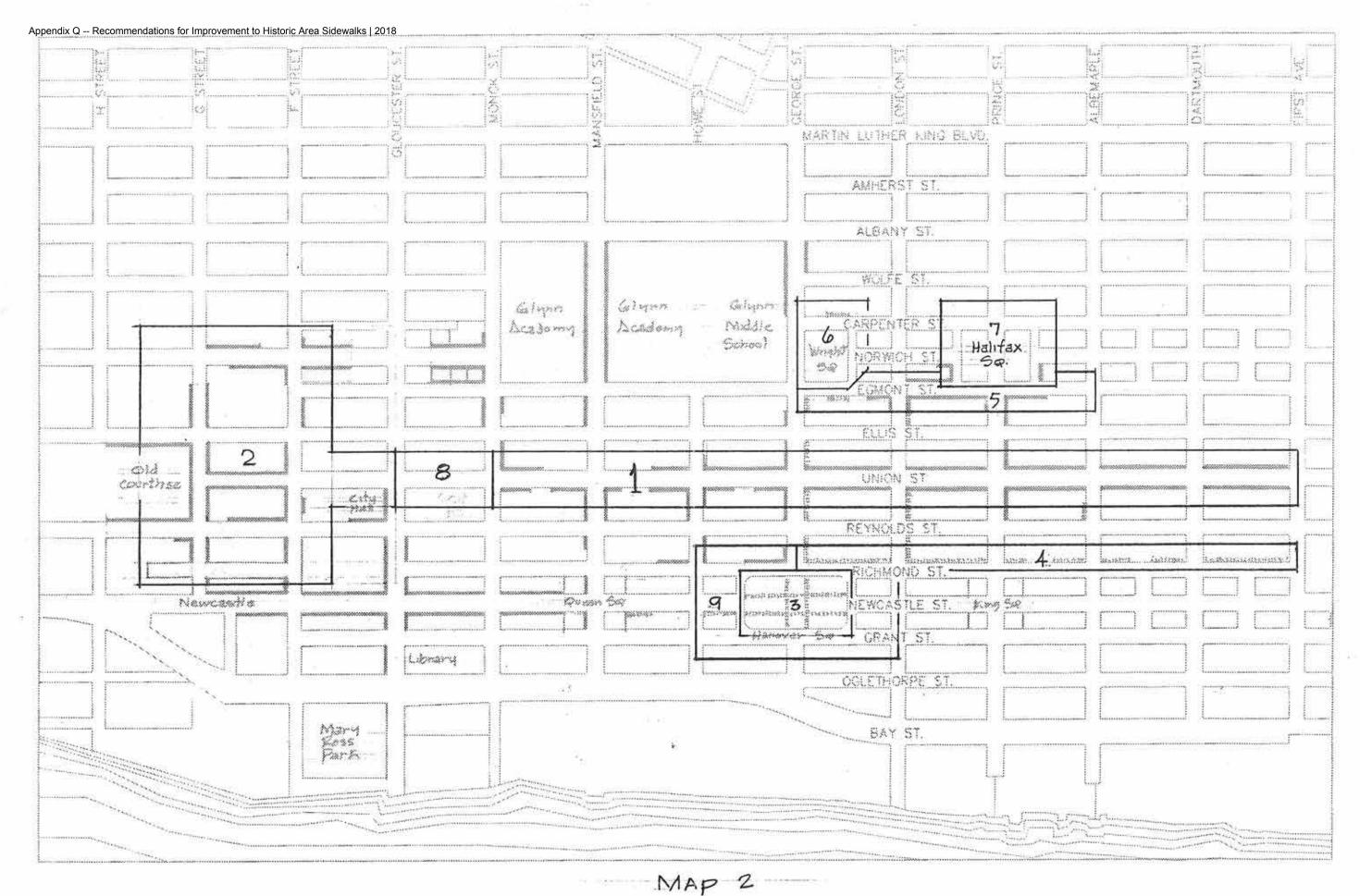
Accomplishing these nine priority items will go a long way towards restoring and upgrading unit paver walks in the historic area. It would also encourage further renovation of private homes by assuring property owners that the City intends to do its part in the public domain. After a majority of this work is done, this report should be updated as a guide to the completion of all walks in the historic area.

Appendix Q -- Recommendations for Improvement to Historic Area Sidewalks | 2018



INVENTORY OF EXISTING BRICK & CONCRETE POVER WOLKS

CONCRETE POVERS



RECOMMENDED PRIORITES FOR REPAIRS TO EXISTING BRICK & CONCRETE POWER WALKS

					Sidewall	k Master List		
			Туре	Dimensions			Yds of Concrete /or	
Block	Street	Side	Surface	Length X Width	Condition	Comments	Sq Ft	Price to Repair
700	Albany	Eastside	Concrete	490' X 5'	1	Raised areas of sidewalk pushed up by trees.	31	\$3,100.00
2800	Albany	Eastside	Concrete	509' X 5'	1	Several areas with tree roots pushing up concrete	32	\$3,200.00
2900	Albany	Eastside	Concrete	479' X 5'	1	At Risley damaged by trees that were removed	30	\$3,000.00
2900	Albany	Westside	Concrete	479' X 5'	1	Pushed up in areas by trees.	30	\$3,000.00
900	Egmont	Westside	Stamped	481' X 6'	1	Pavers uneven and pushed up.	2886	\$20,058.00
900	Egmont	Eastside	Stamped	290' X 8'	1	Pavers uneven and pushed up.	2320	\$16,124.00
500	F St	Northside	Stamped	142' X 8'	1	Requesting pavers or stamped concrete in place of existing concrete-Susan McClemore	1136	\$7,896.00
1300	G St	Southside	Concrete	134' X 5'	1	Sidewalk pushed up and uneven	9	\$900.00
	•	Eastside		322' X 5'		Large portions missing. Intact portions unlevel.	20	. ,
3	Halifax Sq	NorthWest	Stamped	122' X 8'	1	Pavers uneven and pushed up.	976	\$6,784.00
1700	Johnston	Westside	Concrete	57' X 4'	1	Section at north end of block raised up around oak tree, remove or replace. Place hand rail? This area should be repaired with Mansfield St	3 Mansfield	\$300.00
200	Mansfield	Northside	Pavers	Corner spot repair	1	Project. Corner Newcastle & Mansfield	Project	\$0.00
1300		Westside Westside	Pavers Stamped	Corner spot repair	1	This area should be repaired with Mansfield St Project. Corner Newcastle & Mansfield Adjacent Halifax Sq NW	Mansfield Project	\$0.00
300	INOIWICII	vvestalue	Stamped	/U / O		Aujacent Halliax 34 NVV	008	J4,ZZ0.00
		Eastside	Brick	4001 V 01		Brick Hazzard Historic District- Concrete or brick?	Labor	\$100.00
1000	Union	Eastside	Stamped	488' X 8'	1	Near 1014 Union	3904	\$27,133.00
1400	Albany	Eastside	Concrete	477' X 6'	2	Sections are good but, sections need to be replaced.	36	\$3,600.00

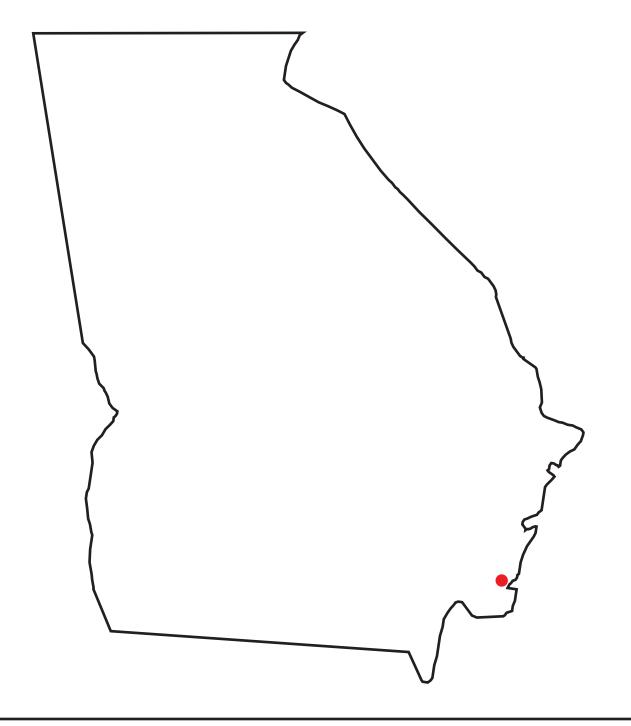
				] [		Sidewalk is rough and Continuing across street to		
2=00				404174.51	_	2600 block is a steep 4-5' drop off. One or two		40,000,00
	Albany	Eastside	Concrete	481' X 5'		areas with raised concrete.	30	
	Crandall	Southside	Concrete	192' X 5'		Overgrown and broken.	12	
500	Dartmouth	Northside	Concrete	206' X 6'	2	Cracked and broken up in areas.	16	\$1,600.00
						Sidewalk is covered with dirt and grass. Pavers		
400	G St	Southside	Pavers	73' X 6'	2	are in place but they are cracked and overgrown.	Labor	\$33.00
						Has raised areas in places from tree roots. One		
						section not level that goes around tree. (ADA		
2000	Gloucester	Northside	Concrete	501' X 5'	2	Problem).	31	\$3,100.00
1800	Goodyear	Westside	Concrete	330' X 5'	2	Most areas covered with dirt or missing.	21	\$2,100.00
600	Howe	Northside	Stamped	183' X 8'	2	Pavers broken and uneven.	1464	\$10,175.00
1400	Н	Southside	Concrete		2	Slab in poor condition - HPC survey		
						Covered with grass and dirt in areas. Small		
100	Kaufman	Northside	Concrete	80' X 4'	2	section needs replacing.	4	\$400.00
						Covered with grass and dirt in areas. Small		
100	Kaufman	Southside	Concrete	153' X 4'	2	section needs replacing.	8	\$800.00
						Mixture of concrete and pavers. Uneven and not		
1700	Norwich	Eastside	Concrete	390' X 7'6"	2	smooth.	39	\$3,900.00
						Mixture of concrete and pavers. Uneven and not		
1700	Norwich	Westside	Concrete	352' X 7'	2	smooth.	31	\$3,100.00
1000	Prince	Southside	Concrete	200' X 8'	2	Cracked and uneven in places.	20	
						·		·
1600	Reynolds	Eastside	Concrete	455' X 5'	2	Cracked and uneven in places one bad raised area	. 29	\$2,900.00
	Richmond	Eastside	Concrete	460' X 8'10"		Cracked and uneven in places.	50	\$5,000.00
						Small area of concrete and small area of brick		
400	Union	Eastside	Red Brick		2	near 422 Union.	Labor	\$300.00
1100	Union	Eastside	Stamped	480' X 7'6"	2	2 throughout some areas 1 some areas missing.	3648	\$25,354.00
						Uneven areas. Customer Complaint. Added		
900	Union	Westside	Stamped	Not Measured	2	03/27/2015	Not Available	Not Available

						Uneven areas. Observed by Rick Charnock when		
900	Union	Eastside	Stamped	Not Measured	2	checking Westside complaint. Added 03/27/2016	Not Available	Not Available
						Owner at 728 Richmond complained about grass overgrowing the brick. The brick is uneven and		
700	Richmond	Eastside	Red Brick	Not Measured	2	completely convered in grass in some areas.	Not Available	Not Available
3800	Altama	Eastside		403' X 5'	3	In front of College Place Methodist. Small areas can be patched.	25	\$2,500.00
800	Dartmouth	Southside	Pavers / Concrete	200' X 6'	3	Concrete section in good condtion old paver area overgrown and broken.	15	\$1,500.00
	Dartmouth	Southistae	Contracte	200 % 0		Large crack in sidewalk near 1611 London St.	13	Ψ1,500.00
1600	London	Northside	Concrete	250' X 5'	3	Repaired. Some areas show cracks and wear.	16	\$1,600.00
	Prince	Northside	Concrete	205' X 8'		Uneven areas part of Safe Sidewalk Project.	21	·
	Prince	Northside		200' X 6'		Uneven areas part of Safe Sidewalk Project.	15	· /
	Reynolds	Westside	-	470' X 5'		Cracked and uneven in places.	30	. ,
	,					A little rough in middle of regular concrete		. ,
1100	Union	Westside	Stamped	63' X 8'	3	section.	504	\$3,503.00
	Union	Eastside	· · · · · · · · · · · · · · · · · · ·	152' X 8'	3	One loose raised paver needs to be reset.	1216	· ' '
800	Prince	Northside		198' X 8'		Currently No Sidewalk.	20	
2100	Starling	Northside	Concrete		4	Removed to make area safe.	4 - Removed	\$0.00
						Sidewalk needs work and dirt filled in to make		
1300		Northside	Concrete			level. Just fill in no concrete to be poured.	Labor	\$0.00
1700	Goodyear	Westside	Concrete		5	Clean off sidewalk and 5.	Re-Evaluate	\$0.00
						Near 2508 Reynolds Uncover sidewalk and fix small area where tree roots have pushed up		
2500	Reynolds	Eastside	Concrete		5	concrete.	Re-Evaluate	\$0.00
		•	•				Grand Total Including Stamped	
							Concrete	\$192,538.00

(	Cost of stamped concrete is 6.95 per sq ft. and will be bid out. Cost of regular concrete \$100.00 per cu yd. with prison crew doing the labor. Condition with code of 5 must be cleared and repaired or re-evaluated.	Total Stamped	
		Concrete	\$129,705.00
	Priority List 1=Extremely Poor 2=Poor 3=Fair 4=No Sidewalk 5= Re-evaluate after clean up or spot repair	Total Less	
		Stamped	
		Concrete	\$62,833.00

## GOLDEN ISLES

GEORGIA



# Wayfinding Signage System Golden Isles, GA

Draft

**Documentation Drawing Package** 

November 1<sup>st</sup>, 2017 February 6<sup>th</sup>, 2018



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## GOLDENISLES

GEORGIA



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## GOLDEN ISLES

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#### WAYFINDING SIGN STANDARDS MUTCD

(This page not included in final draft)

#### Sect. 2D.50 Community Wayfinding Signs

22 Community wayfinding guide signs should be limited to three destinations per sign.

#### Sect. 2A.13 Word Messages

- 04 Word messages should not contain periods, apostrophes, question marks, ampersands, or other punctuation or characters that are not letters, numbers, or hyphens unless necessary to avoid confusion.
- 05 The solidus (slanted line or forward slash) is intended to be used for fractions only and should not be used to separate words on the same line of legend. Instead, a hyphen should be used for this purpose, such as "TRUCKS-BUSES."
- 08 When initials are used to represent an abbreviation for separate words (such as "U S" for a United States route), the initials should be separated by a space of between 1/2 and 3/4 of the letter height of the initials.
- 09 When and Interstate route is displayed in text form instead of using the route shield, a hyphen should be used for clarity, such as "I-50."

#### Sect. 2D.06 Size of Lettering

The principal legend on guide signs shall be in letters and numerals at least 6 inches in height for all upper-case letters, or a combination of 6 inches in height for upper-case letters and 4.5 inches in height for lower-case letters. On low-volume roads (as defined in Section 5A.01) with speeds of 25 mph or less, the principal legend shall be in letters at least 4 inches in height for all upper-case letters, or a combination of 4 inches in height for upper-case letters and 3 inches in height for lower-case letters.

#### Sect. 2D.37 Destination Signs (D1 Series)

- 05 Except as otherwise provided in this Manual, an arrow pointing to the right shall be at the extreme right of the sign, and an arrow pointing left or up shall be at the extreme left.
- 14 The closest destination lying straight ahead should be at the top of the sign or assembly, and below it the closest destinations to the left and to the right, in that order.
- 15 If more than one destination is displayed in the same direction, the name of a nearer destination shall be displayed above the name of a destination that is further away.



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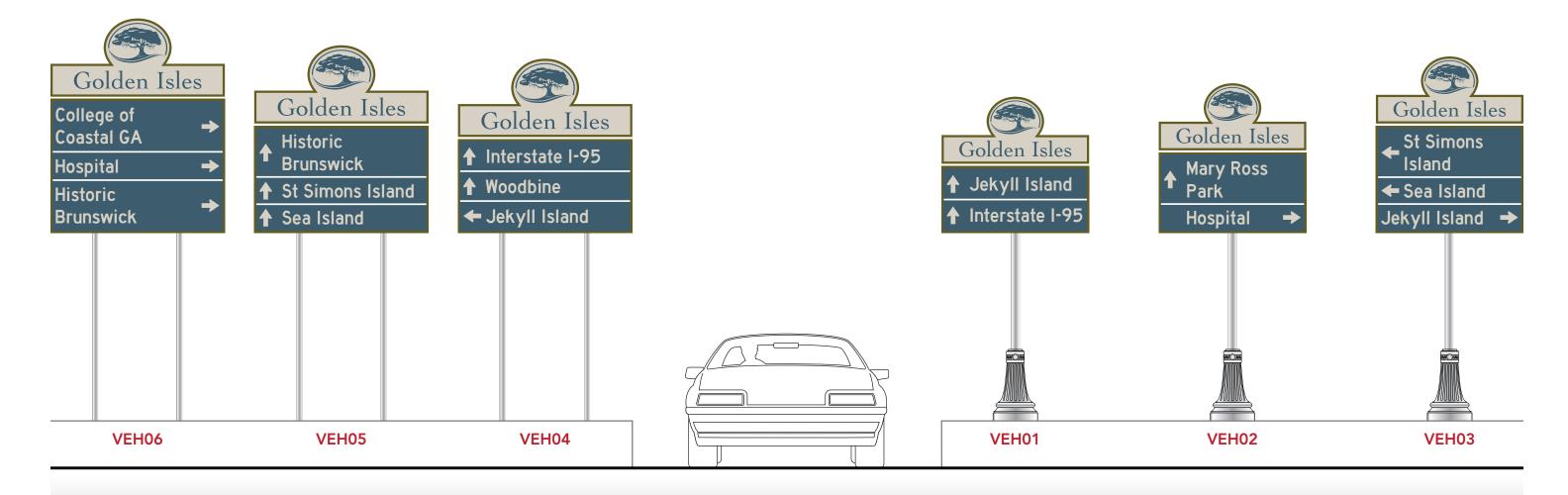
Civic Wayfinding System

Design and Planning Development

GOLDEN ISLES

GEORGIA

#### **DESIGN FAMILY**





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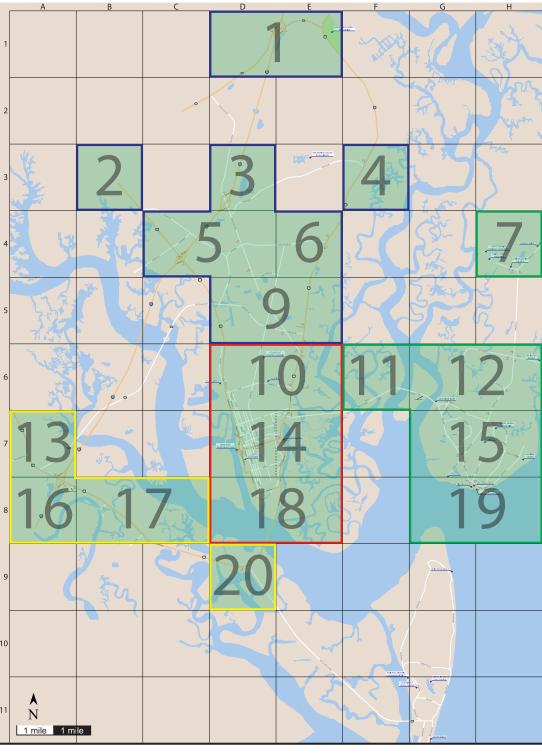
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### Map Overview



Phases

—— Phase 1

Phase 2

Phase 3

Phase 4



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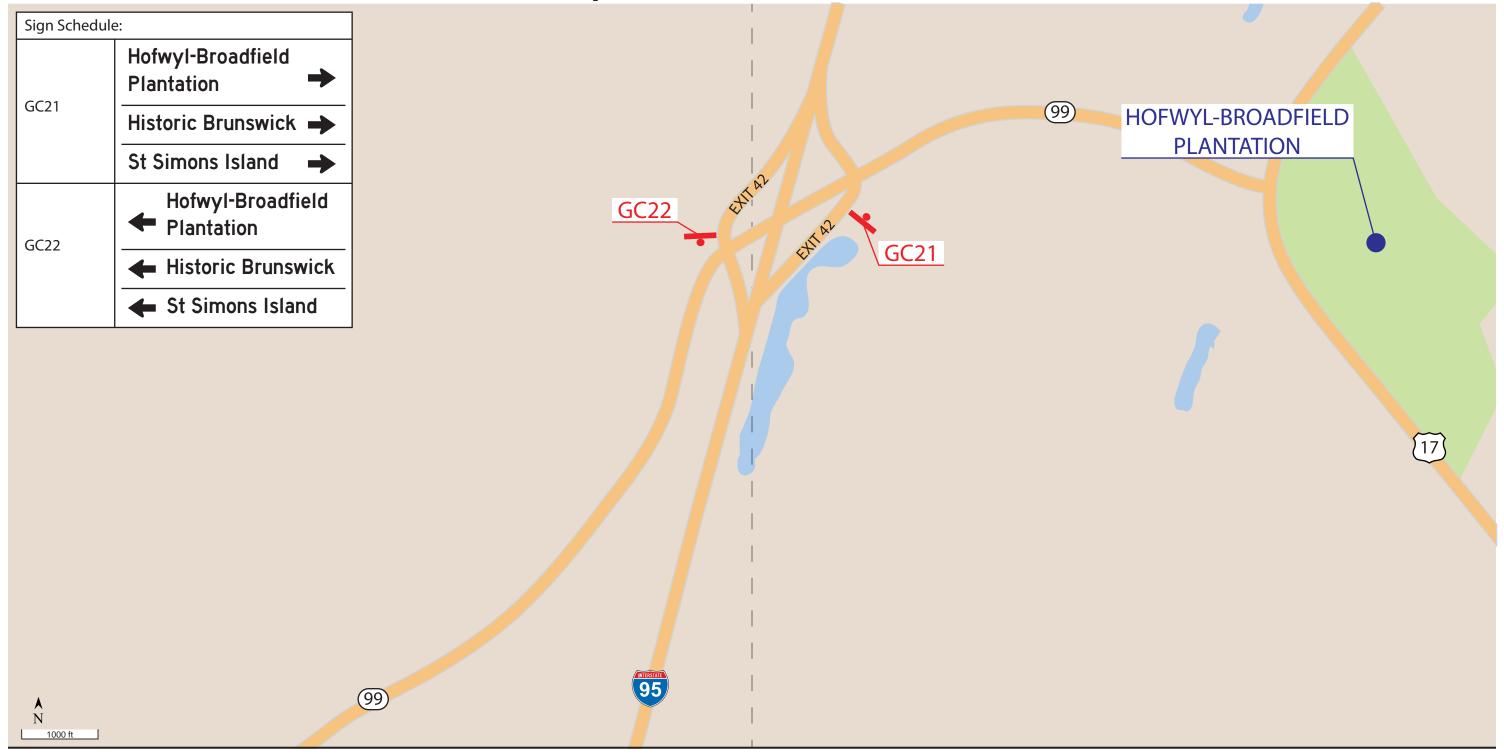
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### Map Section 1: D1-E1





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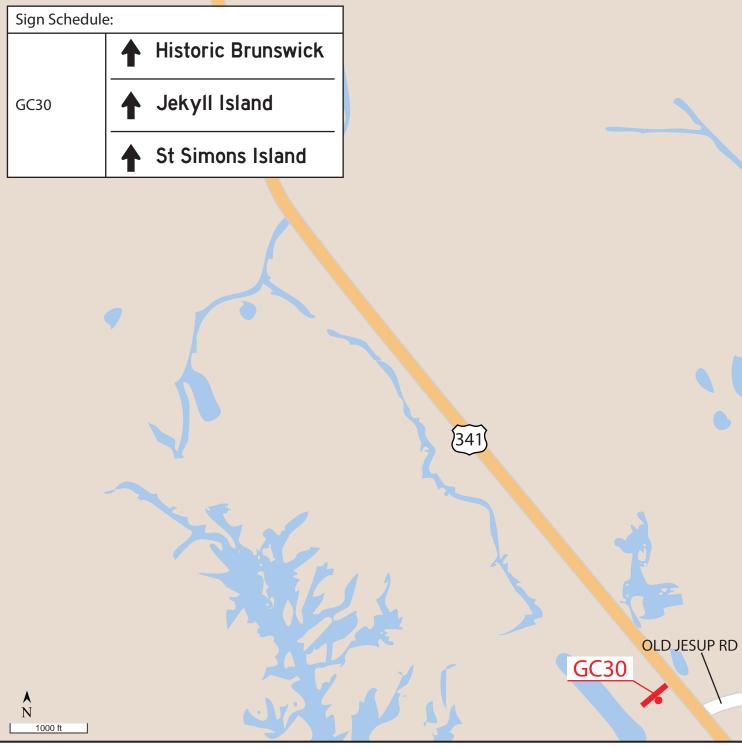
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### Map Section 2: B3





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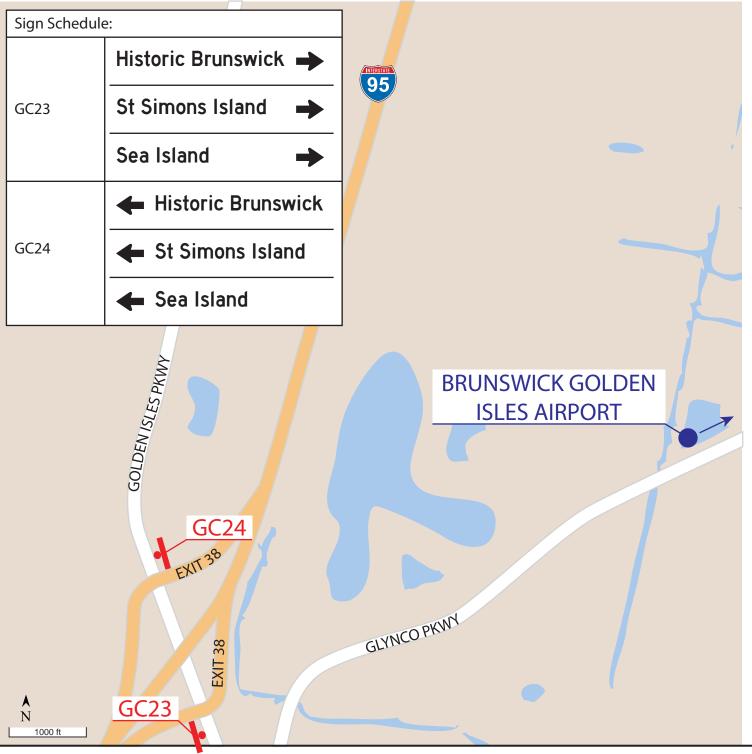
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### Map Section 3: D3





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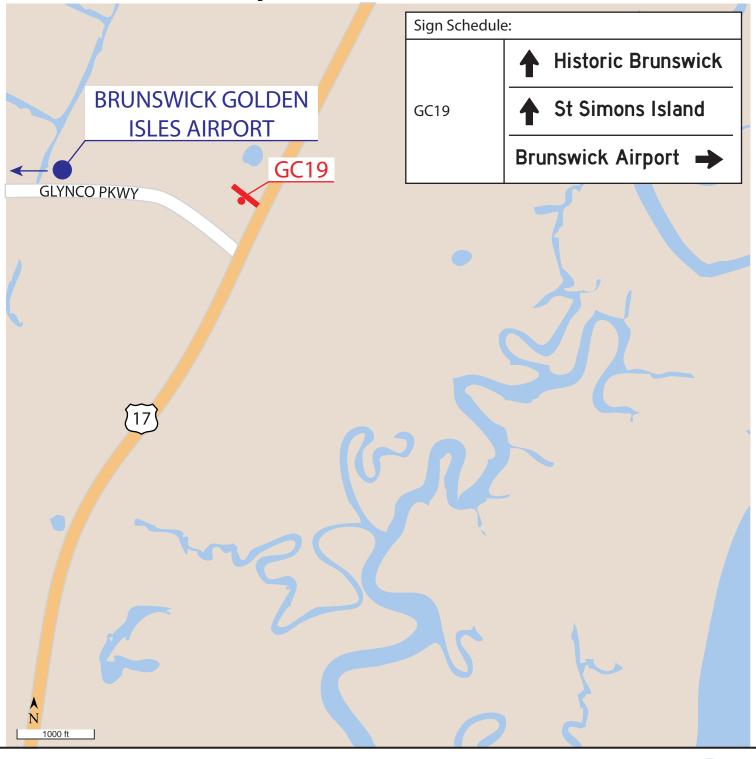
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### Map Section 4: F3





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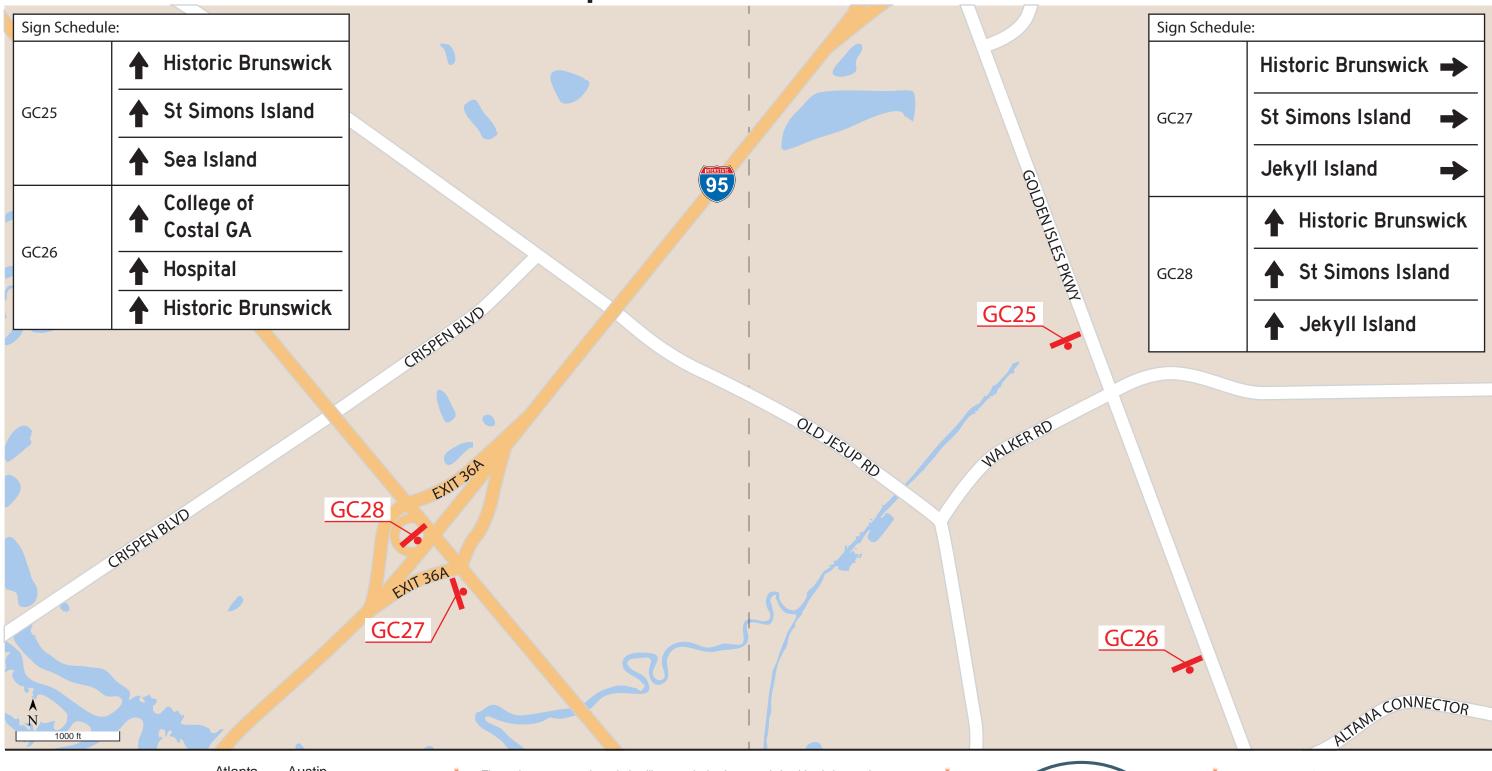
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#### Map Section 5: C4-D4





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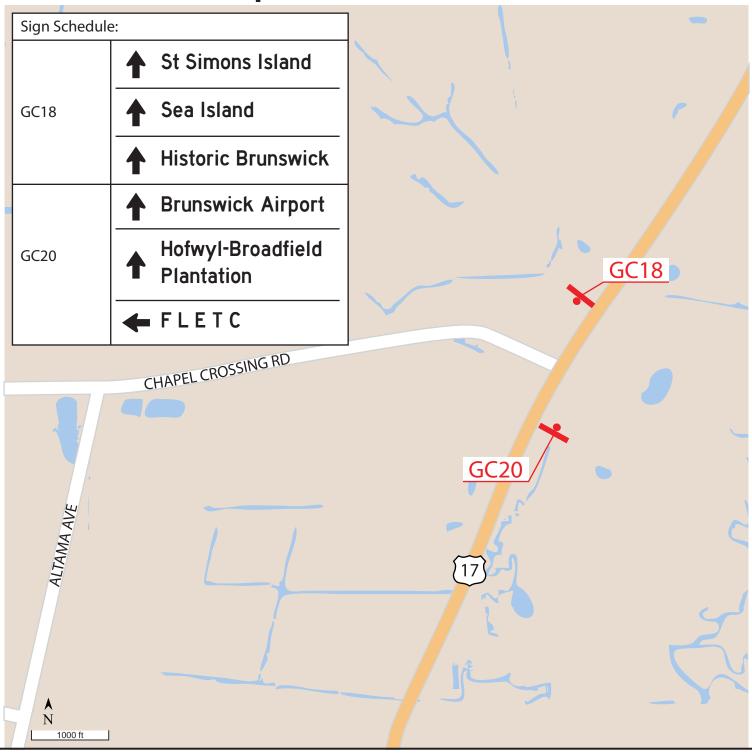
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### Map Section 6: E4





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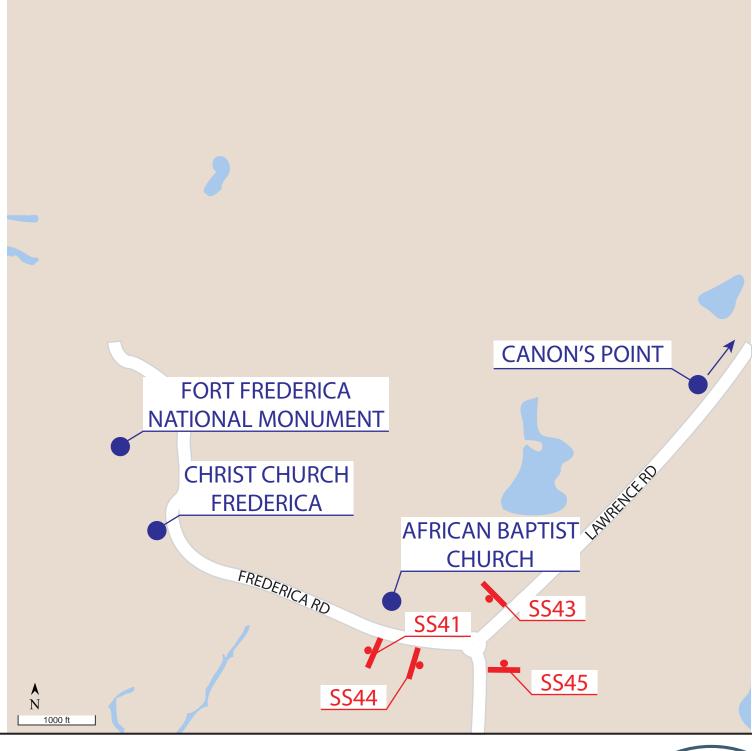






#### Map Section 7: H4







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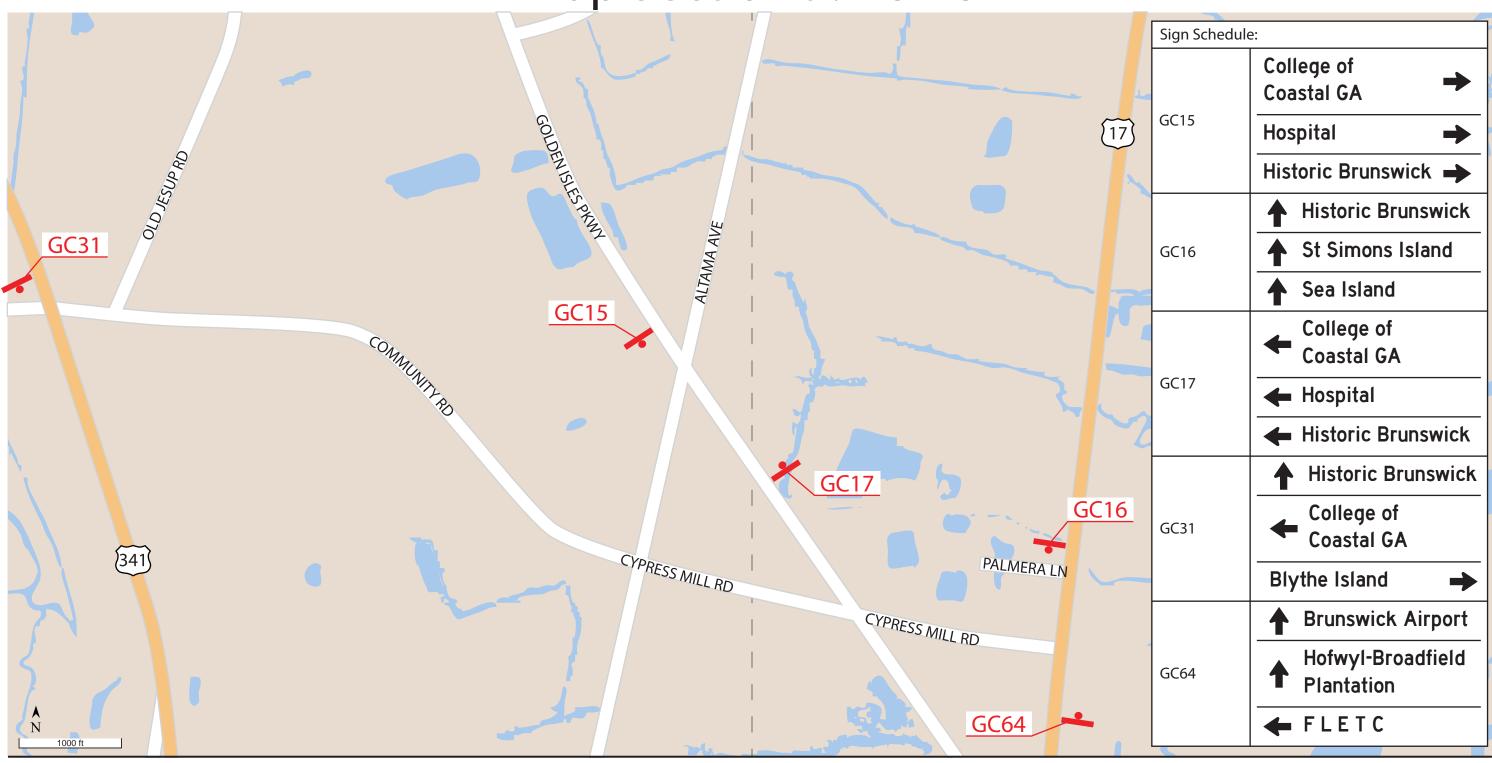
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Map Section 9: D5-E5





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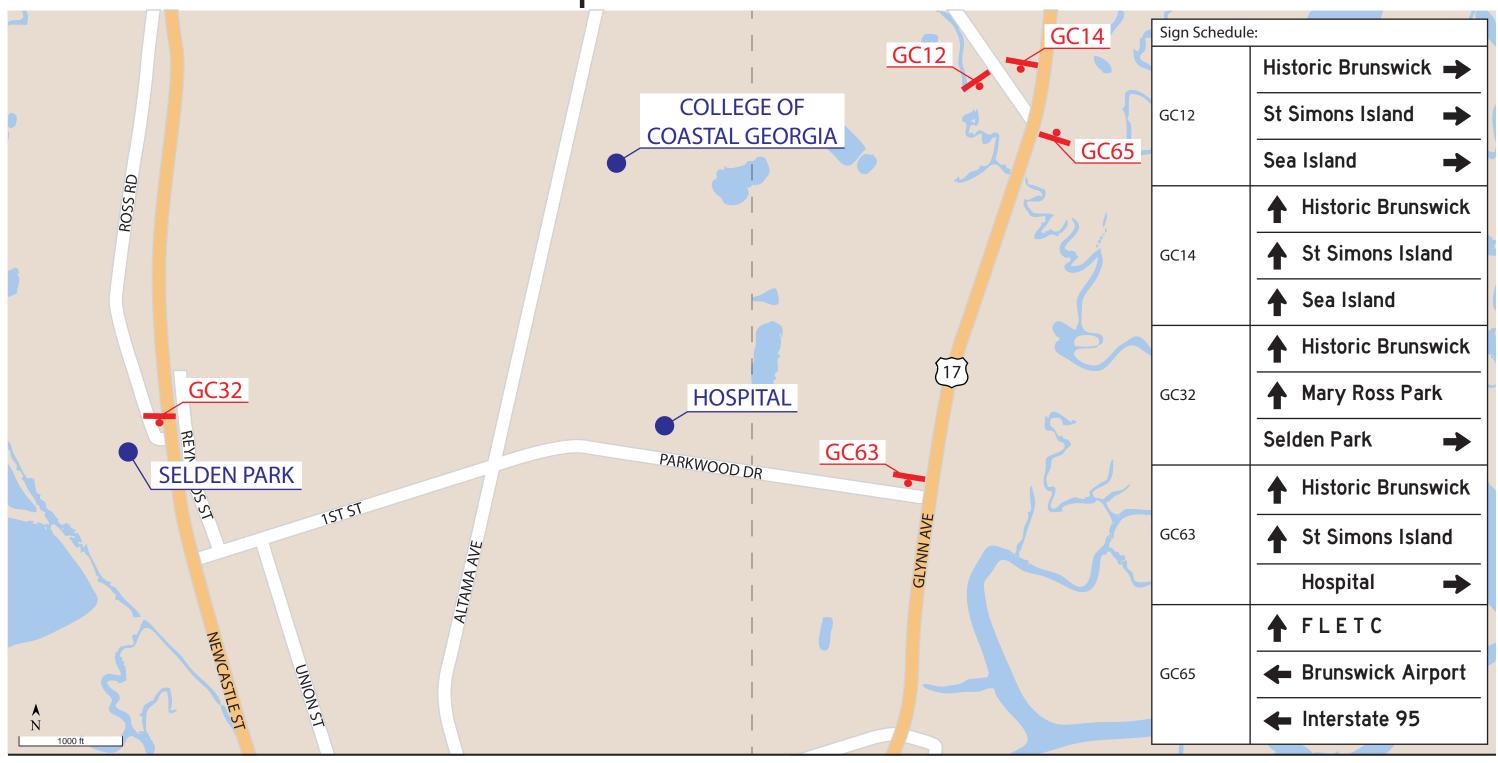
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Map Section 10: D6-E6





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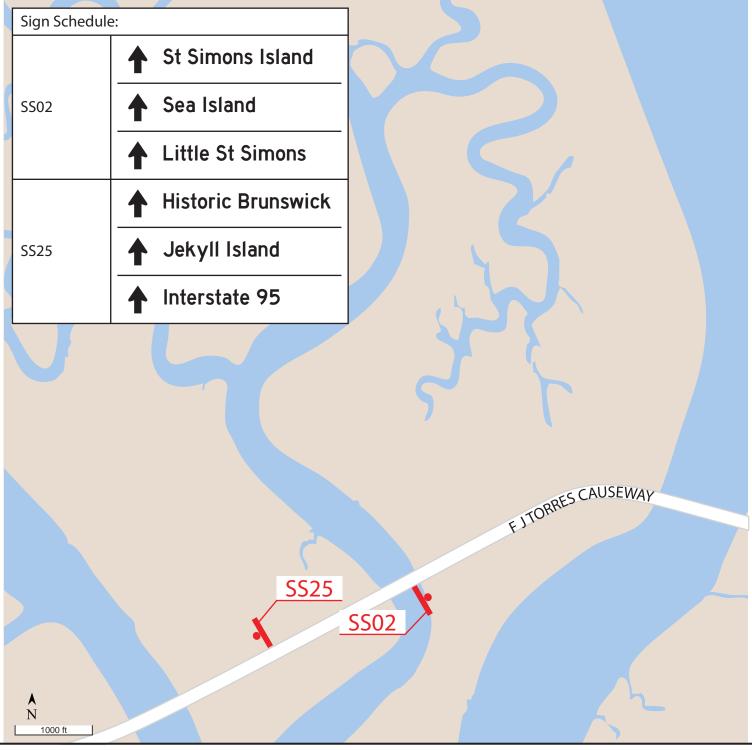
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### Map Section 11: F6





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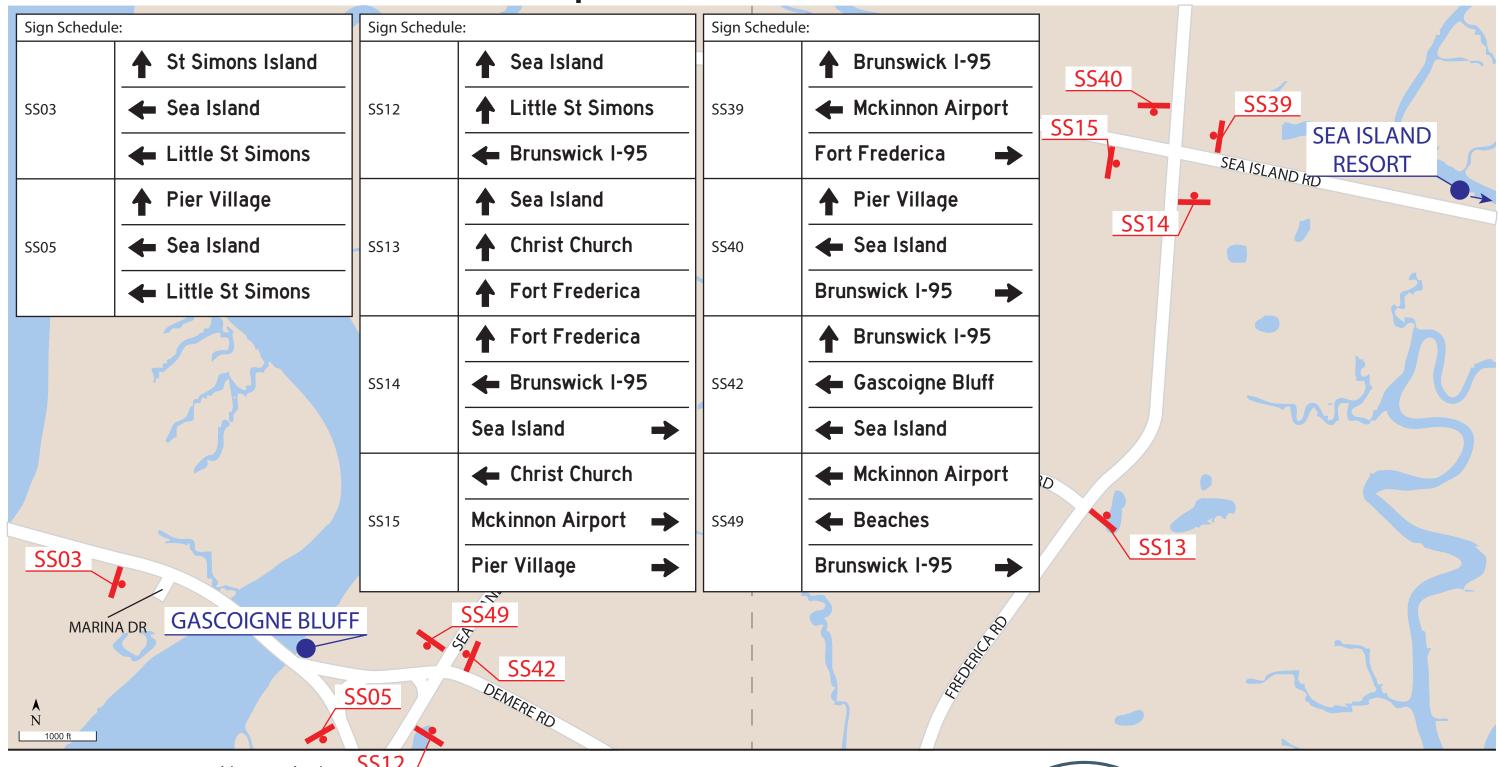
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#### Map Section 12: G6-H6





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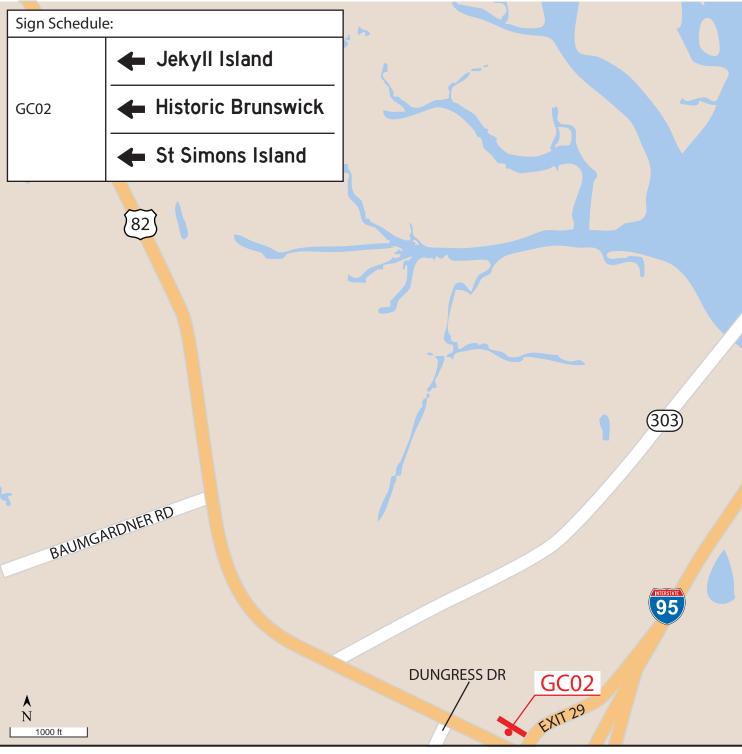
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### Map Section 13: A7





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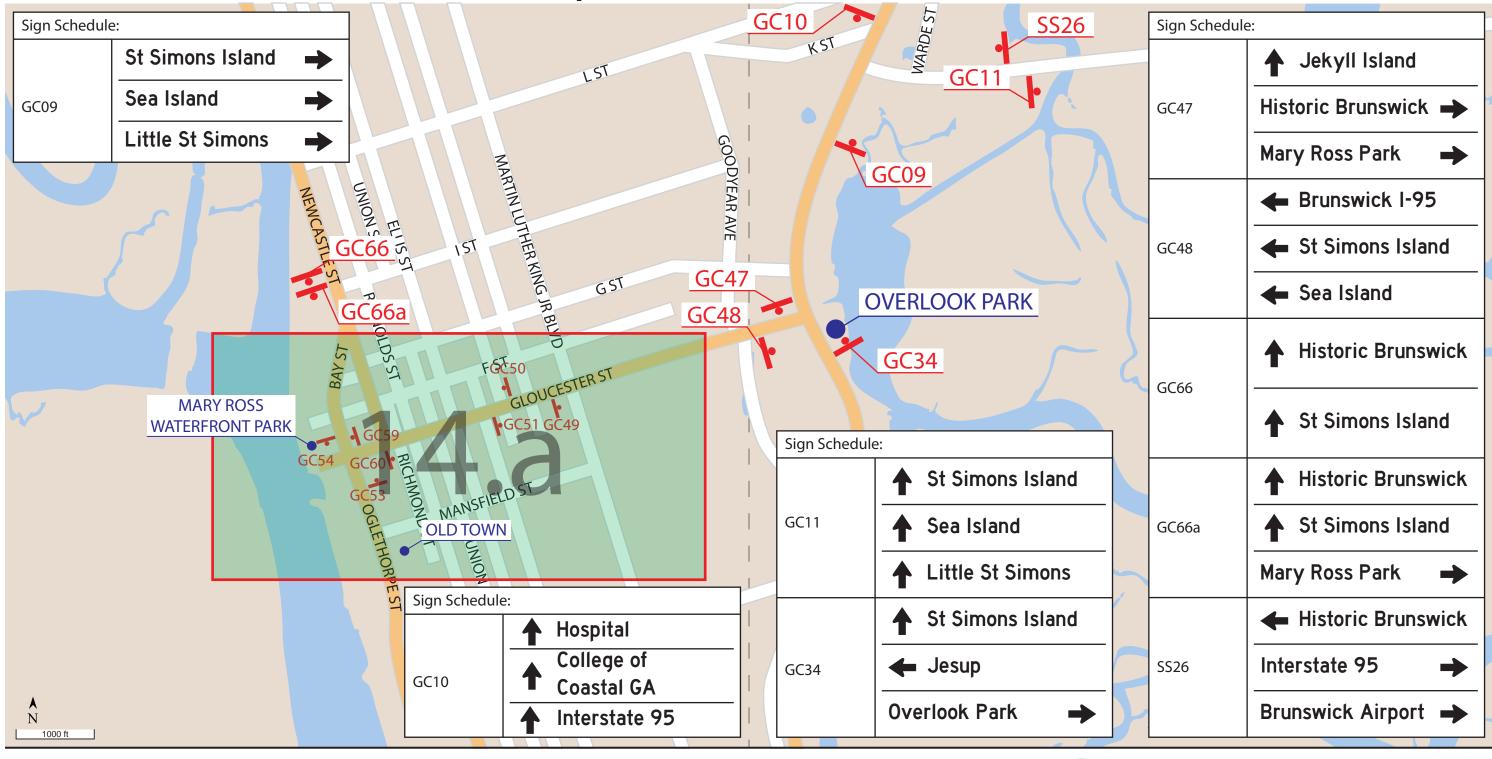
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#### Map Section 14: D7-E7





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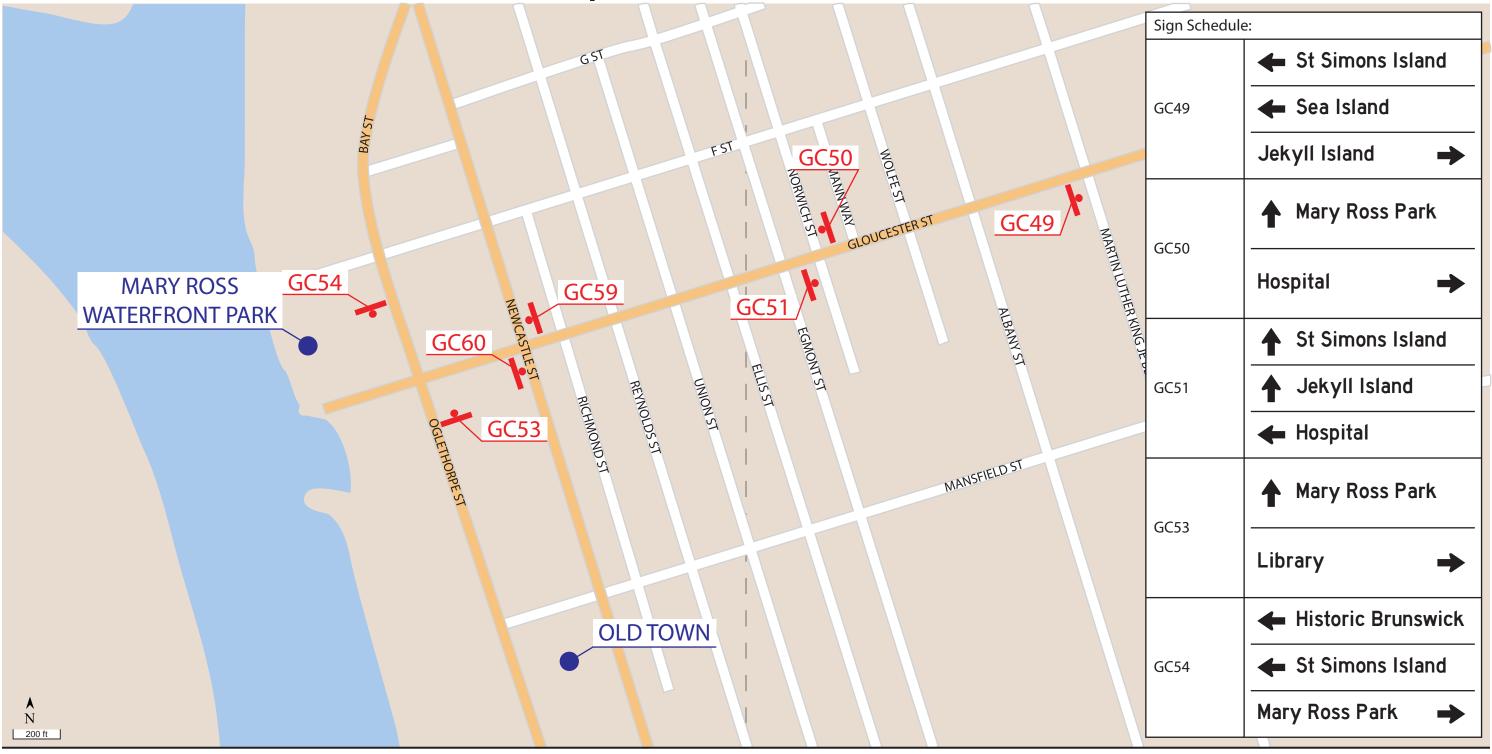
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#### Map Section 14.a: D7





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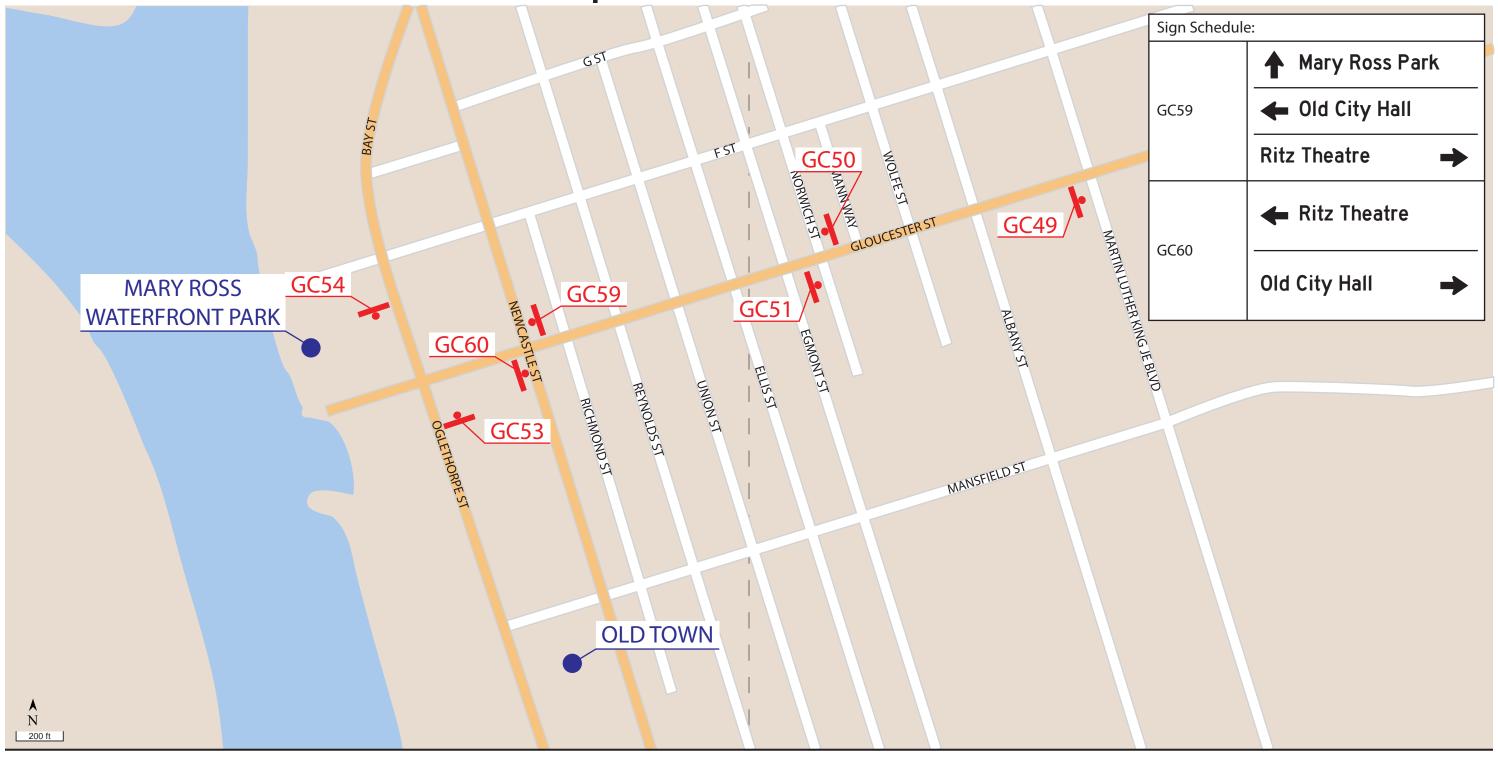
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#### Map Section 14.a: D7





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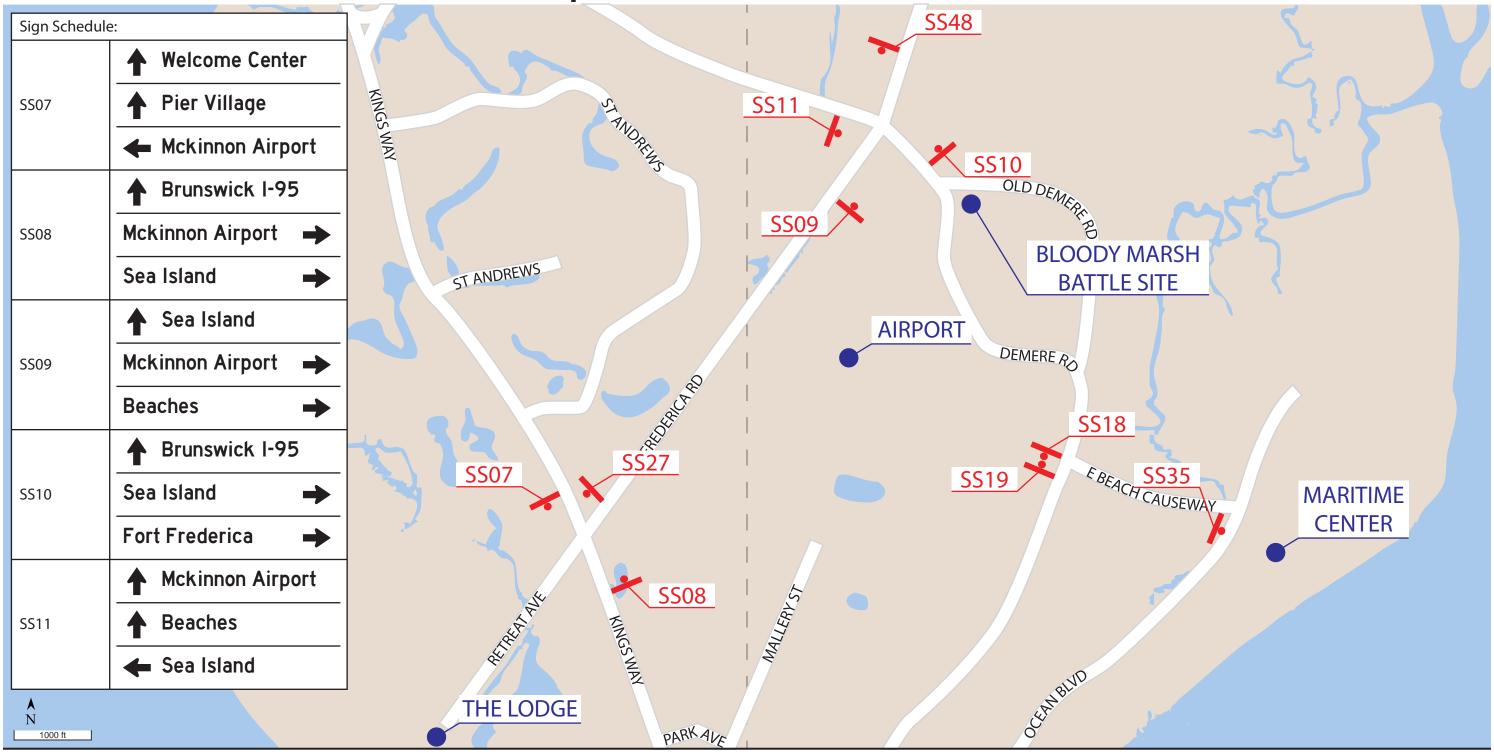
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#### Map Section 15: G7-H7





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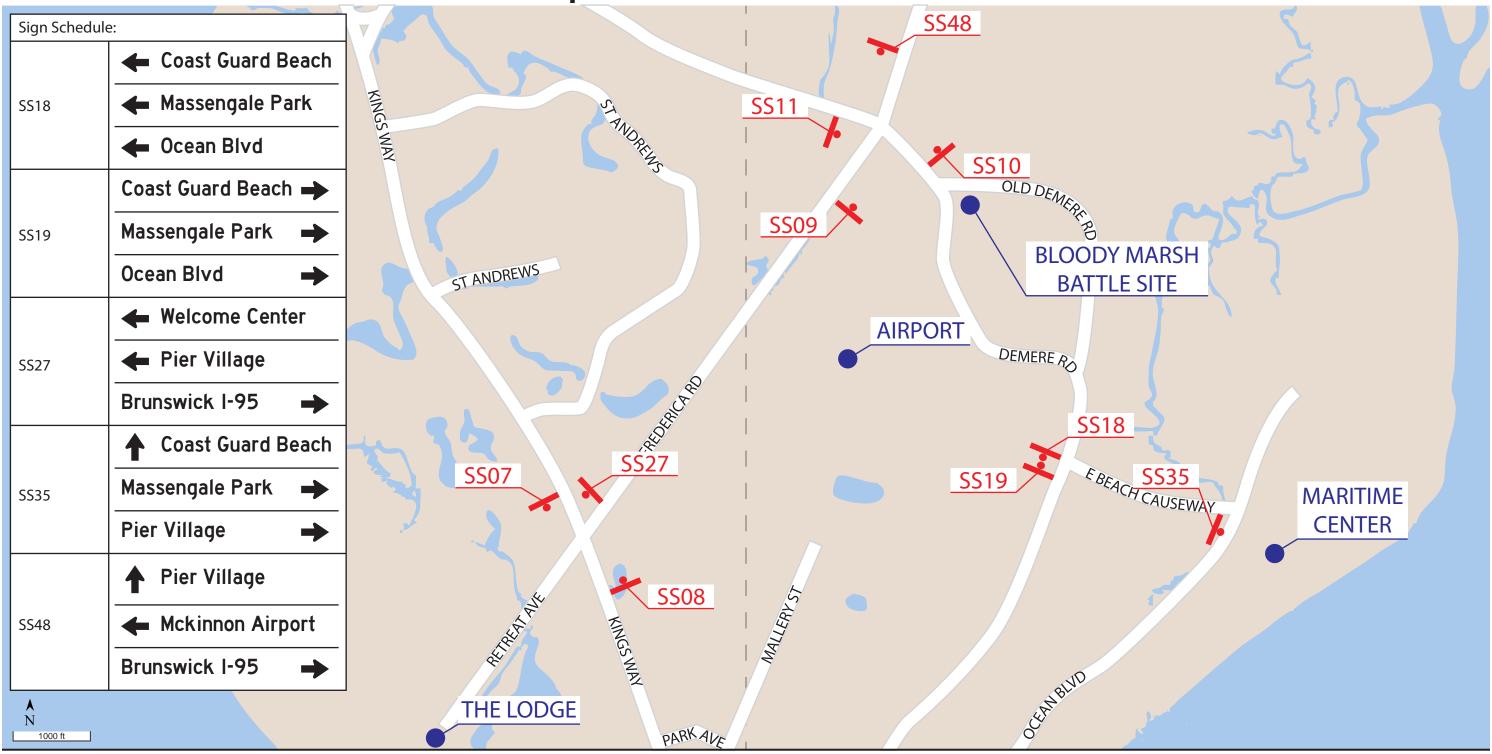
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### Map Section 15: G7-H7





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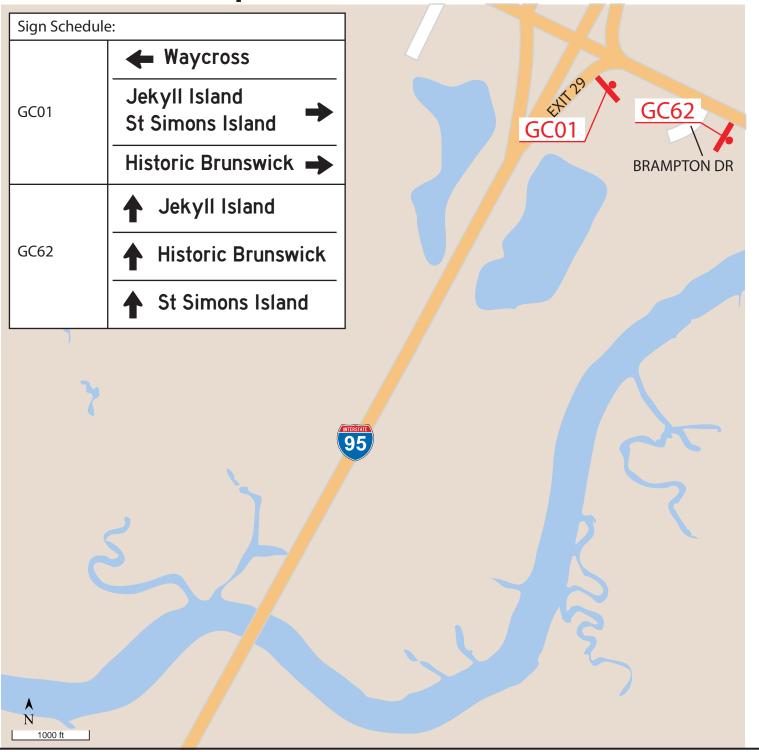
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Civic Wayfinding System
Design and Planning Development

GOLDEN ISLES

Phase 2

### Map Section 17: B8-C8





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Civic Wayfinding System
Design and Planning Development

GOLDEN ISLES

Phase 2

2.20

### Map Section 18: D8-E8





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Civic Wayfinding System
Design and Planning Development

GOLDENISLES



#### Map Section 19: G8-H8





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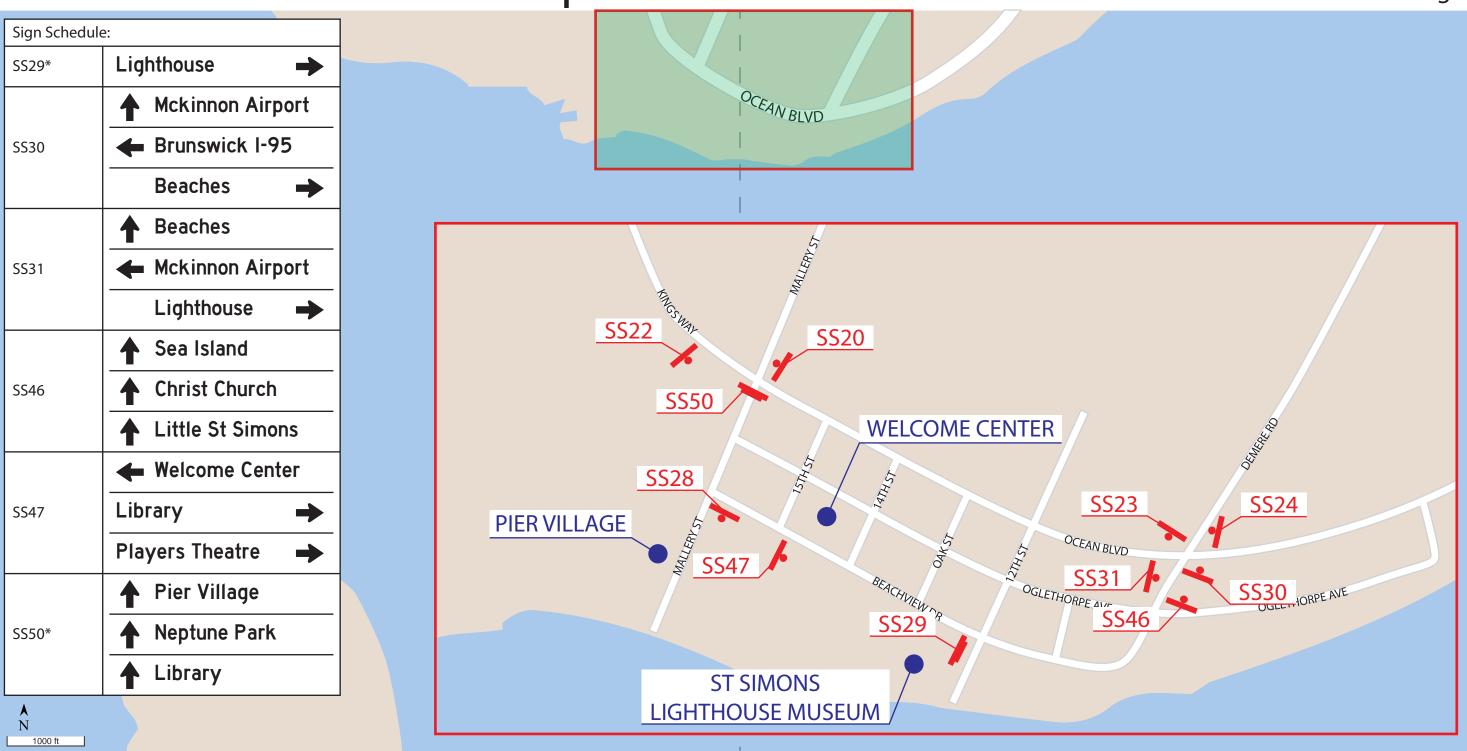
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#### Map Section 19: G8-H8







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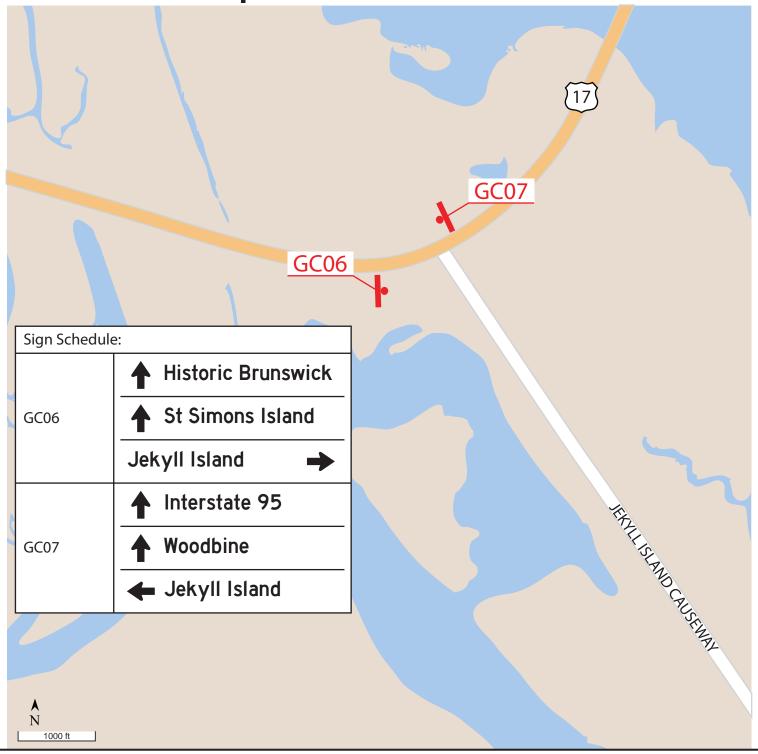
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### Map Section 20: D9





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GOLDEN ISLES Details: Size:78"x96" Square Footage: Parent Panel: 32.5 sq ft Decorative Header: 11.58 sq ft Parent Panel Font: Highway Gothic Colors: Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C Sign Type: VEH06

Sign Number <b>GC01</b>	: Location Photo	Map Section: 16	Direction Sign Faces: <b>South</b>	Sign Elevation:		Overhead
Notes: Replaces existing GDOT sign.	Brunswick  Jekyli Island	Interstate 95N Exit 29  Demolition Required:	Cross Street:	84"	O Curb O Shoulder < 6' O Shoulder > 6'	Ourb Curb



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	GOLDEN ISLES"
	Details:
	Size:78"x84"
	Square Footage: Parent Panel: 26 sq ft Decorative Header: 11.58 sq ft
	Parent Panel Font: Highway Gothic
6"	Colors: Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C
6"	Sign Type: VEH05

Sign Number: <b>GC02</b>	Location Photo	Map Section: Direction Sign F  13 North	aces: Sign Elevation:	Overhead
Notes:		Installation Conditions:  O Soil O Brick O Reuse Foundation O Concrete O Surface Mount O Asphalt O Mount to Lamp Post Street Sign Location: Cross Street:  Interstate 95S Exit 29 Hwy 17  Demolition Required: O Sign Removal O Sign & Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'



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GOLDEN ISLES

Details:

Size:78"x84"

Square Footage:
Parent Panel:
26 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH05

Sign Number: <b>GC06</b>	Location Photo	Map Section: <b>20</b>	Direction Sign Faces: <b>West</b>	Sign Elevation:		Overhead
Notes: Replaces existing GDOT sign.	GC06	Demolition Required:	·	84"	O Curb O Shoulder < 6' O Shoulder > 6'	Gay Quno



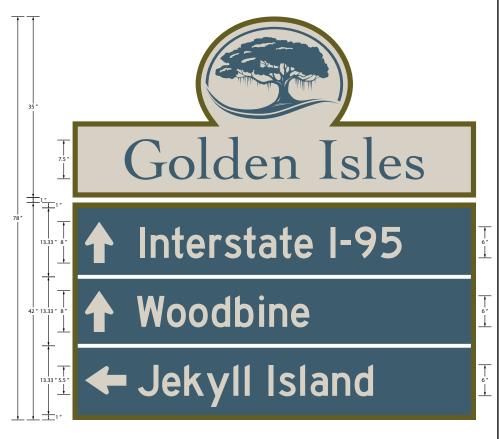
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GOLDEN ISLES

Details:

Size:78"x78"

Square Footage: Parent Panel: 22.75 sq ft Decorative Header: 11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

Sign Number: <b>GC07</b>	Location Photo	Map Section: <b>20</b>	Direction Sign Faces: <b>East</b>	Sign Elevation:	Overhead
Notes: Replaces existing GDOT sign.	+ POOL BLAD	Hwy 17 Hv  Demolition Required:	O Reuse Foundation ont O Asphalt s Street: wy 520 Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'



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GOLDENISLES

Details:

Size:78"x84"

Square Footage:
Parent Panel:
26 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH05

Sign Number: <b>GC08</b>	Location Photo	Map Section: 18	Direction Sign Faces: <b>South</b>	Sign Elevation:	Overhead
Notes:	6C8			84"	O Curb O Shoulder < 6' O Shoulder > 6'



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GOLDEN ISLES

Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

Sign Number: <b>GC09</b>	Location Photo	Map Section: Direction Sign Face South	s: Sign Elevation:	Overhead
Notes: Replaces existing GDOT sign.	ST. SIMONS 15 SEA ISEAND FT. FREDERICA VA HOLE	Installation Conditions:  O Soil O Brick O Reuse Foundation O Concrete O Surface Mount O Asphalt O Mount to Lamp Post Street Sign Location: Cross Street:  Hwy 17 FJ Torres Causeway  Demolition Required: O Sign Removal O Sign & Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'



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GOLDEN ISLES

Details:

Size:78"x84"

Square Footage:
Parent Panel:
26 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH05

Sign Number: <b>GC10</b>	Location Photo	Map Section: <b>14</b>	Direction Sign Faces: <b>North</b>	Sign Elevation:		Overhead
Notes: Replaces existing GDOT sign.		Hwy 17  Demolition Required:	O Reuse Foundation Mount O Asphalt Cross Street:  FJ Torres Causeway  gn & Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'	Curb



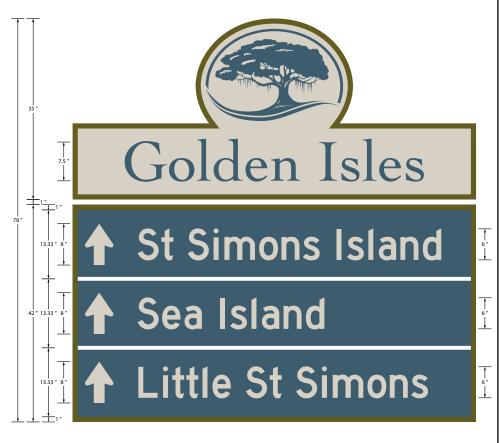
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Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

Sign Number: <b>GC11</b>	Location Photo	Map Section: <b>14</b>	Direction Sign Faces: <b>West</b>	Sign Elevation:	Overhead
Notes:		Installation Conditions:  O Soil O Brick O Concrete O Surface Mo O Mount to Lamp Post Street Sign Location:  FJ Torras Causewa  Demolition Required: O Sign Removal O Sign 6	Cross Street:	84"	O Curb O Shoulder < 6' O Shoulder > 6'



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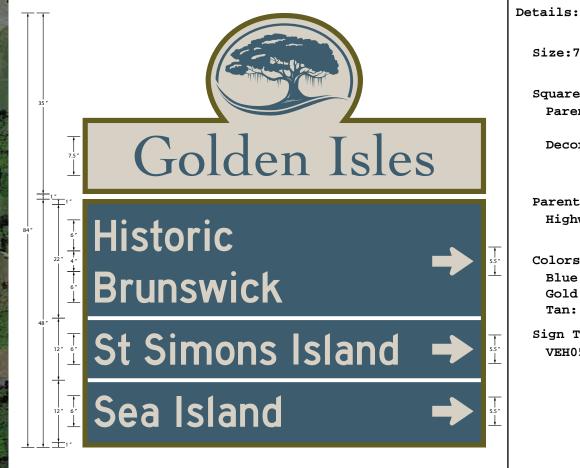
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Sign Number:	Location Photo	Map Section: 10	Direction Sign Faces: <b>North</b>	Sign Elevation:		Overhead
Notes:	GC12		17	84"	O Curb O Shoulder < 6' O Shoulder > 6'	42' Quno



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Civic Wayfinding System Design and Planning Development

GOLDEN ISLES

Size:78"x84"

Square Footage: Parent Panel:

26 sq ft

11.58 sq ft

Decorative Header:

Parent Panel Font: Highway Gothic

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Colors:

Sign Type: VEH05





GOLDENISLES

Details:

Size:78"x84"

Square Footage:
Parent Panel:
26 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH05

Sign Numbe <b>GC14</b>	Map Section: 10	Direction Sign Faces: <b>North</b>	Sign Elevation:	Overhead	
Notes:	Demolition Required:	•	84"	O Curb O Shoulder < 6' O Shoulder > 6'	Curb



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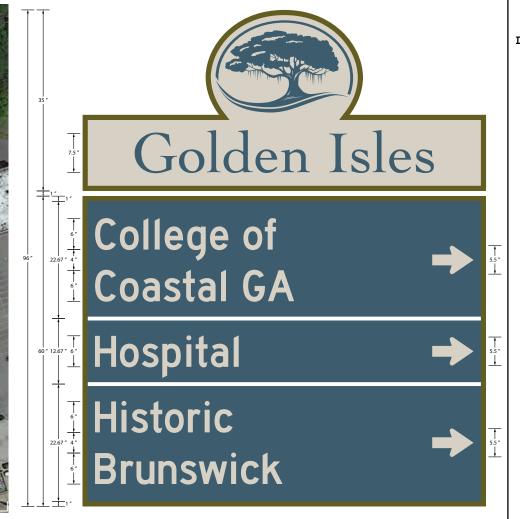
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	GOLDEN ISLES
	Details:
	Size:78"x96"
	Square Footage: Parent Panel: 32.5 sq ft Decorative Header: 11.58 sq ft
5.5*	Parent Panel Font: Highway Gothic
555	Colors: Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C Sign Type:
	VEH06

Sign Number: <b>GC15</b>	Location Photo	Map Section:	Direction Sign Faces: <b>North</b>	Sign Elevation:	Overhead
Notes:	GCIS	Golden Isles Pkwy  Demolition Required:	ross Street:	84"	O Curb O Shoulder < 6' O Shoulder > 6'



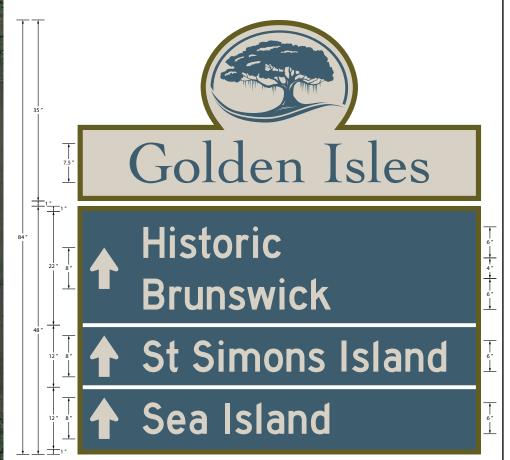
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GOLDEN ISLES

Details:

Size:78"x84"

Square Footage: Parent Panel: 26 sq ft Decorative Header: 11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH05

Sign Number: <b>GC16</b>	Location Photo	Map Section:	Direction Sign Faces: <b>North</b>	Sign Elevation:	Overhead
Notes:	GCIE	Hwy 17 Pa	O Reuse Foundation nt O Asphalt s Street: Ilmera Ln. Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'  quino



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	GOLDEN ISLES
	Details:
	Size:78"x96"
	Square Footage: Parent Panel: 32.5 sq ft Decorative Header: 11.58 sq ft
6"	Parent Panel Font: Highway Gothic
→ 6″ →	Colors: Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C
	Sign Type: VEH06
6"	

Sign Number: <b>GC17</b>	Location Photo	Map Section:  Direction Sign Faces:  South East	Sign Elevation:	Overhead
Notes:	GCM	Installation Conditions:  O Soil O Brick O Reuse Foundation O Concrete O Surface Mount O Asphalt O Mount to Lamp Post Street Sign Location: Cross Street:  Golden Isles Pkwy Altama Ave.  Demolition Required: O Sign Removal O Sign & Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'



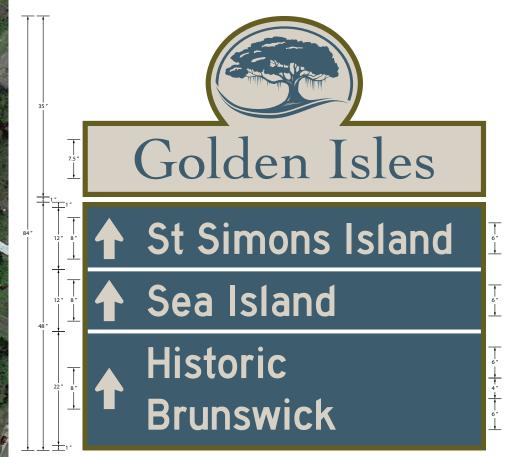
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GOLDENISLES

Details:

Size:78"x84"

Square Footage:
Parent Panel:
26 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH05

	gn Number: <b>GC18</b>	Location Photo	Map Section:  6	Direction Sign Faces:  North	Sign Elevation:	Overhead
Note	s:	5018	Installation Conditions:  O Soil O Brick O Concrete O Surface Mount O Mount to Lamp Post Street Sign Location: Cross Street  Hwy 17 Chap  Demolition Required: O Sign Removal O Sign & Pole	oel Crossing Rd.	84"	O Curb O Shoulder < 6' O Shoulder > 6'  Qin



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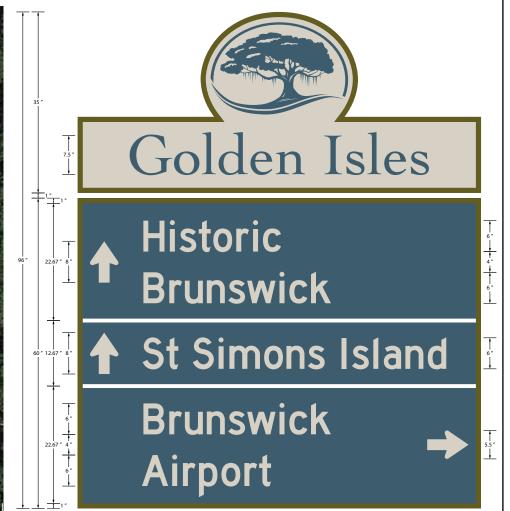
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GOLDEN ISLES

Details:

Size:78"x96"

Square Footage: Parent Panel: 32.5 sq ft Decorative Header: 11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH06

Sign Nur <b>GC1</b>	Map Section: 4	Direction Sign Faces: <b>North</b>	Sign Elevation:	Overhead	
Notes:		Pkwy.	84"	O Curb O Shoulder < 6' O Shoulder > 6'	



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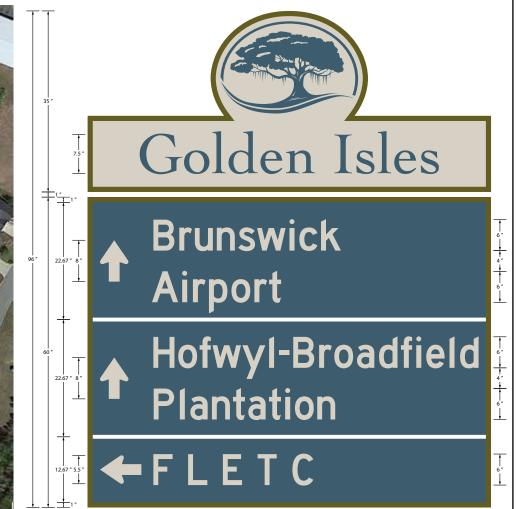
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Details:

Size:78"x96"

Square Footage:
Parent Panel:
32.5 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH06

Sign Number: <b>GC20</b>	Location Photo	Map Section:  6	Direction Sign Faces: <b>South</b>	Sign Elevation:	Overhead
Notes:		Hwy 17 Ch  Demolition Required:	O Reuse Foundation t O Asphalt  Street: apel Crossing Rd.  Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'



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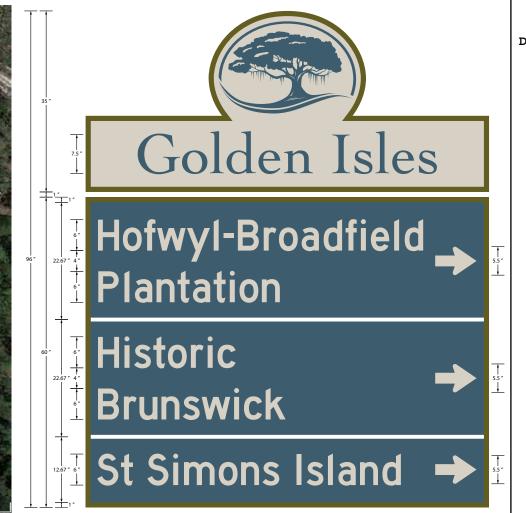
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	GOLDEN ISLES
	Details:
	Size:78"x96"
	Square Footage: Parent Panel: 32.5 sq ft Decorative Header: 11.58 sq ft
5.5 ″	Parent Panel Font: Highway Gothic
	Colors: Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C
5.5 **	Sign Type: VEH06
5.5″	

Sign Number: <b>GC21</b>	Location Photo	Map Section: 1	Direction Sign Faces: <b>South</b>	Sign Elevation:		Overhead
Notes: Replaces existing GDOT sign.		Installation Conditions:  O Soil O Brick O Concrete O Surface Mount O Mount to Lamp Post Street Sign Location: Cr Interstate 95N Exit 42 I Demolition Required: O Sign Removal O Sign & Pole	•	84"	O Curb O Shoulder < 6' O Shoulder > 6'	25' Qunp



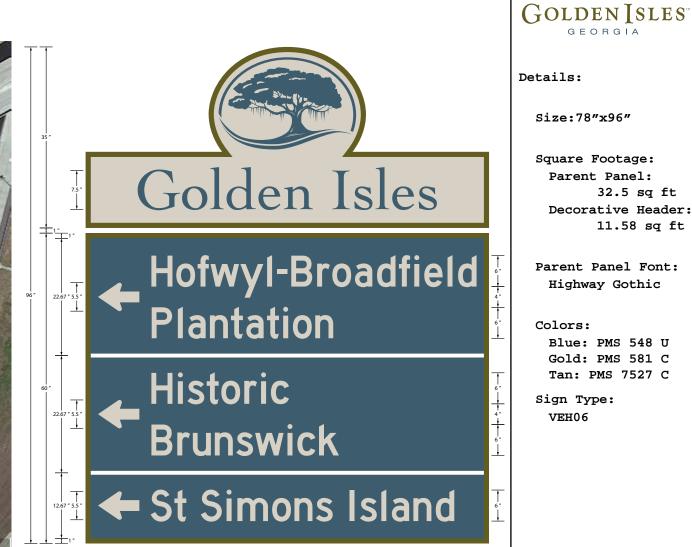
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Sign Number: <b>GC22</b>	Location Photo	Map Section: Direction Sign Face North	Sign Elevation:	Overhead
Notes: Replaces existing GDOT sign.	Personal Sur 3 Male 2 Male 1 Male	Installation Conditions:  O Soil O Brick O Reuse Foundation O Concrete O Surface Mount O Asphalt O Mount to Lamp Post Street Sign Location: Cross Street:  Interstate 95S Exit 42 Hwy 99  Demolition Required: O Sign Removal O Sign & Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'



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Civic Wayfinding System Design and Planning Development

Size:78"x96"

Square Footage:

Parent Panel:

Parent Panel Font: Highway Gothic

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Colors:

Sign Type: VEH06

32.5 sq ft Decorative Header:

11.58 sq ft





GOLDEN ISLES Details: Size:78"x84" Square Footage: Parent Panel: 26 sq ft Decorative Header: 11.58 sq ft Parent Panel Font: Highway Gothic Colors: Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C Sign Type: VEH05

Sign Number: <b>GC23</b>	Location Photo	Map Section: Direction West	Sign Faces: Sign Elevation:	Overhead
Notes: Replaces existing GDOT sign.	ST SIMONS ISLAND	Installation Conditions:  O Soil O Brick O Reuse Four O Concrete O Surface Mount O Asphalt O Mount to Lamp Post Street Sign Location: Cross Street:  Interstate 95N Exit 38 Golden Isle  Demolition Required: O Sign Removal O Sign & Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'



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GOLDEN ISLES

Details:

Size:78"x84"

Square Footage:
Parent Panel:
26 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH05

Sign Number: <b>GC24</b>	Location Photo		irection Sign Faces: North West	Sign Elevation:	0	Overhead
Notes: Replaces existing GDOT sign.	ST SIMONS ISLAND	Installation Conditions:  O Soil O Brick O Reus O Concrete O Surface Mount O Asph O Mount to Lamp Post Street Sign Location: Cross Street  Interstate 95S Exit 38 Golder  Demolition Required: O Sign Removal O Sign & Pole Removal	n Isles Pkwy	84"	O Curb O Shoulder < 6' O Shoulder > 6'	30' QriD



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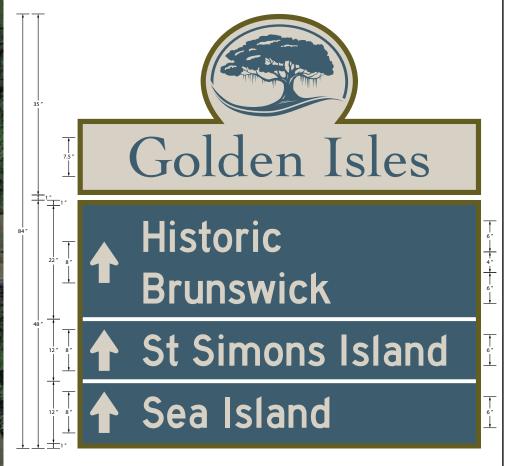
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GOLDENISLES

Details:

Size:78"x84"

Square Footage:
Parent Panel:
26 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH05

Sign Number: <b>GC25</b>	Location Photo	Map Section: <b>5</b>	Direction Sign Faces: <b>North</b>	Sign Elevation:	Overhead
Notes:		Golden Isles Pkwy V  Demolition Required:	O Reuse Foundation O Asphalt ss Street: Valker Rd. ole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'  quino

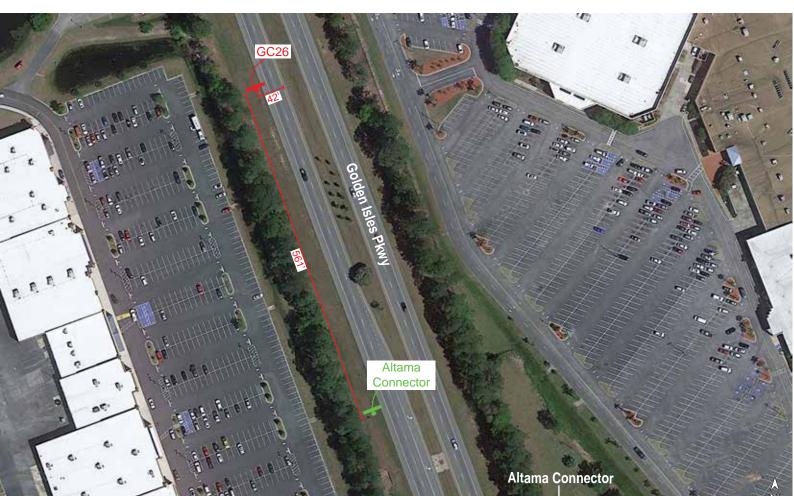


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	GOLDEN ISLES
	Details:
	Size:78"x96"
	Square Footage: Parent Panel: 32.5 sq ft Decorative Header: 11.58 sq ft
6"	Parent Panel Font: Highway Gothic
—————————————————————————————————————	Colors: Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C
6"	Sign Type: VEH06

Sign Number: <b>GC26</b>	Location Photo		rth West	tion:	(	Overhead
Notes:		Installation Conditions:  O Soil O Brick O Reuse FO Concrete O Surface Mount O Asphalt O Mount to Lamp Post Street Sign Location: Cross Street:  Golden Isles Pkwy Altama Cort Demolition Required: O Sign Removal O Sign & Pole Removal	84"		O Curb O Shoulder < 6' O Shoulder > 6'	dino



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GOLDEN ISLES Details: Size:78"x84" Square Footage: Parent Panel: 26 sq ft Decorative Header: 11.58 sq ft Parent Panel Font: Highway Gothic Colors: Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C Sign Type: VEH05

Sign Number: <b>GC27</b>	Location Photo	Map Section: <b>5</b>	Direction Sign Faces: South West	Sign Elevation:	Overhead
Notes:	GC ? T	Installation Conditions:  O Soil O Brick O Concrete O Surface Mot O Mount to Lamp Post Street Sign Location:  Interstate 95N Exit 3  Demolition Required: O Sign Removal O Sign &	Cross Street:	84"	O Curb O Shoulder < 6' O Shoulder > 6'



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Details:

Size:78"x84"

Square Footage:
Parent Panel:
26 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH05

Sign Number GC28	: Location Photo	Map Section: <b>5</b>	Direction Sign Faces: <b>North</b>	Sign Elevation:	Overhead	
Notes:	SC28			84"	O Curb O Shoulder < 6' Shoulder > 6'	Curb



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	GOLDEN ISLES"
	Details:
	Size:78"x84"
	Square Footage: Parent Panel: 26 sq ft Decorative Header: 11.58 sq ft
6"	Parent Panel Font: Highway Gothic
4"	Colors: Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C
+	Sign Type:

VEH05

Sign Number: <b>GC30</b>	Location Photo		irection Sign Faces: North	Sign Elevation:		Overhead
Notes:	GC30	Installation Conditions:  O Soil O Brick O Reus O Concrete O Surface Mount O Asph O Mount to Lamp Post Street Sign Location: Cross Street:  Hwy 341 Old Jesup F Demolition Required: O Sign Removal O Sign & Pole Removal	Rd.	84"	O Curb O Shoulder < 6' O Shoulder > 6'	42' qun <sub>O</sub>



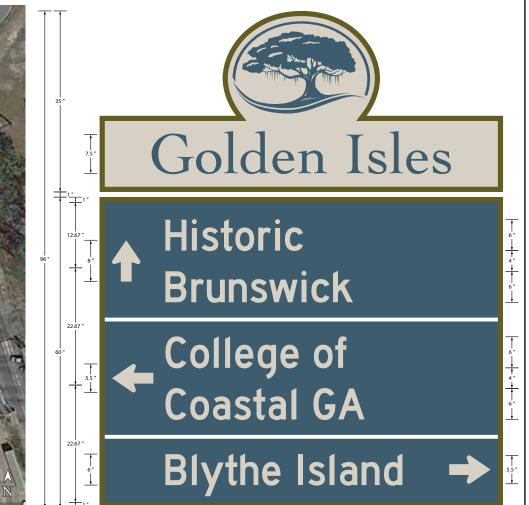
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GOLDENISLES

Details:

Size:78"x96"

Square Footage:
Parent Panel:
32.5 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH06

Sign Number: <b>GC31</b>	Location Photo	Map Section:	Direction Sign Faces: <b>North</b>	Sign Elevation:	Over	head
Notes: Replaces existing GDOT sign.	The state of the s	O Concrete O Surface Mount O A O Mount to Lamp Post Street Sign Location: Cross Street:	Reuse Foundation Asphalt Iand Hwy.	84"	O Curb O Shoulder < 6' O Shoulder > 6'	Ourb Quit



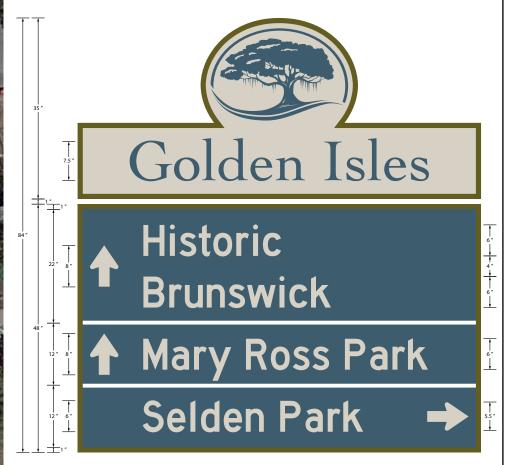
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GOLDENISLES

Details:

Size:78"x84"

Square Footage:
Parent Panel:
26 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH05

	gn Number: <b>GC32</b>	Location Photo	Map Section: 10	Direction Sign Faces: <b>North</b>	Sign Elevation:		Overhead
on th the u	needs to be e outside of tility pole to utside of the		Installation Conditions:  O Soil O Brick O Concrete O Surface Mount O Mount to Lamp Post Street Sign Location: Cross S  Hwy 341 Ros  Demolition Required: O Sign Removal O Sign & Po	itreet:	84"	O Curb O Shoulder < 6' O Shoulder > 6'	75' qunO



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GOLDEN ISLES

Details:

Size:78"x84"

Square Footage:
Parent Panel:
26 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH05

Sign Numbe GC33		n Sign Faces: Sign Elevation:	Overhead
Notes:	Installation Conditions:  O Soil O Brick O Reuse For O Concrete O Surface Mount O Asphalt O Mount to Lamp Post Street Sign Location: Cross Street:  Hwy 17 SCM Rd.  Demolition Required: O Sign Removal O Sign & Pole Removal	undation 84"	O Curb O Shoulder < 6' O Shoulder > 6'



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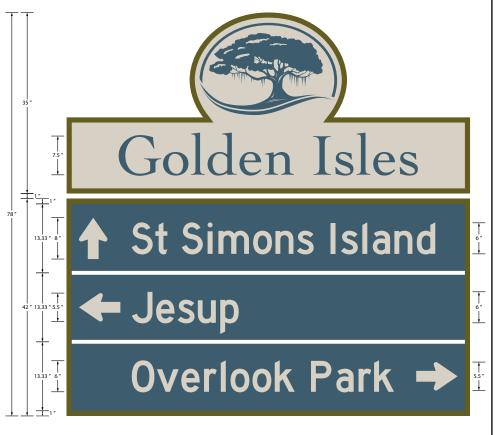
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Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

Sign Number: <b>GC34</b>	Location Photo	Map Section: 14	Direction Sign Faces: <b>South</b>	Sign Elevation:	С	Overhead
Notes: Replaces existing GDOT sign.	* SUTTANE * SUP		ester St.	84"	O Curb O Shoulder < 6' O Shoulder > 6'	Ourb 60,



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GOLDEN ISLES

Details:

Size:66"x61"

Square Footage:
Parent Panel:
13.75 sq ft
Decorative Header:
8.47 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH01

Sign Number: <b>GC35</b>	Location Photo	Map Section: 18	Direction Sign Faces: <b>North</b>	Sign Elevation:	C	Overhead
Notes:	GC35	Installation Conditions:  O Soil O Brick O Concrete O Surface Mount O Mount to Lamp Post Street Sign Location: Cross Str  Glynn Ave. 4th A  Demolition Required: O Sign Removal O Sign & Pole	Ave.	84"	O Curb O Shoulder < 6' O Shoulder > 6'	42'



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GOLDEN ISLES

Details:

Size:78"x84"

Square Footage:
Parent Panel:
26 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH05

Sign Nu <b>GC</b>	Map Section:	Direction Sign Faces: <b>North</b>	Sign Elevation:	Overhead
Notes:	Glynn Ave. G	O Reuse Foundation unt O Asphalt as Street:  loucester St. a Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'



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GOLDEN ISLES

Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

Sign Number: <b>GC48</b>	Location Photo	Map Section: 14	Direction Sign Faces: <b>West</b>	Sign Elevation:	Overhead
Notes:	GC48	Installation Conditions:  O Soil O Brick O Concrete O Surface Mount O Mount to Lamp Post Street Sign Location: Cross St  Gloucester St. Lani  Demolition Required: O Sign Removal O Sign & Pol	treet: ier Blvd.	84"	O Curb O Shoulder < 6' O Shoulder > 6'

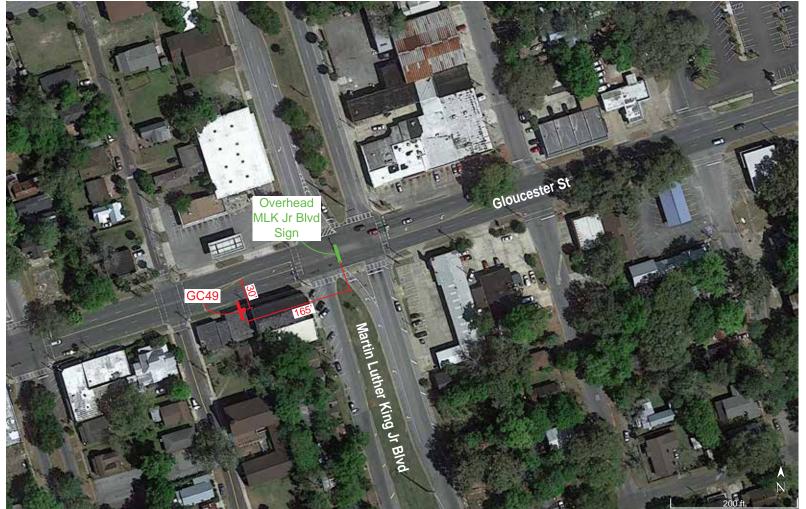


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GOLDENISLES

Details:

Size:66"x79"

Square Footage:
Parent Panel:
22 sq ft
Decorative Header:
8.47 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH03

Sign Number: <b>GC49</b>	Location Photo	Map Section: 14.a Pg 1	Direction Sign Faces: <b>West</b>	Sign Elevation:		Overhead
Notes:	6049	Gloucester St. M  Demolition Required:	O Reuse Foundation unt O Asphalt ss Street: ILK Jr. Blvd. R Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'	Ourb Gurb



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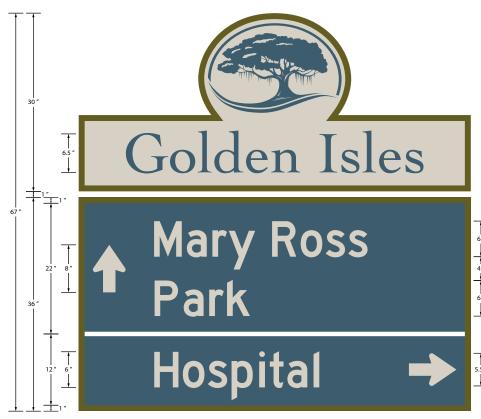
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GOLDEN ISLES

Details:

Size:66"x67"

Square Footage:
Parent Panel:
16.5 sq ft
Decorative Header:
8.47 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH02

Sign Numbe <b>GC50</b>	Map Section: 14.a Pg 1	Direction Sign Faces: <b>East</b>	Sign Elevation:	Overhead
Notes:	Gloucester St.  Demolition Required:	O Reuse Foundation ount O Asphalt oss Street:  Norwich St.  & Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'

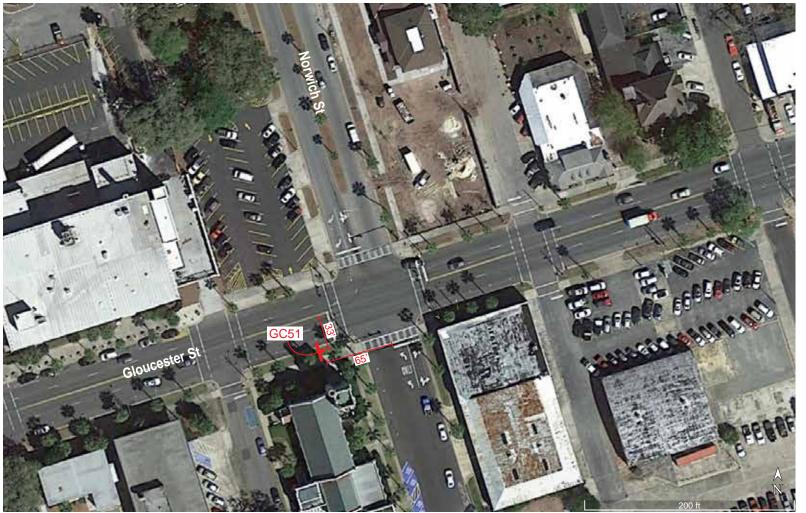


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GOLDEN ISLES

Details:

Size:66"x79"

Square Footage:
Parent Panel:
22 sq ft
Decorative Header:
8.47 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH03

Sign Number <b>GC51</b>	: Location Photo	Map Section: 14.a Pg 1	Direction Sign Faces: <b>West</b>	Sign Elevation:	Overhead
Notes:		Gloucester St. N  Demolition Required:	O Reuse Foundation O Asphalt ss Street:  Iorwich St.  & Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'



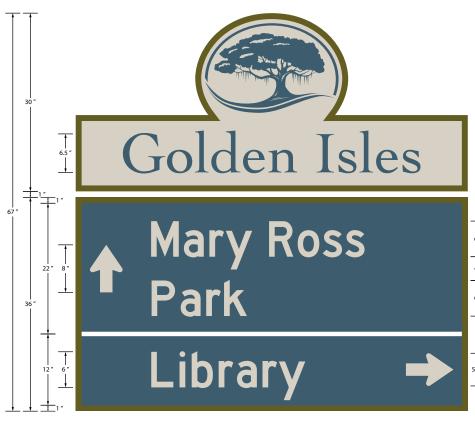
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GOLDEN ISLES

Details:

Size:66"x67"

Square Footage:
Parent Panel:
16.5 sq ft
Decorative Header:
8.47 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH02

Sign Number: <b>GC53</b>	Location Photo	Map Section: 14.a Pg 1	Direction Sign Faces: <b>South</b>	Sign Elevation:	Overhead
Notes:	GCS3	Oglethorpe St. G  Demolition Required:	O Reuse Foundation ount O Asphalt oss Street: Cloucester St. & Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'  QINO



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GOLDEN ISLES

Details:

Size:78"x84"

Square Footage:
Parent Panel:
26 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH05

Sign Number <b>GC54</b>	r: Location Photo	Map Section: 14.a Pg 1	Direction Sign Faces: <b>North</b>	Sign Elevation:		Overhead
Notes: Replaces existing GDOT sign.		Oglethorpe St. GI  Demolition Required:	O Reuse Foundation nt O Asphalt s Street:  Oucester St.  Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'	Curb



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GOLDEN ISLES

Details:

Size:66"x79"

Square Footage:
Parent Panel:
22 sq ft
Decorative Header:
8.47 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH03

Sign Number: <b>GC59</b>	Location Photo	Map Section: 14.a Pg 2	Direction Sign Faces: <b>East</b>	Sign Elevation:		Overhead
Notes: Place sign in bush		Gloucester St. Ne	O Reuse Foundation of Asphalt street: wcastle St. Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'	28'



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GOLDEN ISLES

Details:

Size:66"x61"

Square Footage:
Parent Panel:
13.75 sq ft
Decorative Header:
8.47 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH01

Sign Number: <b>GC60</b>	Location Photo	Map Section: 14.a Pg 2	Direction Sign Faces: <b>West</b>	Sign Elevation:		Overhead
Notes:		Gloucester St. N  Demolition Required:	O Reuse Foundation unt O Asphalt ss Street: ewcastle St.	84"	O Curb O Shoulder < 6' O Shoulder > 6'	Ourb Curb



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Details:

Size:78"x84"

Square Footage:
Parent Panel:
26 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH05

Sign Number: <b>GC62</b>	Location Photo	Map Section: 16	Direction Sign Faces: <b>West</b>	Sign Elevation:	Overhead	
Notes:		Installation Conditions:  O Soil O Brick O Concrete O Surface Mount O Mount to Lamp Post Street Sign Location: Cross St  Hwy 17 Brar  Demolition Required: O Sign Removal O Sign & Pol	mpton Dr.	84"	O Curb O Shoulder < 6' O Shoulder > 6'	



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Details:

Size:78"x84"

Square Footage:
Parent Panel:
26 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH05

Sign Number: <b>GC63</b>	Location Photo	Map Section:	Direction Sign Faces: <b>North</b>	Sign Elevation:	Overhead
Notes: Replaces existing GDOT sign and Hospital sign	CEC LES	Demolition Required:		84"	O Curb O Shoulder < 6' O Shoulder > 6'



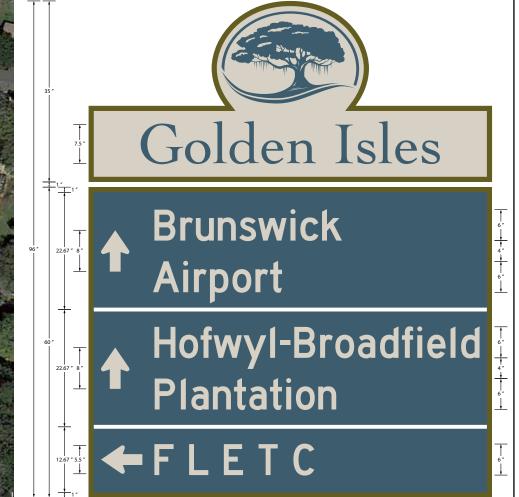
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GOLDEN ISLES"

Details:

Size:78"x96"

Square Footage:
Parent Panel:
32.5 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH06

Sign Number: <b>GC64</b>	Location Photo	Map Section: <b>9</b>	Direction Sign Faces: <b>South</b>	Sign Elevation:		Overhead
Notes:	64	Demolition Required:	·	84"	O Curb O Shoulder < 6' O Shoulder > 6'	45'



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GOLDEN ISLES

Details:

Size:78"x84"

Square Footage:
Parent Panel:
26 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH05

Sign Number <b>GC65</b>	: Location Photo	Map Section: 10	Direction Sign Faces: <b>South</b>	Sign Elevation:	Overhead	
Notes: Replaces existing GDOT sign.		Hwy 17 Go  Demolition Required:	O Reuse Foundation O Asphalt Street: Iden Isles Pkwy Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'	Curb



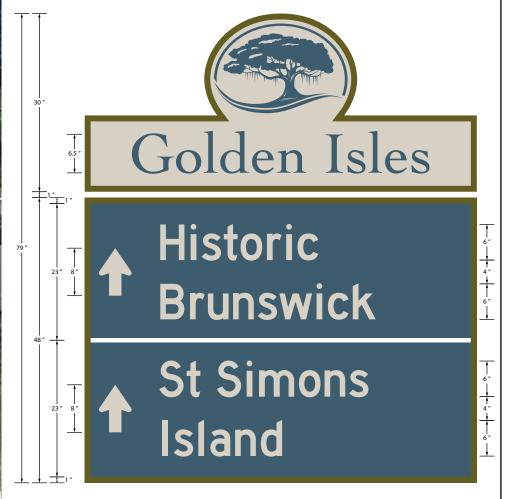
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	GOLDEN ISLES
	Details:
	Size:66"x79"
	Square Footage: Parent Panel: 22 sq ft Decorative Header: 8.47 sq ft
6"	Parent Panel Font: Highway Gothic
4" + 6"	Colors: Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C
6"	Sign Type: VEH03

Sign Number: <b>GC66</b>	Location Photo	Map Section: 14	Direction Sign Faces: <b>North</b>	Sign Elevation:		Overhead
Notes: Prefered location for sign.		Installation Conditions:  O Soil O Brick O Concrete O Surface Mount O Mount to Lamp Post Street Sign Location: Cross St  Newcastle St. I St.  Demolition Required: O Sign Removal O Sign & Pole		84"	O Curb O Shoulder < 6' O Shoulder > 6'	Ourb 30,



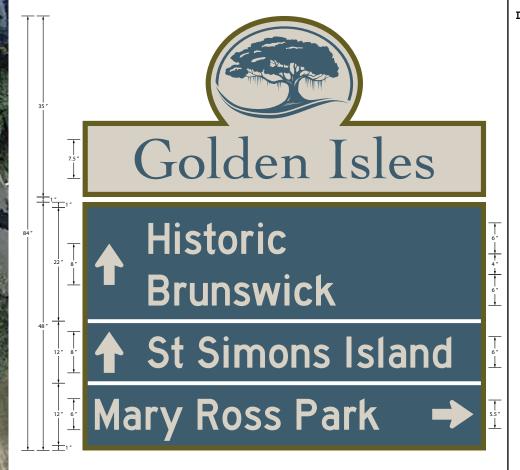
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GOLDEN ISLES

Details:

Size:78"x84"

Square Footage:
Parent Panel:
26 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH05

Sign Number: <b>GC66a</b>	Location Photo	Map Section: 14	Direction Sign Faces: <b>North</b>	Sign Elevation:	Overhead
Notes: Optional location for sign GC66.		Installation Conditions:  O Soil O Brick O Concrete O Surface Mount O Mount to Lamp Post Street Sign Location: Cross S  Newcastle St. I St.  Demolition Required: O Sign Removal O Sign & Po	Street:	84"	O Curb O Shoulder < 6' O Shoulder > 6'



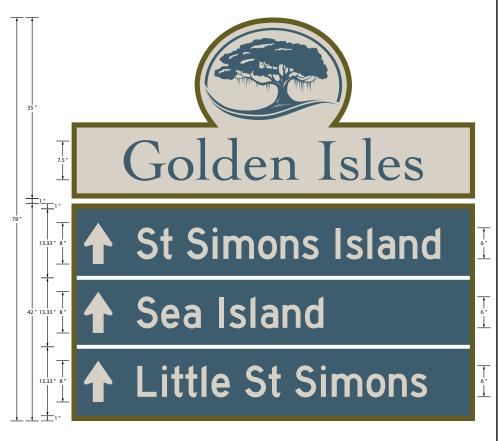
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GOLDENISLES

Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

Sign Number: <b>SS02</b>	Location Photo	Map Section:	Direction Sign Faces: <b>West</b>	Sign Elevation:	Overhead
Notes:		Installation Conditions:  O Soil O Brick O Concrete O Surface Mount O Mount to Lamp Post Street Sign Location:  F J Torras Causeway  Demolition Required: O Sign Removal O Sign & Pole	•	84"	O Curb O Shoulder < 6' O Shoulder > 6'



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Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

Sign Number: <b>SS03</b>	Location Photo		rection Sign Faces: <b>West</b>	Sign Elevation:	Overhead
Notes:		Installation Conditions:  O Soil O Brick O Reus O Concrete O Surface Mount O Asph O Mount to Lamp Post Street Sign Location: Cross Street  F J Torras Causeway Marina  Demolition Required: O Sign Removal O Sign & Pole Removal	et: a Dr.	84"	O Curb O Shoulder < 6' O Shoulder > 6'



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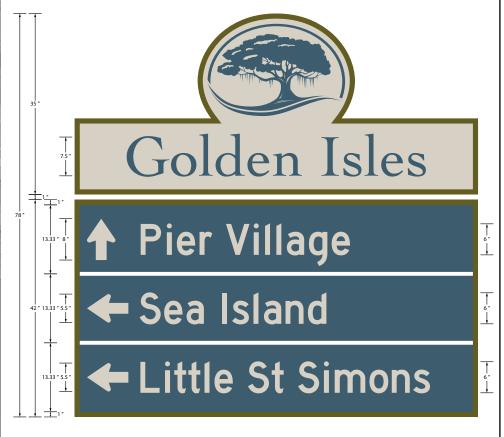
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GOLDEN ISLES

Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

	Sign Number: <b>SS05</b>	Location Photo	Map Section: 12	Direction Sign Faces: <b>North</b>	Sign Elevation:	Overhea	ad
Si Ol of	otes: gn located on PPOSITE side the street from ference sign.		Installation Conditions:  O Soil O Brick O Concrete O Surface Mount O Mount to Lamp Post Street Sign Location: Cross St  Kings Way Sea  Demolition Required: O Sign Removal O Sign & Pol	Island Rd.	84"	O Curb O Shoulder < 6' 4 O Shoulder > 6'	Curb



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Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

Sign Number: SS07	Location Photo	Map Section: 15 Pg 1	Direction Sign Faces: <b>North</b>	Sign Elevation:	Overhead
Notes:		Kings Way Re	O Reuse Foundation unt O Asphalt ss Street: etreat Ave.	84"	O Curb O Shoulder < 6' O Shoulder > 6'



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GOLDEN ISLES"

Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

Sign Number: <b>SS08</b>	Location Photo	Map Section: I	Direction Sign Faces: <b>South</b>	Sign Elevation:	Overhead
Notes:	-55 <sub>8</sub>	Installation Conditions:  O Soil O Brick O Re O Concrete O Surface Mount O As O Mount to Lamp Post Street Sign Location: Cross Street:  Kings Way Frederica  Demolition Required: O Sign Removal O Sign & Pole Remova	Rd.	84"	O Curb O Shoulder < 6' O Shoulder > 6'



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GOLDENISLES

Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

Sign Number: <b>SS09</b>	Location Photo	Map Section: 15 Pg 1	Direction Sign Faces: <b>South</b>	Sign Elevation:		Overhead
Notes:		Installation Conditions:  O Soil O Brick O Concrete O Surface Mount O Mount to Lamp Post Street Sign Location: Cross Str  Frederica Rd. Demonstration Required: O Sign Removal O Sign & Pole	ere Rd.	84"	O Curb O Shoulder < 6' O Shoulder > 6'	18'



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GOLDEN ISLES"

Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

Sign Numbe	r: Location Photo	Map Section: 15 Pg 1	Direction Sign Faces: <b>South</b>	Sign Elevation:	Overhead	
Notes:	5516	Demere Rd. F	O Reuse Foundation ount O Asphalt ss Street: rederica Rd. & Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'	-



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Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

Sign Number:	Location Photo	Map Section: 15 Pg 1	Direction Sign Faces: <b>West</b>	Sign Elevation:	Ove	erhead
Notes:	5551	Demere Rd.  Demolition Required:	O Reuse Foundation lount O Asphalt oss Street:  Frederica Rd.  & Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'	Ourb Curb



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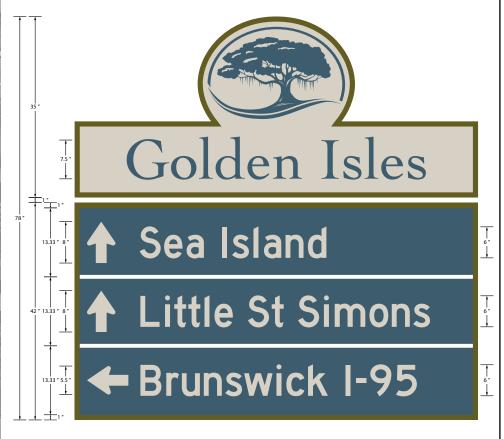
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GOLDENISLES

Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

Sign Number: SS12	Location Photo	Map Section: 12	Direction Sign Faces: <b>South</b>	Sign Elevation:	Overhead	
Notes:	55/2	Installation Conditions:  O Soil O Brick O Concrete O Surface Mount O Mount to Lamp Post Street Sign Location: Cross St  Sea Island Rd. Dem  Demolition Required: O Sign Removal O Sign & Pol	ere Rd.	84"	O Curb  O Shoulder < 6'  O Shoulder > 6'  Quino  Qu	



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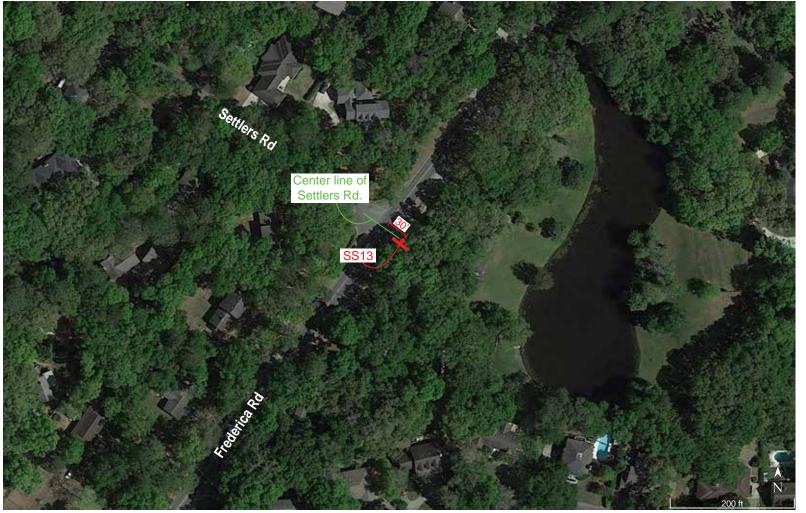
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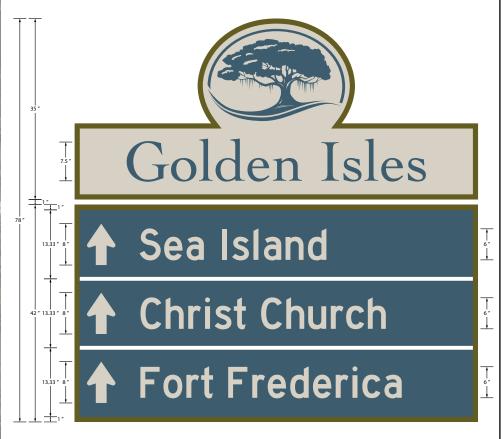
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GOLDENISLES

Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

Sign Number: SS13	Location Photo	Map Section: 12	Direction Sign Faces: <b>South</b>	Sign Elevation:	Overhead
Notes: Sign is opposite center line of Settlers Rd.		Installation Conditions:  O Soil O Brick O Concrete O Surface Mount O Mount to Lamp Post Street Sign Location: Cross S Frederica Rd. Sett Demolition Required: O Sign Removal O Sign & Po	Street:	84"	O Curb O Shoulder < 6' O Shoulder > 6'



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Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

	Number: Location Photo <b>S14</b>	Map Section: 12	Direction Sign Faces: <b>South</b>	Sign Elevation:	C	Overhead
Notes:	The state of the s			84"	O Curb O Shoulder < 6' O Shoulder > 6'	Qurb



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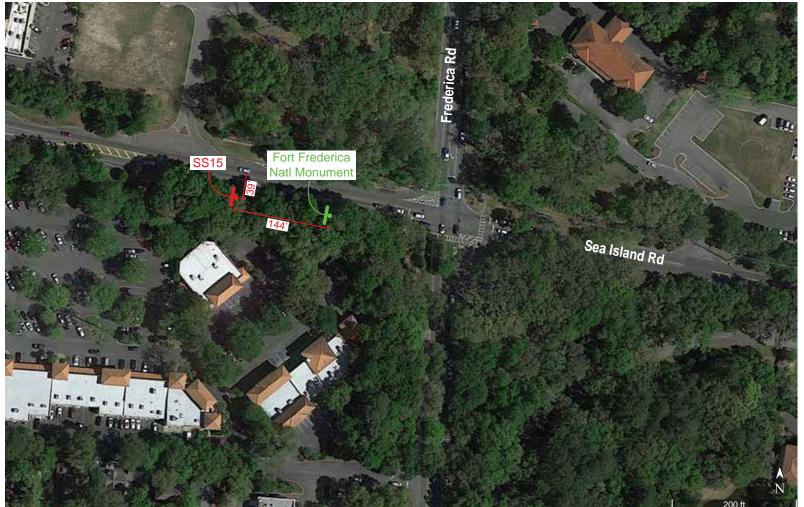
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GOLDEN ISLES

Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

Sign Number: <b>SS15</b>	Location Photo	Map Section: 12	Direction Sign Faces: <b>West</b>	Sign Elevation:	Overhead	
Notes:			ica Rd.	84"	O Curb  O Shoulder < 6'  O Shoulder > 6'	Curb



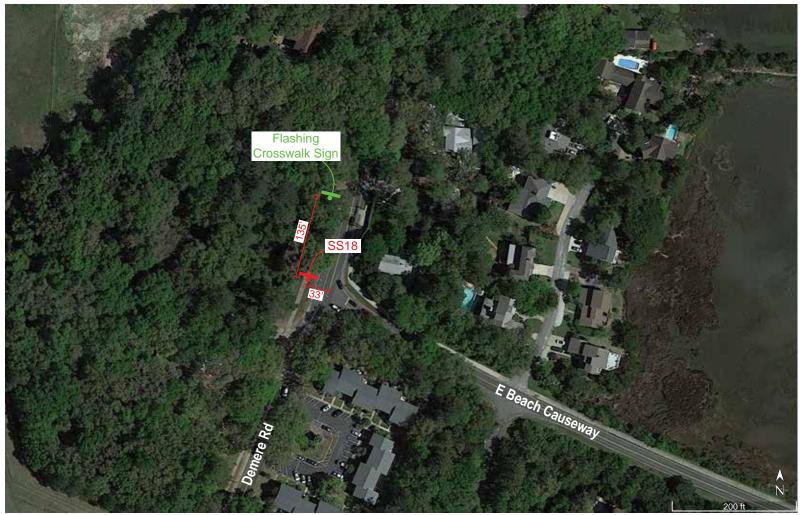
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	GOLDEN ISLES
	Details:
	Size:78"x84"
	Square Footage: Parent Panel: 26 sq ft Decorative Header: 11.58 sq ft
	Parent Panel Font: Highway Gothic
† 4" † 6"	Colors: Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C
6"	Sign Type: VEH05
<b>—</b>	

Sign Number: <b>SS18</b>	Location Photo	Map Section: D	Direction Sign Faces:  North	Sign Elevation:		Overhead
Notes:		Installation Conditions:  O Soil O Brick O Red O Concrete O Surface Mount O Asp O Mount to Lamp Post Street Sign Location: Cross Street:  Demere Rd. E Beach C  Demolition Required: O Sign Removal O Sign & Pole Remova	auseway	84"	O Curb O Shoulder < 6' O Shoulder > 6'	Qrin Quin

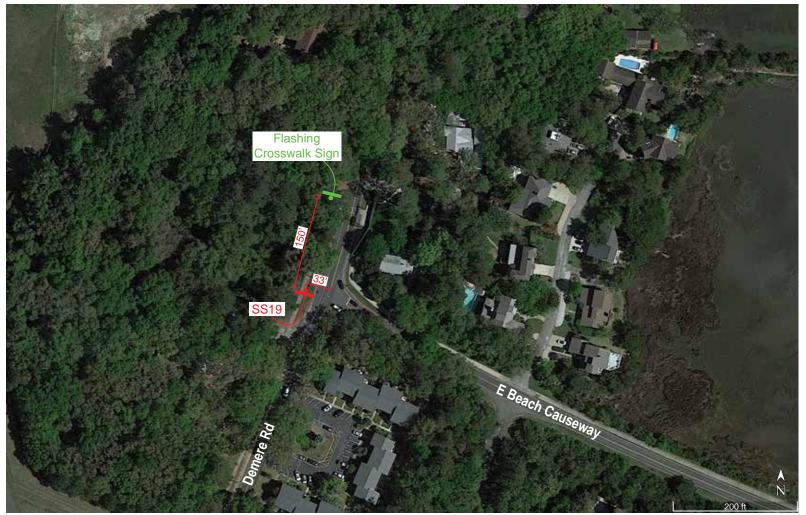


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GOLDEN ISLES Details: Size:78"x84" Square Footage: Parent Panel: 26 sq ft Decorative Header: 11.58 sq ft Parent Panel Font: Highway Gothic Colors: Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C Sign Type: VEH05

Sign Number: SS19	Location Photo	Map Section: 15 Pg 2	Direction Sign Faces: <b>South</b>	Sign Elevation:	Overhead
Notes:	5.579	Demere Rd.  Demolition Required:	O Reuse Foundation Mount O Asphalt Cross Street: E Beach Causeway  gn & Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'

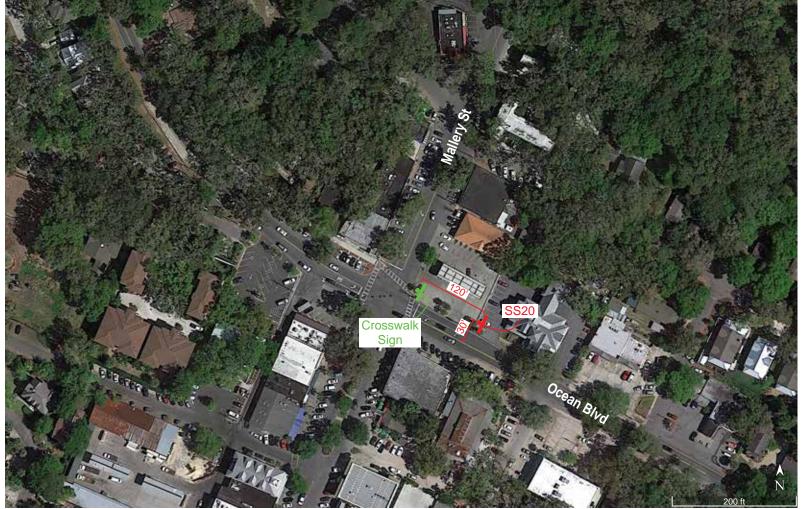


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Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

Sign Number:	Location Photo	Map Section: 19 Pg 1	Direction Sign Faces: <b>East</b>	Sign Elevation:	Overhead	
Notes:		Ocean Blvd. Ma	O Reuse Foundation ont O Asphalt s Street: allery St. Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'	



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GOLDEN ISLES

Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

Sign Number:	Location Photo	Map Section: 19 Pg 1	Direction Sign Faces:  North West	Sign Elevation:	Overhead
Notes:	Targat Permit and Control of Cont	Kings Way Ma	O Reuse Foundation nt O Asphalt s Street: allery St. Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'



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Details:

Size:66"x61"

Square Footage:
Parent Panel:
13.75 sq ft
Decorative Header:
8.47 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH01

'	Sign Number: <b>SS23</b>	Location Photo	Map Section: 19 Pg 1	Direction Sign Faces: <b>North</b>	Sign Elevation:	(	Overhead
	Notes:		Installation Conditions:  O Soil O Brick O Concrete O Surface Mount O Mount to Lamp Post Street Sign Location: Cross Str  Demere Rd. Ocea  Demolition Required: O Sign Removal O Sign & Pole	ın Blvd.	84"	O Curb O Shoulder < 6' O Shoulder > 6'	QriD QuiD



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GOLDEN ISLES"

Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

Sign Number: <b>\$\$24</b>	Location Photo	Map Section: 19 Pg 1	Direction Sign Faces: <b>East</b>	Sign Elevation:	Overhead
Notes:		Ocean Blvd.  Demolition Required:	O Reuse Foundation ount O Asphalt oss Street:  Demere Rd.  & Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'  QnO



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GOLDEN ISLES"

Details:

Size:78"x84"

Square Footage:
Parent Panel:
26 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH05

Sign Number: <b>SS25</b>	Location Photo	Map Section:	Direction Sign Faces: <b>East</b>	Sign Elevation:		Overhead
Notes: Approx. 2 MI from US17		Installation Conditions:  O Soil O Brick O Concrete O Surface Mount O Mount to Lamp Post Street Sign Location: Cross S  Torras Causeway Hwy  Demolition Required: O Sign Removal O Sign & Po	Street:	84"	O Curb O Shoulder < 6' O Shoulder > 6'	Curb



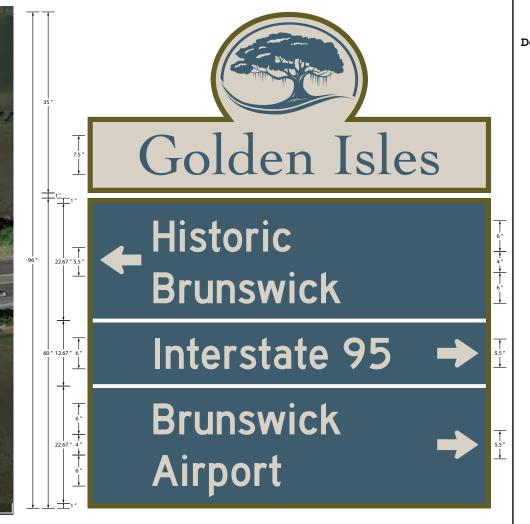
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GOLDEN ISLES

Size:78"x96"

Square Footage:
Parent Panel:
32.5 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH06

Sign Nu		Map Section: 14	Direction Sign Faces: <b>East</b>	Sign Elevation:	0	Overhead
Notes:	7926	O Concrete O Surface Mount O Mount to Lamp Post Street Sign Location: Cross	O Reuse Foundation O Asphalt Street: Vy 17 emoval	84"	O Curb O Shoulder < 6' O Shoulder > 6'	Curb 39'



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Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

Sign Number: <b>SS27</b>	Location Photo	Map Section: 15 Pg 2	Direction Sign Faces: <b>North</b>	Sign Elevation:	Overhead
Notes:		Frederica Rd. Kill Demolition Required:	O Reuse Foundation nt O Asphalt s Street: ngs Way Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'

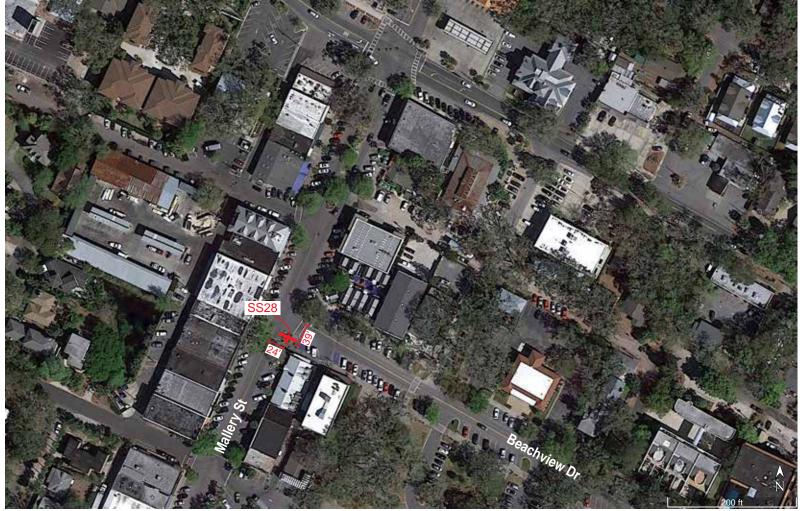


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Details:

Size:66"x61"

Square Footage:
Parent Panel:
13.75 sq ft
Decorative Header:
8.47 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH01

Sign Number <b>SS28</b>	Location Photo	Map Section: 19 Pg 1	Direction Sign Faces:  North	Sign Elevation:		Overhead
Notes: Replaces existing. Locat in median.	ed	Installation Conditions:  O Soil O Brick O Concrete O Surface Mount O Mount to Lamp Post Street Sign Location: Cross S  Mallery St. Bear  Demolition Required: O Sign Removal O Sign & Po	chview Dr.	84"	O Curb O Shoulder < 6' O Shoulder > 6'	QnD QnD

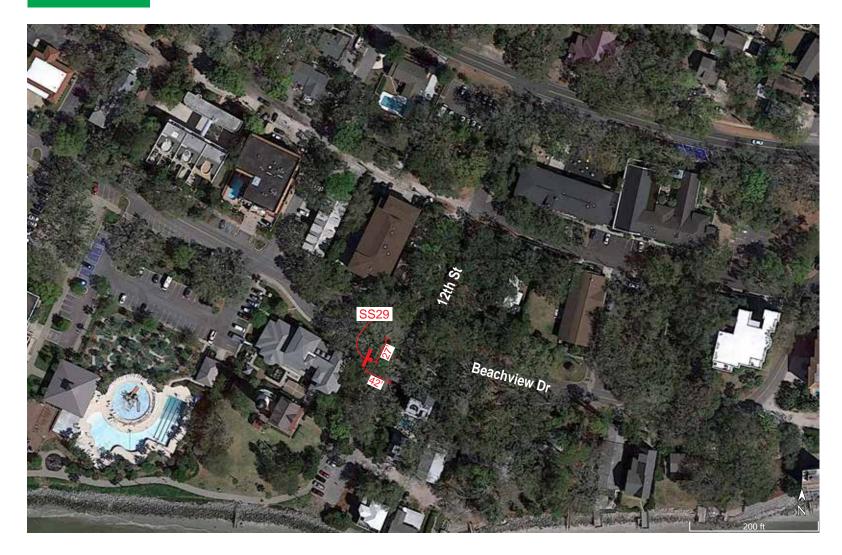


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# Monument sign. Proof to follow.



Details:

Size:XX"xXX"

Square Footage:
Parent Panel:
XX sq ft
Decorative Header:
XX sq ft

Font:

Highway Gothic

Colors:

Blue: PMS XX C Red: PMS XX C

Sign Type:

Sign Number: <b>SS29</b>	Location Photo	Map Section: 19 Pg 2	Direction Sign Faces: <b>West</b>	Sign Elevation:		Overhead
Notes:		Installation Conditions:  O Soil O Brick O Concrete O Surface Mount O Mount to Lamp Post Street Sign Location: Cross S  Beachview Dr. 12th  Demolition Required: O Sign Removal O Sign & Po	Street:		O Curb O Shoulder < 6' O Shoulder > 6'	Onrb Qund



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Details:

Size:66"x61"

Square Footage:
Parent Panel:
13.75 sq ft
Decorative Header:
8.47 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH01

Sign Number: \$\$30	Location Photo	Map Section: 19 Pg 2	Direction Sign Faces: <b>South</b>	Sign Elevation:		Overhead
Notes: Replaces existing GDOT sign.		Demere Rd.  Demolition Required:	O Reuse Foundation flount O Asphalt ross Street: Oglethorpe Ave.  A & Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'	Curb Curb

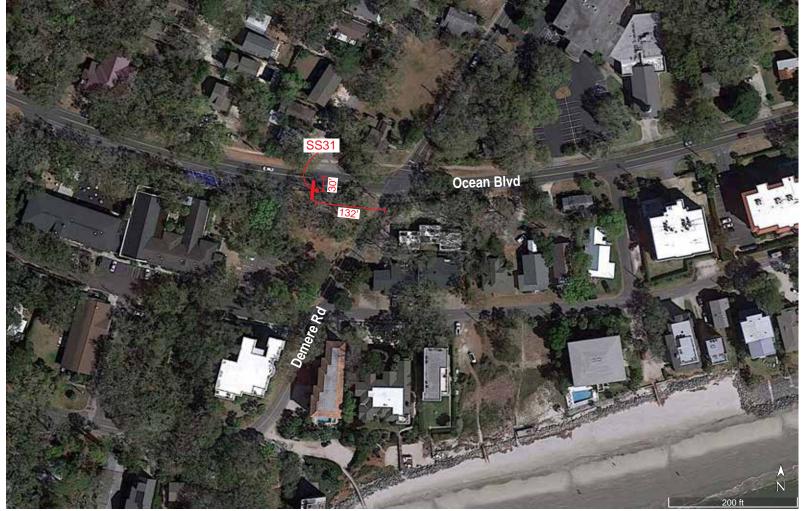


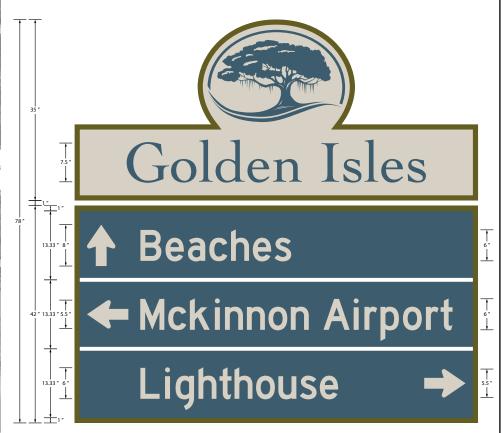
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GOLDEN ISLES

Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

Sign Number:	Location Photo	Map Section: 19 Pg 2	Direction Sign Faces: <b>West</b>	Sign Elevation:	Overhead
Notes:		Ocean Blvd. Demolition Required:	O Reuse Foundation nt O Asphalt s Street: emere Rd. Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'



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GOLDEN ISLES

Details:

Size:78"x84"

Square Footage: Parent Panel: 26 sq ft Decorative Header: 11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH05

Sign Number: <b>SS35</b>	Location Photo	Map Section: 15 Pg 2	Direction Sign Faces:  West	Sign Elevation:	Overhead	
Notes: Replaces exsiting.	Table Same Assembly Table	Installation Conditions:  O Soil O Brick O Concrete O Surface Mount O Mount to Lamp Post Street Sign Location:  East Beach Causeway  Demolition Required: O Sign Removal O Sign & Page 1985	Cross Street:	84"	O Curb O Shoulder < 6' O Shoulder > 6'	



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Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

Sign Number: SS39	Location Photo	Map Section: 12	Direction Sign Faces: <b>East</b>	Sign Elevation:	Overhead
Notes:	SS 35	Sea Island Rd. Fr	O Reuse Foundation unt O Asphalt s Street: rederica Rd. Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'



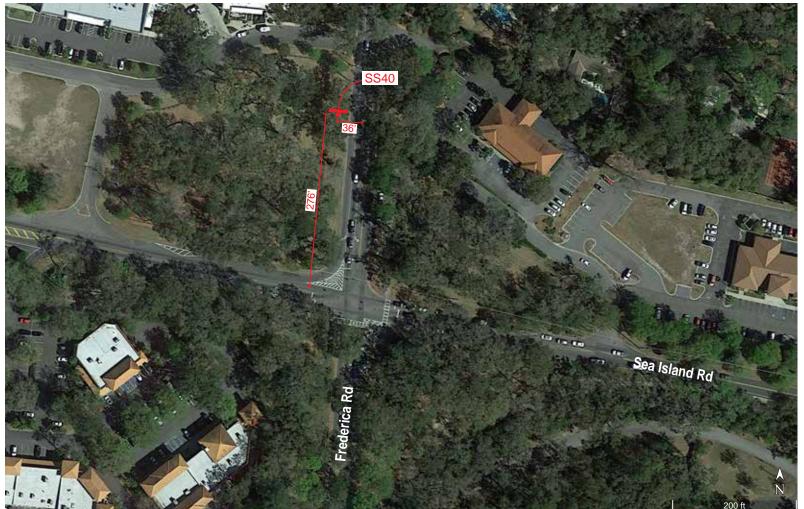
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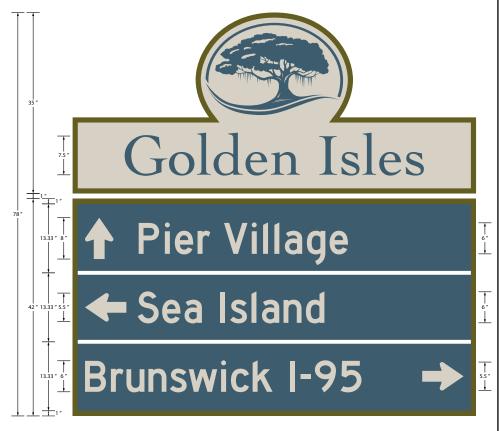
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GOLDENISLES

Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

	Sign Number: <b>SS40</b>	Location Photo	Map Section: 12	Direction Sign Faces: <b>North</b>	Sign Elevation:		Overhead
N	otes:	5570	Installation Conditions:  O Soil O Brick O Concrete O Surface Mount O Mount to Lamp Post Street Sign Location: Cross Street  Frederica Rd. Sea I  Demolition Required: O Sign Removal O Sign & Pole	sland Rd.	84"	O Curb O Shoulder < 6' O Shoulder > 6'	Ourb 36'



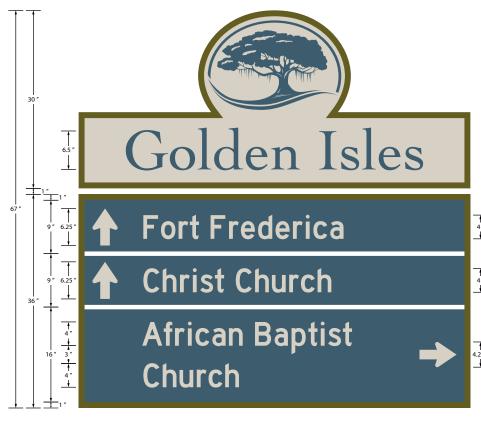
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GOLDEN ISLES

Details:

Size:66"x67"

Square Footage:
Parent Panel:
16.5 sq ft
Decorative Header:
8.47 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH02

Sign Number: <b>SS41</b>	Location Photo		ection Sign Faces: <b>East</b>	Sign Elevation:	(	Overhead
Notes: Located directly across from African Baptist Church entrance		Installation Conditions:  O Soil O Brick O Reuse O Concrete O Surface Mount O Aspha O Mount to Lamp Post Street Sign Location: Cross Street:  Frederica Rd. Marsh's Edg  Demolition Required: O Sign Removal O Sign & Pole Removal	ge Lane	84"	O Curb O Shoulder < 6' O Shoulder > 6'	Qrip Quip

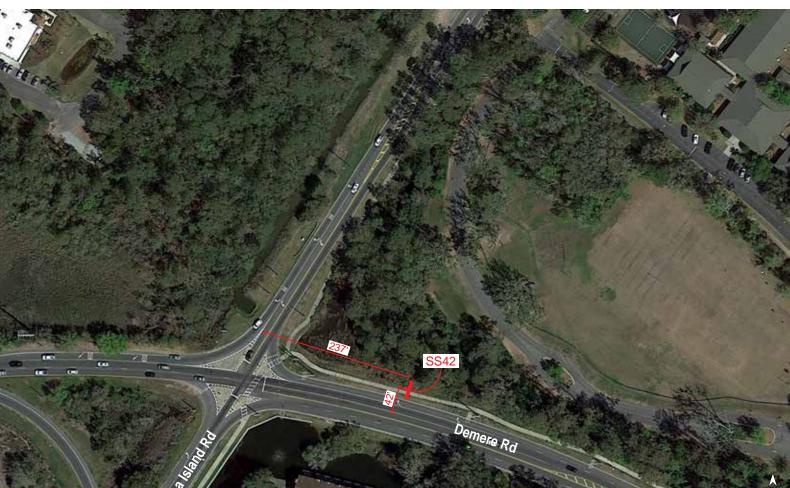


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	GOLDEN ISLES"
	Details:
	Size:78"x78"
1	Square Footage: Parent Panel: 22.75 sq ft Decorative Header: 11.58 sq ft
	Parent Panel Font: Highway Gothic
6"	Colors: Blue: PMS 548 U Gold: PMS 581 C
<b>—</b>	Tan: PMS 7527 C

Sign Type: VEH04

Sign Number: <b>\$\$42</b>	Location Photo	Map Section: D	Direction Sign Faces: <b>East</b>	Sign Elevation:		Overhead
Notes:	555A 2.	Installation Conditions:  O Soil O Brick O Red O Concrete O Surface Mount O Asp O Mount to Lamp Post Street Sign Location: Cross Street:  Demere Rd. Sea Island  Demolition Required: O Sign Removal O Sign & Pole Remova	Rd.	84"	O Curb O Shoulder < 6' O Shoulder > 6'	dry Qury



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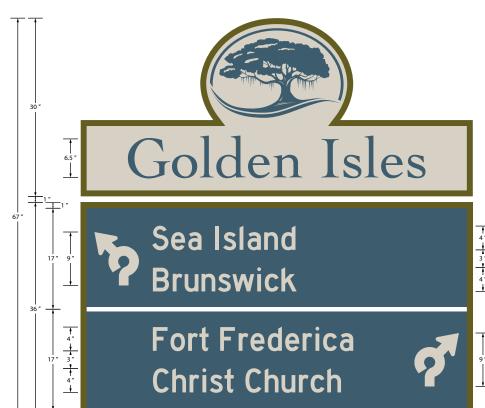
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Details:

Size:66"x67"

Square Footage:
Parent Panel:
16.5 sq ft
Decorative Header:
8.47 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH02

Sign Nu		Map Section:	Direction Sign Faces: <b>East</b>	Sign Elevation:		Overhead
Notes:	55.43	Installation Conditions:  O Soil O Brick O Re O Concrete O Surface Mount O As O Mount to Lamp Post Street Sign Location: Cross Street:  Lawrence Rd. Frederica  Demolition Required: O Sign Removal O Sign & Pole Remova	Rd.	84"	O Curb O Shoulder < 6' O Shoulder > 6'	27'



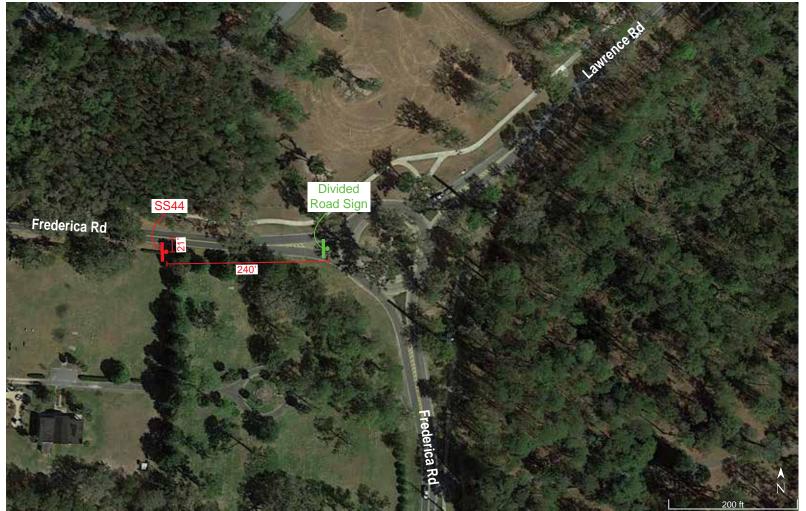
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GOLDEN ISLES

Details:

Size:66"x79"

Square Footage:
Parent Panel:
22 sq ft
Decorative Header:
8.47 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH03

Sign Number: <b>SS44</b>	Location Photo	Map Section:	Direction Sign Faces: <b>West</b>	Sign Elevation:	(	Overhead
Notes: Replaces existing.	SSAA	Installation Conditions:  O Soil O Brick O Concrete O Surface Mount O Mount to Lamp Post Street Sign Location: Cross Street Frederica Rd. Lawre  Demolition Required: O Sign Removal O Sign & Pole Recognitions	ence Rd.	84"	O Curb O Shoulder < 6' O Shoulder > 6'	Ourb Ourb

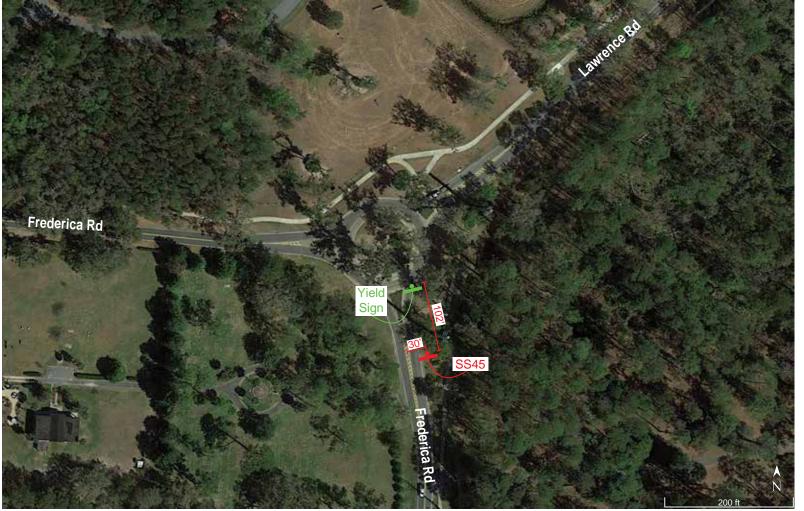


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GOLDEN ISLES"

Details:

Size:66"x79"

Square Footage:
Parent Panel:
22 sq ft
Decorative Header:
8.47 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH03

Sign Number: <b>SS45</b>	Location Photo	Map Section:	Direction Sign Faces: <b>South</b>	Sign Elevation:	Overhead	
Notes:				84"	O Curb O Shoulder < 6' O Shoulder > 6'	•



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GOLDENISLES

Details:

Size:66"x61"

Square Footage:
Parent Panel:
13.75 sq ft
Decorative Header:
8.47 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH01

Sign Number: <b>SS46</b>	Location Photo	Map Section: 19 Pg 2	Direction Sign Faces: <b>South</b>	Sign Elevation:	Overhead
Notes:		Demere Rd.  Demolition Required:	O Reuse Foundation Mount O Asphalt Cross Street:  Oglethorpe Ave. gn & Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'



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### Phase 4





GOLDEN ISLES"

Details:

Size:66"x61"

Square Footage:
Parent Panel:
13.75 sq ft
Decorative Header:
8.47 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH01

Sign Number: <b>SS47</b>	Location Photo	Map Section: 19 Pg 2	Direction Sign Faces: <b>West</b>	Sign Elevation:		Overhead
Notes:		Beachview Dr. 15  Demolition Required:	O Reuse Foundation nt O Asphalt s Street: sth St. Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'	QrnO



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# Phase 4





GOLDEN ISLES

Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

Sign Number: <b>SS48</b>	Location Photo	Map Section: 15 Pg 2	Direction Sign Faces: <b>North</b>	Sign Elevation:	Overhead
Notes:	5518	Frederica Rd. F	O Reuse Foundation ount O Asphalt oss Street: Redfern Village & Pole Removal	84"	O Curb O Shoulder < 6' O Shoulder > 6'



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GOLDEN ISLES

Details:

Size:78"x78"

Square Footage:
Parent Panel:
22.75 sq ft
Decorative Header:
11.58 sq ft

Parent Panel Font: Highway Gothic

Colors:

Blue: PMS 548 U Gold: PMS 581 C Tan: PMS 7527 C

Sign Type: VEH04

Sign Number: <b>SS49</b>	Location Photo	Map Section: 12	Direction Sign Faces: <b>North</b>	Sign Elevation:		Overhead
Notes:	55.19	Installation Conditions:  O Soil O Brick O Concrete O Surface Mount O Mount to Lamp Post Street Sign Location: Cross S  Sea Island Rd. Der  Demolition Required: O Sign Removal O Sign & Po	Street: mere Rd.	84"	O Curb O Shoulder < 6' O Shoulder > 6'	Ourb 33'



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# Monument sign. Proof to follow.



Details:

Size:XX"xXX"

Square Footage:
Parent Panel:
XX sq ft
Decorative Header:
XX sq ft

Font:

Highway Gothic

Colors:

Blue: PMS XX C Red: PMS XX C

Sign Type:

Sign Number: <b>SS50</b>	Location Photo	Map Section: 19 Pg 2	Direction Sign Faces: <b>North</b>	Sign Elevation:	Overhead
Notes: Replaces existing sign in median.		Mallery St. O  Demolition Required:	O Reuse Foundation unt O Asphalt ss Street: Cean Blvd. R Pole Removal		O Curb O Shoulder < 6' O Shoulder > 6'



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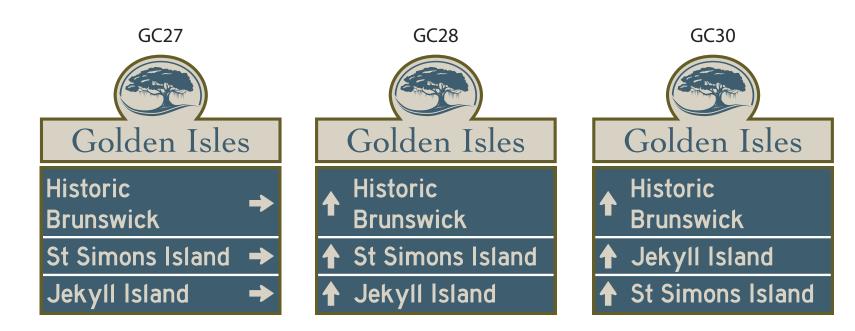
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### VEH05 - 78X84







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VEH06 - 78X96

GC15



Golden Isles

College of Coastal GA

Hospital

Historic Brunswick GC17



Golden Isles

College of Coastal GA

**←** Hospital

Historic
Brunswick

GC19



Golden Isles

★ Historic Brunswick

↑ St Simons Island

Brunswick Airport GC20



Golden Isles

♣ Brunswick Airport

★ Hofwyl-Broadfield Plantation

**←**FLETC

GC21



Golden Isles

Hofwyl-Broadfield Plantation

Historic

**Brunswick** 

St Simons Island

GC22



Golden Isles

Hofwyl-Broadfield
Plantation

← Historic Brunsw<u>ick</u>

← St Simons Island

GC26



Golden Isles

**↑** College of Coastal GA

**↑** Hospital

**↑** Historic Brunswick

GC31



Golden Isles

★ Historic Brunswick

College of Coastal GA

Blythe Island

GC64



Golden Isles

Brunswick Airport

★ Hofwyl-Broadfield Plantation

**←**FLETC



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**VEH04 - 78X78** 





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Civic Wayfinding System
Design and Planning Development

GOLDEN ISLES

VEH05 - 78X84







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VEH01 - 66X61





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VEH02 - 66X67





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VEH03 - 66X79





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**VEH04 - 78X78** 





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VEH01 - 66X61





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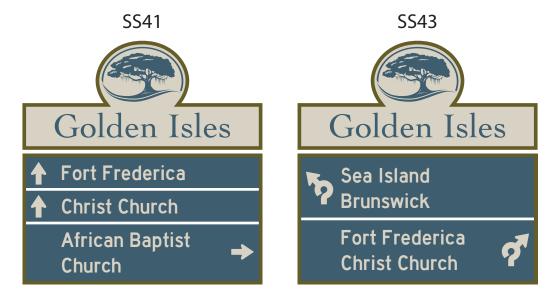
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SS02

VEH04 - 78X78



# Golden Isles

- ↑ St Simons Island
- ↑ Sea Island
- ↑ Little St Simons



# Golden Isles

- ↑ St Simons Island
- ← Sea Island
- ← Little St Simons



# Golden Isles

- ↑ Pier Village
- ← Sea Island
- **←** Little St Simons



# Golden Isles

- **↑** Welcome Center
- ↑ Pier Village
- ← Mckinnon Airport



**SS08** 

Golden Isles

- ↑ Brunswick I-95
- Mckinnon Airport →
- Sea Island

SS09



# Golden Isles

↑ Sea Island

Mckinnon Airport →

Beaches

SS10



# Golden Isles

↑ Brunswick I-95

Sea Island

Fort Frederica →

SS11



# Golden Isles

- **↑** Mckinnon Airport
- **↑** Beaches
- ← Sea Island

SS12

# Golden Isles

- **↑** Sea Island
- **↑** Little St Simons
- ← Brunswick I-95



**SS13** 

# Golden Isles

- ↑ Sea Island
- **↑** Christ Church
- **↑** Fort Frederica

SS14



# Golden Isles

- **↑** Fort Frederica
- ← Brunswick I-95

Sea Island

SS15



# Golden Isles

- **↑** Christ Church
- Mckinnon Airport →

Pier Village



# Golden Isles

- ← Welcome Center
- ← Pier Village
- **←** Lighthouse

SS22



# Golden Isles

- Welcome Center →
- Pier Village
- Lighthouse

SS24



# Golden Isles

- ↑ Pier Village
- ← Welcome Center
- **←** Lighthouse



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Civic Wayfinding System

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SS39

Golden Isles

← Mckinnon Airport

Fort Frederica →

↑ Brunswick I-95





VEH05 - 78X84





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# COASTAL GEORGIA GREENWAY - 155-mile route 28% existing or funded for construction

# GLYNN COUNTY - Island Hopper Trail or funded for construction

#### **Destination Trails Linking Trails**

### **Trailheads**

Jekyll Island Trails	20.0 mi	Musgrove Causeway	5.1 mi	Historic Squares	21.2 ac
St. Simons Island Trails	18.2 mi	Torras Causeway	4.1 mi	Mary Ross Park	4.6 ac
Historic Squares Trail	3.7 mi			Selden Park	29.4 ac
Selden Park Trail	0.7 mi			N. Glynn Rec Complex	153.0 ac
Blythe Island Trail	3.0 mi			Blythe Island	1,495.0 ac
Harry Driggers Trail	3.3 mi			Neptune Park	10.0 ac
Hofwyl Broadfield	1.2 mi			Fort Frederica Historic	
				Monument	104.5 ac

#### **Trailheads** East Coast Greenway **ECG Funded Trails**

sland Hopper Trail	7.4 mi	Island Hopper Trail	6.26 mi	Liberty Ship Park	14.1 ac
		#-0#s		Howard Coffin Park	42.7 ac
				Overlook Park	8.3 ac
				Hofwyl Broadfield Sta	te
				Historic Site	1 270 0 ac

### Other Linked Sites: parks, wildlife areas, historic districts

Jekyll Island	5,242.0 ac
St. Simons Lighthouse	0.7 ac
SSI Land Trust Lands	1,000.0 ac
Bloody Marsh	8.5 ac
Causeway Island	13.6 ac



Appendix T -- Consolidated Plan | 2015

# CITY OF BRUNSWICK, GEORGIA

# 2015 - 2019 CONSOLIDATED PLAN 2015 - 2016 ANNUAL PLAN

2015 - 2019 Consolidated Plan

2015 - 2016 Annual Plan

30 Day Comment Period April 14 - May 15. 2015

### Contact:

City of Brunswick, Georgia

Office of Community Development

City Hall 601 Gloucester Street, Room 221 Brunswick, Georgia 31520

Office: (912) 280-1820





Prepared by: J-QUAD Planning Group

14683 Midway Rd. Suite #110 Addison, TX 75001

Office: (972) 458-0600 Fax: (972) 458-0602

### **Executive Summary**

### ES-05 Executive Summary - 24 CFR 91.200(c), 91.220(b)

#### 1. Introduction

The Consolidated Plan serves as a planning document meeting the federal government statutory requirements in 24 CFR 91.200-91.230, with revisions for preparing a Consolidated Plan and guiding the use of CDBG, HOME, HOPWA, and ESG funding based on applications to the U.S. Department of HUD. The major sections of the Consolidated Plan include a Housing Market Analysis, Housing and Homeless Needs Assessment, 5-year Strategic Plan, a 1-year Action Plan, and Consultation and Citizen Participation, with accompanying documentation relating to public comment. The Strategic Plan addresses specific needs that were identified in the data analysis, with specific goals and program targets for each category designated for funding. The Action Plan is a subset of the Strategic Plan, addressing funding options for the next fiscal year. The Consolidated Plan can be used by organizations in the community as a guide for identifying activities through which they can help the jurisdiction reach their housing and community development goals. The Consolidated Plan also serves as the baseline for measuring program effectiveness, as reported in the Consolidated Annual Performance and Evaluation Report (CAPER) required by HUD for each fiscal year's funding allocation. Incorporated into the Consolidated Plan are an analysis of the local housing market and a review of housing and homeless needs in Brunswick as a means of defining the current environment in which federal funding is being used. The Consolidated Plan provides a strategic plan for meeting priority needs that were identified through the community participation process. The analytical parts of the document draw from the 2005-2009 and the 2008-2012 American Community Surveys and 2005 CHAS data provided by HUD. Other data sources include the 2010 U.S. Census and other information gathered locally, including the Georgia Balance of State Continuum of Care and a survey of citizens that was used to assist in prioritizing needs. The survey was available on the City's website and was distributed at community meetings. Public housing information was provided by the Brunswick Housing Authority.

# 2. Summary of the objectives and outcomes identified in the Plan Needs Assessment Overview

This Consolidated Plan contains a range of goals, objectives, and outcomes formulated to address needs identified for homelessness, other special needs, affordable housing, non-housing community development, barriers to affordable housing, lead-based paint hazards, institutional structure, and coordination. These objectives include:

Consolidated Plan BRUNSWICK 1

OMB Control No: 2506-0117 (exp. 07/31/2015)

- Continue to Plan, Monitor and Administer Entitlement Grant Programs and insure compliance
  with Federal Regulations. Improve the condition of housing for low-income
  homeowners. Support improvement of infrastructure, parks and recreation facilities, community
  facilities and public facilities in CDBG eligible census tracts.
- Address community needs through community-based public service programs.

These objectives are supported by a collection of associated strategies and performance goals. These strategies seek to work toward meeting the objectives stated, addressing the need for more affordable housing, housing rehabilitation, public facilities and infrastructure improvements, and public services. Specifics can be found in the Strategic Plan and Annual Action Plan.

### 3. Evaluation of past performance

Brunswick has a history of successful programs funded through the Community Development Block Grant Program. Of particular importance to the health of the city have been programs that address the condition of the housing stock. The City has successfully funded housing rehabilitation activities targeting lower income and elderly households unable to properly maintain their homes. The City has worked actively with local homeless services providers to expand both the stock of units/beds available to homeless persons and services aimed at helping those persons find employment, housing, health care services, and educational opportunities. Details of past performance can be found in the City's Consolidated Annual Performance and Evaluation Report (CAPER).

### 4. Summary of citizen participation process and consultation process

Based on Community Participation Plan outreach included public forums and focus group meetings, online survey accessed on the City of Brunswick Web Site, and consultation with public and private agencies and organizations to capture public input as to the priority needs for the next five years. Participating persons, public and private agencies included the general public, neighborhood organizations, Brunswick Housing Authority, Continuum of Care, Board of Realtors, Chamber of Commerce, public and social service agencies, colleges and universities, elected and appointed officials, including the Community Development Advisory Commission.

Three Public Forums and Stakeholder Focus Group sessions were held on November 18th and November 19th, 2014 at the Brunswick City Hall, 601 Gloucester Street and Brunswick Police Department. Supplemental interviews were conducted with and information and input received from various City Departments and Divisions, Chamber of Commerce and Board of Realtors representatives, social and public service organization, community, professional and industry representatives to obtain information from those unable to attend the sessions. Participants in the sessions and supplemental

interviews included Brunswick City staff and other government representatives; administrators from local colleges, universities, and school districts; non-profit organizations, home builders, housing and social service agencies representatives; real estate and financial industry representatives; and the general public and other community representatives.

### 5. Summary of public comments

Comments still being gathered, will be added at the completion of the public review process.

### 6. Summary of comments or views not accepted and the reasons for not accepting them

No comments were rejected.

### 7. Summary

This plan provides a framework through which Brunswick manages it federal entitlement programs related to community development and homeless assistance. Data were provided through HUD's eCon software system, utilizing American Community Survey data and other sources, to construct the needs assessment and market analysis. The City worked with local service providers and other concerned citizens to develop the strategic plan and annual action plan, both designed to address needs within the city as identified through the public participation process and needs assessment.

### The Process

### PR-05 Lead & Responsible Agencies 24 CFR 91.200(b)

1. Describe agency/entity responsible for preparing the Consolidated Plan and those responsible for administration of each grant program and funding source

The following are the agencies/entities responsible for preparing the Consolidated Plan and those responsible for administration of each grant program and funding source.

Agency Role		Name		Department/Agency
CDBG Administrator			Department of Community and Economic	
			Development	

Table 1 - Responsible Agencies

#### **Narrative**

The lead agency for the development of the Consolidated Plan is the Community and Economic Development Department of Brunswick. CEDD has contracted with the consulting firm of J-QUAD Planning Group. The City and J-QUAD consulted with a number of other agencies including the agencies involved in the Balance of State Continuum of Care to address homelessness.

### **Consolidated Plan Public Contact Information**

Shauntae Walker, Program Manager

City of Brunswick Office of Community Development

City Hall 601 Gloucester Street, Room 221, Second Floor

Brunswick, Georgia 31520

Telephone: (912) 267-5530

OMB Control No: 2506-0117 (exp. 07/31/2015)

### PR-10 Consultation - 91.100, 91.200(b), 91.215(l)

#### 1. Introduction

Brunswick works with a wide variety of agencies, organizations, and service providers in an effort to bring various viewpoints to bear in the identification of local housing and service needs. Ongoing relationships focused on specific needs and targeted meetings designed to bring public input into the Consolidated Plan process are two of the ways that the City utilizes outside organizations in the consultation process. Listed below are a number of agencies that participated in the Con Plan forums and were found in the HUD database. Other organizations that attended, but were not in the database include, Goodwill, the United Way, Grace House, Bright Star, Unity Community Center South, the Georgia Department of Juvenile Justice, the Brunwick Department of Health, Divine Connection Ministries, FaithWorks, Communities in Schools, Pound 4 Pound 4 Kids, The Brunswick Department of Public Works, C.J. Spids Alliance, Keep Brunswick Beautiful, the Brunswick Police Department, and the Downtown Development Authority.

Provide a concise summary of the jurisdiction's activities to enhance coordination between public and assisted housing providers and private and governmental health, mental health and service agencies (91.215(I)).

The City has ongoing relationships with several housing providers working on housing development activities. The City works to utilize Section 8 vouchers from the federal government to address the housing needs of the City's lowest income households. Through the Continuum of Care process, the City maintains relationships with mental health providers, homeless shelter and services providers, and other governmental agencies with specific responsibilities for homeless individuals and families. The City also participates in a variety of other coalitions that seek to address other issues that relate to housing and service needs.

Describe coordination with the Continuum of Care and efforts to address the needs of homeless persons (particularly chronically homeless individuals and families, families with children, veterans, and unaccompanied youth) and persons at risk of homelessness

City staff works actively with the Georgia Balance of State Continuum of Care, the umbrella for the development of the Continuum of Care for the smaller cities in the state. Staff participate in regularly scheduled meetings and point-in-time surveys. In the past, the City has provided administrative support to supplement Continuum of Care initiatives and funding to the various agencies that make up the local membership of the Georgia Balance of State Continuum of Care.

Describe consultation with the Continuum(s) of Care that serves the jurisdiction's area in determining how to allocate ESG funds, develop performance standards and evaluate outcomes, and develop funding, policies and procedures for the administration of HMIS

Staff from Brunswick participates in the development of the Continuum of Care, working with area service providers to include City resources, to the extent possible, in the provision of services to homeless individuals and families in Brunswick.

# 2. Describe Agencies, groups, organizations and others who participated in the process and describe the jurisdictions consultations with housing, social service agencies and other entities

Table 2 – Agencies, groups, organizations who participated

1	Agency/Group/Organization	Goodwill of Northeast Georgia, Inc
	Agency/Group/Organization Type	Services-Employment
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Homelessness Strategy Non-Homeless Special Needs Economic Development Market Analysis Anti-poverty Strategy
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	Participated in the Consolidated Plan community forums.
2	Agency/Group/Organization	Safe Harbor Children's Shelter, Inc.
	Agency/Group/Organization Type	Services-Children Services-homeless
	What section of the Plan was addressed by Consultation?	Homelessness Strategy Non-Homeless Special Needs Anti-poverty Strategy

	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	Participated in the Consolidated Plan community forums.
3	Agency/Group/Organization	SALVATION ARMY (BRUNSWICK)
	Agency/Group/Organization Type	Services-homeless
	What section of the Plan was addressed by Consultation?	Homelessness Strategy Non-Homeless Special Needs Anti-poverty Strategy
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	Participated in the Consolidated Plan community forums.
4	Agency/Group/Organization	BOYS AND GIRLS CLUBS OF BRUNSWICK
	Agency/Group/Organization Type	Services-Children
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs Economic Development Anti-poverty Strategy
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	Participated in the Consolidated Plan community forums.
5	Agency/Group/Organization	GATEWAY BEHAVIORAL HEALTH SERVICES
	Agency/Group/Organization Type	Services-Health
	What section of the Plan was addressed by Consultation?	Homelessness Strategy Non-Homeless Special Needs Anti-poverty Strategy
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	Participated in the Consolidated Plan community forums.
6	Agency/Group/Organization	THE MANNA HOUSE
	Agency/Group/Organization Type	Services-homeless

	What section of the Plan was addressed by Consultation?	Homelessness Strategy Anti-poverty Strategy
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	Participated in the Consolidated Plan community forums.
7	Agency/Group/Organization	AMITY HOUSE
	Agency/Group/Organization Type	Services-Victims of Domestic Violence
	What section of the Plan was addressed by Consultation?	Homelessness Strategy Non-Homeless Special Needs Anti-poverty Strategy
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	Participated in the Consolidated Plan community forums.
8	Agency/Group/Organization	COASTAL MEDICAL ACCESS PROJECT
	Agency/Group/Organization Type	Services-Health
	What section of the Plan was addressed by Consultation?	Homelessness Strategy Non-Homeless Special Needs HOPWA Strategy Anti-poverty Strategy
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	Participated in the Consolidated Plan community forums.
9	Agency/Group/Organization	AMERICA'S SECOND HARVEST FOOD BANK
	Agency/Group/Organization Type	Services-homeless Food bank
	What section of the Plan was addressed by Consultation?	Homelessness Strategy Non-Homeless Special Needs Anti-poverty Strategy

	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	Participated in the Consolidated Plan community forums.
10	Agency/Group/Organization	YOUTH ENRICHMENT & DELIVERANCE CENTER
	Agency/Group/Organization Type	Services-Children Services-Education
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Homelessness Strategy Non-Homeless Special Needs Economic Development Market Analysis Anti-poverty Strategy
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	Participated in the Consolidated Plan community forums.
11	Agency/Group/Organization	BRUNSWICK HOUSING AUTHORITY
	Agency/Group/Organization Type	РНА
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Public Housing Needs Economic Development Market Analysis Anti-poverty Strategy
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	Participated in the Consolidated Plan community forums.
12	Agency/Group/Organization	COASTAL GEORGIA AREA COMMUNITY ACTION AUTHORITY
	Agency/Group/Organization Type	Community Action Agency

What section of the Plan was addressed by Consultation?	Housing Need Assessment Homelessness Strategy Non-Homeless Special Needs Economic Development Market Analysis
	Anti-poverty Strategy
How was the Agency/Group/Organization consulted and what are	Participated in the
the anticipated outcomes of the consultation or areas for	Consolidated Plan
improved coordination?	community forums.

### Identify any Agency Types not consulted and provide rationale for not consulting

No specific organizations were intentionally left out of the public participation process.

### Other local/regional/state/federal planning efforts considered when preparing the Plan

Name of Plan	Lead Organization	How do the goals of your Strategic Plan overlap with the
		goals of each plan?
Continuum of	Georgia Balance of	The Strategic Plan provides a set of priorities for addressing
Care	State Continuum of	homelessness, with are supported by the Georgia Balance
	Care	of State Continuum of Care and its participating agencies.
PHA 5-Year Plan	Brunswick Housing	The Strategic Plan provides a set of priorities from which
	Authority	specific needs identified by the PHA could be addressed if
		funding is available.

Table 3 – Other local / regional / federal planning efforts

Describe cooperation and coordination with other public entities, including the State and any adjacent units of general local government, in the implementation of the Consolidated Plan (91.215(I))

Brunswick works closely with other local communities active in the Continuum of Care process, State agencies, local non-profit organizations, and other departments of the City of Brunswick in the development of programs to address housing, homeless, and community development needs and other local issues covered by the Consolidated Plan.

### Narrative (optional):

The development of the Consolidated Plan and the component Strategic Plan and Annual Action Plan require the help of the local non-profit community and other organizations. Specific priorities are identified and ranked through that participation utilizing focus group sessions, forums, and surveys. The City relies on its ongoing relationships to ensure that these opinions and observations are incorporated into the Plan.

### **PR-15 Citizen Participation**

1. Summary of citizen participation process/Efforts made to broaden citizen participation Summarize citizen participation process and how it impacted goal-setting

Based on Community Participation Plan outreach included public forums and focus group meetings, on-line survey accessed on the City of Brunswick Web Site, and consultation with public and private agencies and organizations to capture public input as to the priority needs for the next five years. Participating persons, public and private agencies included the general public, neighborhood organizations, Brunswick Housing Authority, Continuum of Care, Board of Realtors, Chamber of Commerce, public and social service agencies, colleges and universities, elected and appointed officials, including the Community Development Advisory Commission.

Three Public Forums and Stakeholder Focus Group sessions were held on November 18th and November 19th, 2014 at the Brunswick City Hall, 601 Gloucester Street and Brunswick Police Department. Supplemental interviews were conducted with and information and input received from various City Departments and Divisions, Chamber of Commerce and Board of Realtors representatives, social and public service organization, community, professional and industry representatives to obtain information from those unable to attend the sessions. Participants in the sessions and supplemental interviews included Brunswick City staff and other government representatives; administrators from local colleges, universities, and school districts; non-profit organizations, home builders, housing and social service agencies representatives; real estate and financial industry representatives; and the general public and other community representatives.

Attendees for the Focus Groups and Public Forums were gathered through invitations sent to select resident and community leaders, organizations, industry professionals and public officials and a public meeting notice published in the local newspaper. The format also included discussions of the communities' priority needs for the next five years and their priorities for funding for the next program year.

Participants in the focus groups and public forums and the general public were given an opportunity to complete a Priority Needs Survey as part of the Consolidated Plan process. The survey was presented at each of the aforementioned sessions and also made available on the City's web site for completion and submission on line.

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The Brunswick City Council held a briefing and public hearing for the 2015 – 2019 Consolidated Plan and 2015 Annual Plan at Brunswick City Hall Council Chambers and Action to approve the 2015 – 2019 Consolidated Plan and 2015 Annual Plan on May 6, 2015.

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## **Citizen Participation Outreach**

Sort Order	Mode of Outreach	Target of Outreach	Summary of	Summary of	Summary of comments	URL (If
			response/attendance	comments received	not accepted	applicable)
					and reasons	
1	Public Meeting	Non-	Three Consolidated	The focus group	All comments were	
		targeted/broad	Plan Forums and	sessions identified	accepted.	
		community	Stakeholder Focus	a wide range of		
			Group meetings were	issues of concern to		
			held in November,	the attendees with		
			2014. A wide variety	regard to social and		
			of individuals and	economic		
			social service	conditions,		
			agencies were invited	housing, public		
			to participate in the	policy and		
			events.	awareness of fair		
				housing, banking		
				and mortgage		
				lending issues,		
				special needs		
				housing, and public		
				transportation.		

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Sort Order	Mode of Outreach	Target of Outreach	Summary of	Summary of	Summary of comments	URL (If
			response/attendance	comments received	not accepted	applicable)
					and reasons	
2	Internet Outreach	Non-	A total of 440 surveys	No comments were	All comments were	
		targeted/broad	were received from	included in the	accepted.	
		community	attendees to the	survey instrument.		
			forums and focus	Questions were		
			group meetings and	posed as ranking		
			through the online	opportunities in the		
			survey linked to the	identification of		
			City's website. These	local programmatic		
			responses provided	needs. City staff		
			City staff with	reviewed the		
			direction in the	results provided by		
			prioritization of	the survey and		
			service needs for the	developed a list of		
			allocation of CDBG	priorities to be		
			funding.	included in the		
				Consolidated Plan.		

Table 4 – Citizen Participation Outreach

Consolidated Plan BRUNSWICK 15

## **Needs Assessment**

#### **NA-05 Overview**

#### **Needs Assessment Overview**

The needs assessment looks at a variety of housing, homeless, community development, and non-homeless special needs through an examination of census and CHAS data, which was created by the U.S. Census Bureau and the U.S. Department of Housing and Urban Development. These data quantify housing problems, such as overcrowding and cost burden, and measure the magnitude of special needs populations, such as the elderly, frail elderly, and persons with HIV/AIDS. As shown in the following analysis, cost burden (paying more than 30 percent of household income on housing expenses) and extreme cost burden (paying more than 50 percent of household income on housing expenses) has a considerable impact on households in Brunswick, particularly lower income households. Measures of housing condition (lack of complete kitchen or plumbing facilities) doesn't provide a very reliable measure of condition, though it represents the best, easily accessible data on the topic. Other needs are represented through the Section 8 wait list and various census and state data sources.

## NA-10 Housing Needs Assessment - 24 CFR 91.205 (a,b,c)

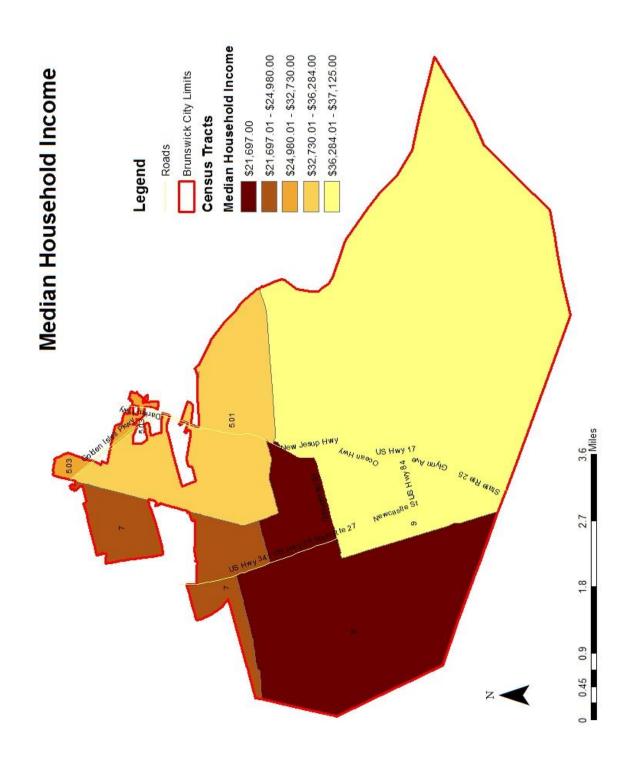
#### **Summary of Housing Needs**

The following data provide an analysis of housing problems in Brunswick, including lack of complete plumbing or kitchen facilities, overcrowding (1.01 to 1.5 persons per room), severe overcrowding (more than 1.5 persons per room), cost burden (paying more than 30% of household income on housing expenses), and severe cost burden (paying more than 50% of household income on housing expenses. By far, the most common housing need related to cost burden, hitting lower income households particularly hard, with over 51 percent of renter households and 55 percent of owner households earning less than 30% of the area median income (AMI) paying more than 50% of their income on housing expenses. For rental households, severe cost burden is the most common housing problem with almost 25 percent of all renter households earning below 100% of the AMI paying more than 50% of their income on housing expenses. Likewise, severe cost burden is the most common for owner households where 29 percent of all owner households earning below 100% of the AMI paying more than 50% of their income on housing expenses, with cost burden not far behind with 23 percent paying more than 30% of their income on housing expenses. The next most pressing housing problem in Brunswick is overcrowded housing in rental housing, with over seven percent living in units with incomplete plumbing or kitchen facilities. When comparing overcrowded housing with cost burden, the needs observed are not nearly as pressing.

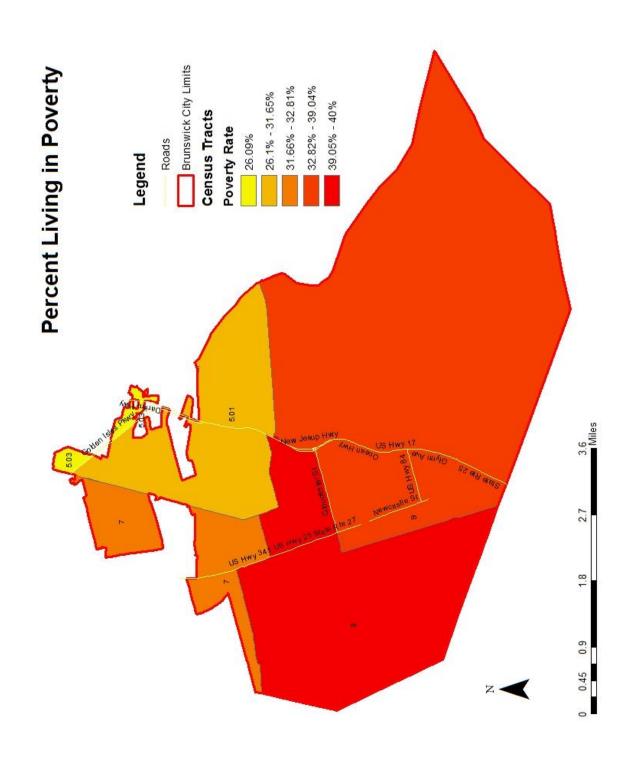
Demographics	Base Year: 2000	Most Recent Year: 2011	% Change
Population	15,600	15,482	-1%
Households	6,012	5,649	-6%
Median Income	\$22,272.00	\$28,196.00	27%

**Table 5 - Housing Needs Assessment Demographics** 

**Data Source:** 2000 Census (Base Year), 2007-2011 ACS (Most Recent Year)



## **Median Household Income**



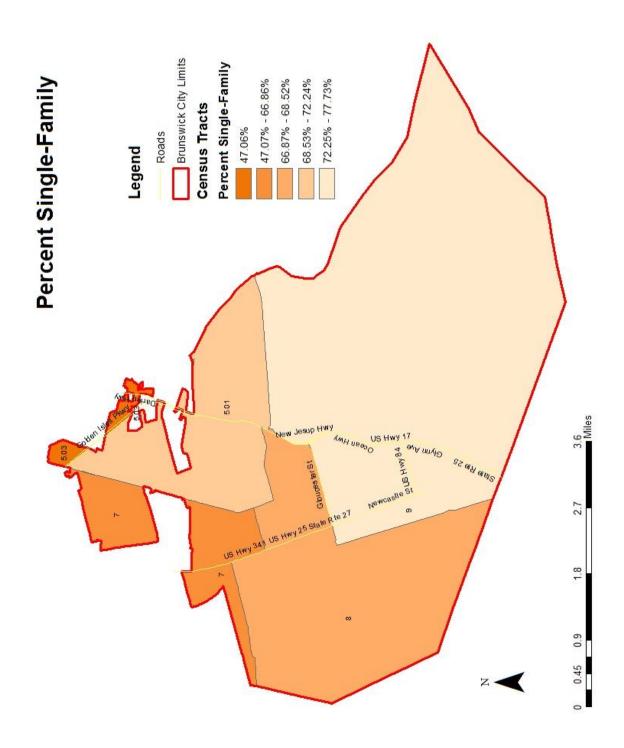
## **Percent Living in Poverty**

## **Number of Households Table**

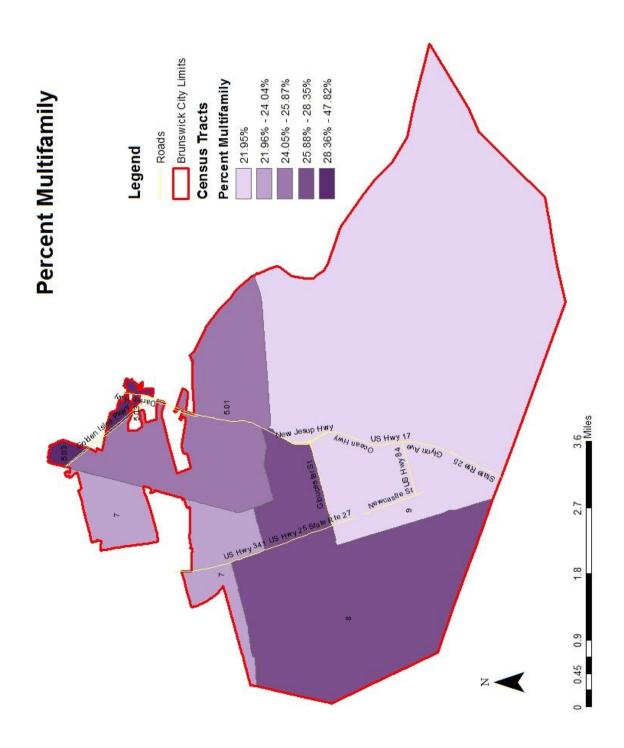
	0-30% HAMFI	>30-50% HAMFI	>50-80% HAMFI	>80-100% HAMFI	>100% HAMFI
Total Households *	1,325	955	890	575	1,905
Small Family Households *	450	275	405	160	910
Large Family Households *	130	100	25	60	110
Household contains at least one					
person 62-74 years of age	235	270	105	130	330
Household contains at least one					
person age 75 or older	205	165	105	75	175
Households with one or more					
children 6 years old or younger *	165	195	74	29	230
* the highest income	category for	these family t	ypes is >80%	HAMFI	

**Table 6 - Total Households Table** 

Data Source: 2007-2011 CHAS



## **Percent Single-Family**



## **Percent Multifamily**

## **Housing Needs Summary Tables**

1. Housing Problems (Households with one of the listed needs)

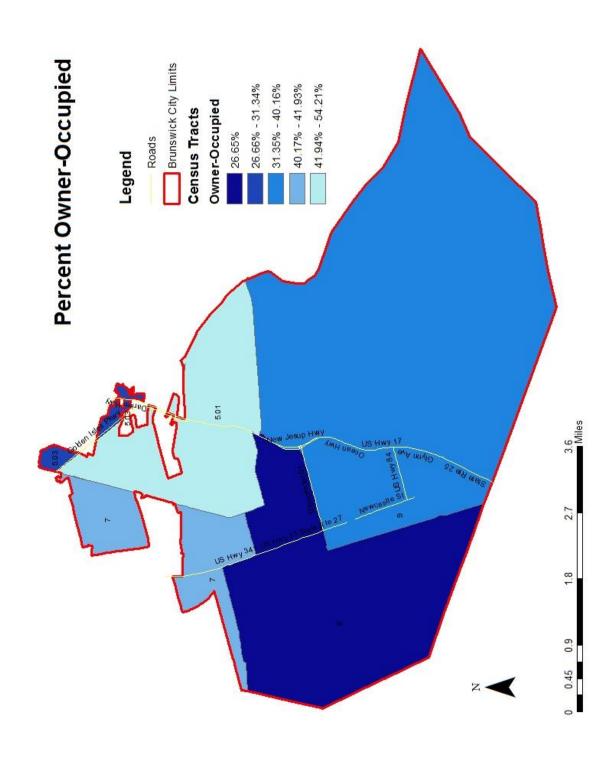
			Renter			Owner				
	0-30% AMI	>30- 50%	>50- 80%	>80- 100%	Total	0-30% AMI	>30- 50%	>50- 80%	>80- 100%	Total
	Alvii	AMI	AMI	AMI		Alvii	AMI	AMI	AMI	
NUMBER OF HOU	SEHOLDS									
Substandard										
Housing -										
Lacking										
complete										
plumbing or										
kitchen facilities	95	40	0	0	135	40	0	0	0	40
Severely										
Overcrowded -										
With >1.51										
people per										
room (and										
complete										
kitchen and										
plumbing)	0	40	10	0	50	0	0	0	0	0
Overcrowded -										
With 1.01-1.5										
people per										
room (and none										
of the above										
problems)	75	35	50	35	195	0	0	0	35	35
Housing cost										
burden greater										
than 50% of										
income (and										
none of the										
above										
problems)	505	105	30	0	640	190	110	45	0	345
Housing cost										
burden greater										
than 30% of										
income (and										
none of the										
above										
problems)	115	300	135	55	605	60	45	125	45	275

	Renter				Owner					
	0-30% AMI	>30- 50% AMI	>50- 80% AMI	>80- 100% AMI	Total	0-30% AMI	>30- 50% AMI	>50- 80% AMI	>80- 100% AMI	Total
Zero/negative										
Income (and										
none of the										
above										
problems)	70	0	0	0	70	20	0	0	0	20

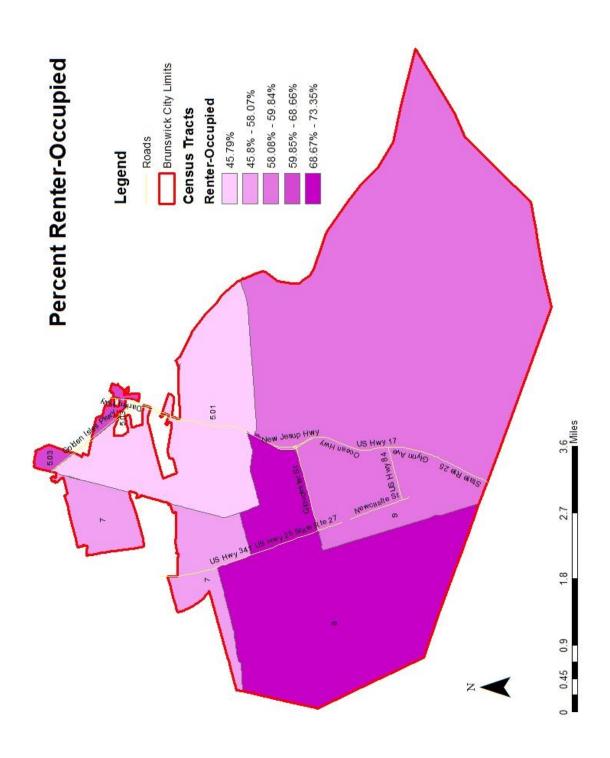
Table 7 – Housing Problems Table

**Data** 2007-2011 CHAS

Source:



## **Percent Owner-Occupied**



## **Percent Renter-Occupied**

2. Housing Problems 2 (Households with one or more Severe Housing Problems: Lacks kitchen or complete plumbing, severe overcrowding, severe cost burden)

			Rente	r				Owner		
	0-	>30-	>50-	>80-	Total	0-	>30-	>50-	>80-	Total
	30%	50%	80%	100%		30%	50%	80%	100%	
	AMI	AMI	AMI	AMI		AMI	AMI	AMI	AMI	
NUMBER OF HOUSEHOLD	S									
Having 1 or more of										
four housing problems	675	220	95	35	1,025	230	110	45	35	420
Having none of four										
housing problems	230	470	485	300	1,485	95	160	265	210	730
Household has negative										
income, but none of the										
other housing problems	70	0	0	0	70	20	0	0	0	20

Table 8 – Housing Problems 2

Data Source: 2007-2011 CHAS

## 3. Cost Burden > 30%

		R	enter		Owner				
	0-30%	>30-50%	>50-80%	Total	0-30%	>30-50%	>50-80%	Total	
	AMI	AMI	AMI		AMI	AMI	AMI		
NUMBER OF HOL	JSEHOLDS								
Small Related	375	210	85	670	20	60	115	195	
Large Related	70	80	0	150	35	0	0	35	
Elderly	130	85	10	225	175	80	20	275	
Other	185	125	70	380	25	15	35	75	
Total need by	760	500	165	1,425	255	155	170	580	
income									

Table 9 - Cost Burden > 30%

**Data** 2007-2011 CHAS

Source:

## 4. Cost Burden > 50%

		Re	enter		Owner				
	0-30%	>30-50%	>50-80%	Total	0-30%	>30-50%	>50-80%	Total	
	AMI	AMI	AMI		AMI	AMI	AMI		
NUMBER OF HOU	SEHOLDS								
Small Related	295	120	0	415	10	50	10	70	
Large Related	55	20	0	75	35	0	0	35	
Elderly	105	10	0	115	125	60	20	205	
Other	185	0	30	215	25	0	15	40	
Total need by	640	150	30	820	195	110	45	350	
income									

Table 10 - Cost Burden > 50%

Data Source: 2007-2011 CHAS

## 5. Crowding (More than one person per room)

			Renter					Owner		
	0-30% AMI	>30- 50% AMI	>50- 80% AMI	>80- 100% AMI	Total	0-30% AMI	>30- 50% AMI	>50- 80% AMI	>80- 100% AMI	Total
NUMBER OF HOUSEH	IOLDS									
Single family										
households	75	50	14	35	174	0	0	0	0	0
Multiple, unrelated										
family households	0	20	45	0	65	0	0	0	35	35
Other, non-family										
households	0	0	0	0	0	0	0	0	0	0
Total need by	75	70	59	35	239	0	0	0	35	35
income										

Table 11 – Crowding Information – 1/2

Data

2007-2011 CHAS

Source:

		Rei	nter		Owner			
	0-30% AMI	>30- 50% AMI	>50- 80% AMI	Total	0-30% AMI	>30- 50% AMI	>50- 80% AMI	Total
Households with								
Children Present	0	0	0	0	0	0	0	0

Table 12 – Crowding Information – 2/2

Data Source Comments:

#### Describe the number and type of single person households in need of housing assistance.

According to the 2008-2012 American Community Survey, there were 1,992 single person households in Brunswick (36.8% of all Brunswick households), almost 37 percent of which were elderly (age 65+). Thirty-three percent of single person households were homeowners, with 67 percent renters. Forty percent of single person renter households lived in single-family housing units, compared to 94 percent of owner households. The median household income of single person households was \$22,592, approximately 79 percent of the median income for all households in Brunswick. As shown in Table 4 above, severe cost burden was a major factor for the "Other" category, with 26 percent of the rental cases and 11 percent of the owner cases. Most of the "Other" category will be made up of single person households.

# Estimate the number and type of families in need of housing assistance who are disabled or victims of domestic violence, dating violence, sexual assault and stalking.

Data from the 2008-2012 American Community Survey show that 14.7 percent of the population of Brunswick reports some form of disability. Disabilities reported increase with age. Those below the age of 5 are reporting 1.6 percent with a disability. In the 5 to 17 year age group, 4.2 percent are reported to have disabilities. In the 18 to 64 year age group, 15.1 percent report disabilities, with 9.3 percent reporting ambulatory difficulties, 2.4 percent with self-care difficulties, and 5.5 percent with independent living difficulties. The 65 year and older age group reported 40.7 percent with disabilities, including 29.2 percent with ambulatory difficulties, 9.6 percent with self-care difficulties, and 19.1 percent with independent living difficulties. The ACS data also show that six percent of the population of Brunswick reports a disability and living in poverty. Domestic violence statistics were not readily available.

#### What are the most common housing problems?

By far, the most common housing problem in Brunswick is cost burden. According to the CHAS data in the tables above, over 65 percent of households in the 0-30% AMI income category (including renters and owners) had a cost burden of over 30%, with over 52 percent having a cost burden of over 50%. A 30% cost burden means that a household is spending more than 30% of their gross income on housing expenses, including utilities. Over 58 percent of households in the 30-50% AMI income category had a 30% cost burden, with 22 percent having a 50% cost burden. The numbers fall off somewhat for the next highest income category where 37 percent of households in the 50-80% AMI category had a 30% cost burden, with only eight percent having a 50% cost burden. Looking at cost burden and severe cost burden by tenure, 52 percent of renter households and 55 percent of owner households earning less than 30% of the area median income (AMI) were paying more than 50% of their income on housing

expenses. For rental households, severe cost burden is the most common housing problem with over 25 percent of all renter households earning below 100% of the AMI paying more than 50% of their income on housing expenses. Severe cost burden is also the most common for owner households where 29 percent of all owner households earning below 100% of the AMI paying more than 50% of their income on housing expenses, with cost burden not far behind with 23 percent paying more than 30% of their income on housing expenses. By comparison, the numbers for overcrowding and incomplete kitchen or plumbing facilities were low, with seven percent of the lowest income category living in overcrowded conditions and 10 percent living without complete kitchen or plumbing facilities.

## Are any populations/household types more affected than others by these problems?

Cost burden and severe cost burden affect all household types in the lower income categories. In simple numerical terms, it would appear that "Small Related" households bear much of the brunt of severe cost burden among renters, with over 50 percent of the total number of renter households experiencing severe cost burden. For ownership households, "Elderly" households made up 58 percent of the total experiencing severe cost burden. Large related households comprised the smallest portion of those experiencing severe cost burden for all but one income category, presumably because they are the smallest of the household types.

Describe the characteristics and needs of Low-income individuals and families with children (especially extremely low-income) who are currently housed but are at imminent risk of either residing in shelters or becoming unsheltered 91.205(c)/91.305(c)). Also discuss the needs of formerly homeless families and individuals who are receiving rapid re-housing assistance and are nearing the termination of that assistance

Low-income individuals and families who are currently housed but are at risk of either residing in shelters or becoming unsheltered are living paycheck to paycheck, just making ends meet. They are often one paycheck away from being homeless in the event of a sudden loss of employment or medical emergency which redirects financial resources. These households span all types, including individuals living alone, small families, large families, and the elderly. Some households have relatives or friends with whom they can double-up, thus avoiding homelessness, at least in technical terms, but these accommodations are not long-term solutions to their needs. These households, particularly extremely low-income households, need a wide variety of assistance to help them meet those emergency needs that occasionally crop up in everyone's lives. This assistance could include job training to help them transition into better paying professions, mortgage/rental assistance, medical clinics that provide low or no cost care, rent subsidies, and other services that help absorb the costs that might redirect funds dedicated to housing. Formerly homeless families and individuals also need these services to reduce the prospect of returning to homelessness. Transitional housing units, permanent supportive housing, and

rent subsidies help meet the housing expenses of households returning from homelessness, while job training programs help with job prospects. Other social services are needed on occasion as circumstances demand.

If a jurisdiction provides estimates of the at-risk population(s), it should also include a description of the operational definition of the at-risk group and the methodology used to generate the estimates:

The balance of state point-in-time count provides the estimates of the various categories of homeless individuals and families. These include chronic homeless, veterans, families with children, families without children, individuals, and unaccompanied children.

## Specify particular housing characteristics that have been linked with instability and an increased risk of homelessness

Severe cost burden is linked with housing instability and an increased risk of homelessness. When a household is paying too large a portion of their income on housing expenses, sudden and unexpected financial demands can tip the scales, forcing them from their homes. These demands might include illnesses requiring hospital stays or time away from their job, automotive problems requiring repairs or loss of work due to lack of transportation, and legal problems that might require payments to lawyers or time away from their job. Lower income households are particularly susceptible to these financial impacts because they are less likely to have savings that can cover these expenses and buffer the effects of monetary demands in covering unexpected events.

#### Discussion

Cost burden and extreme cost burden are the most common housing problem across all lower income households in Brunswick, both renter and owner. The lower the income of the household, the more extreme the cost burden. Overcrowding is also a common problem in many lower income households, though the numbers are much lower than those of cost burden. There is some concern with lack of complete plumbing and kitchen facilities, but these conditions are not widespread. As a proxy for housing condition, lack of complete kitchen or plumbing facilities does not tell the entire story. Many units with complete kitchen and plumbing facilities may not be habitable.

## NA-15 Disproportionately Greater Need: Housing Problems – 91.205 (b)(2)

Assess the need of any racial or ethnic group that has disproportionately greater need in comparison to the needs of that category of need as a whole.

#### Introduction

The 2007-2011 CHAS data, constructed from data collected by the US Census Bureau for HUD, show housing problems by income and race/ethnicity. The housing problems include incomplete kitchen or plumbing facilities, cost burden greater than 30 percent, and overcrowding (more than 1 person per room). The tables below show the distribution of one or more problems by race/ethnicity for each of four lower income groups, 0 to 30 percent of the area median income, 30 to 50 percent of the area median income, 50 to 80 percent of the area median income, and 80 to 100 percent of the area median income. The discussion following the tables will identify disproportionately greater need within each income group for particular racial or ethnic group. The next section will look at severe housing problems (severe overcrowding and extreme cost burden).

#### 0%-30% of Area Median Income

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	1,275	175	70
White	195	70	0
Black / African American	1,000	110	70
Asian	0	0	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	60	0	0

Table 13 - Disproportionally Greater Need 0 - 30% AMI

Data Source: 2007-2011 CHAS

<sup>\*</sup>The four housing problems are:

<sup>1.</sup> Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4.Cost Burden greater than 30%

#### 30%-50% of Area Median Income

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems	
Jurisdiction as a whole	645	345	0	
White	235	145	0	
Black / African American	385	170	0	
Asian	0	0	0	
American Indian, Alaska Native	0	0	0	
Pacific Islander	0	0	0	
Hispanic	15	30	0	

Table 14 - Disproportionally Greater Need 30 - 50% AMI

Data Source: 2007-2011 CHAS

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4.Cost Burden greater than 30%

#### 50%-80% of Area Median Income

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems	
Jurisdiction as a whole	350	565	0	
White	145	170	0	
Black / African American	180	330	0	
Asian	0	0	0	
American Indian, Alaska Native	0	0	0	
Pacific Islander	0	0	0	
Hispanic	10	20	0	

Table 15 - Disproportionally Greater Need 50 - 80% AMI

Data Source: 2007-2011 CHAS

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4.Cost Burden greater than 30%

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OMB Control No: 2506-0117 (exp. 07/31/2015)

<sup>\*</sup>The four housing problems are:

<sup>\*</sup>The four housing problems are:

#### 80%-100% of Area Median Income

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems	
Jurisdiction as a whole	115	350	0	
White	35	160	0	
Black / African American	50	145	0	
Asian	25	15	0	
American Indian, Alaska Native	0	0	0	
Pacific Islander	0	0	0	
Hispanic	4	30	0	

Table 16 - Disproportionally Greater Need 80 - 100% AMI

Data Source: 2007-2011 CHAS

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4.Cost Burden greater than 30%

#### Discussion

The population of Brunswick was 31.4 percent White and 59.2 percent African-American, according to the 2010 U.S. Census. The next largest population group was Hispanic, at 11.3 percent. The remaining racial groups are relatively small, with about 0.6 percent for Asian and much less for all others. In the 0-30% income category, the Hispanic population shows disproportionately greater need and in the 80-50% income category the Asian population shows disproportionately greater need, though in very small numbers.

<sup>\*</sup>The four housing problems are:

# NA-20 Disproportionately Greater Need: Severe Housing Problems – 91.205 (b)(2)

Assess the need of any racial or ethnic group that has disproportionately greater need in comparison to the needs of that category of need as a whole.

#### Introduction

The 2007-2011 CHAS data constructed from data collected by the US Census Bureau for HUD show housing problems by income and race/ethnicity. The severe housing problems include incomplete kitchen or plumbing facilities, cost burden over 50 percent, and severe overcrowding (more than 1.5 persons per room). The tables below show the distribution of severe housing problems by race/ethnicity for each of four lower income groups, 0 to 30 percent of the area median income, 30 to 50 percent of the area median income, 50 to 80 percent of the area median income, and 80 to 100 percent of the area median income. The discussion following the tables will identify disproportionally greater need within each income group for particular racial or ethnic group.

#### 0%-30% of Area Median Income

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems	
Jurisdiction as a whole	990	460	70	
White	170	95	0	
Black / African American	755	360	70	
Asian	0	0	0	
American Indian, Alaska Native	0	0	0	
Pacific Islander	0	0	0	
Hispanic	60	0	0	

Table 17 - Severe Housing Problems 0 - 30% AMI

Data Source: 2007-2011 CHAS

<sup>\*</sup>The four severe housing problems are:

<sup>1.</sup> Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4.Cost Burden over 50%

#### 30%-50% of Area Median Income

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems	
Jurisdiction as a whole	290	695	0	
White	70	310	0	
Black / African American	210	340	0	
Asian	0	0	0	
American Indian, Alaska Native	0	0	0	
Pacific Islander	0	0	0	
Hispanic	15	30	0	

Table 18 – Severe Housing Problems 30 - 50% AMI

Data Source: 2007-2011 CHAS

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4.Cost Burden over 50%

#### 50%-80% of Area Median Income

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	110	805	0
White	25	295	0
Black / African American	55	450	0
Asian	0	0	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	10	20	0

Table 19 - Severe Housing Problems 50 - 80% AMI

Data Source: 2007-2011 CHAS

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4.Cost Burden over 50%

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<sup>\*</sup>The four severe housing problems are:

<sup>\*</sup>The four severe housing problems are:

#### 80%-100% of Area Median Income

Severe Housing Problems*	Problems* Has one or more of four housing problems		Household has no/negative income, but none of the other housing problems	
Jurisdiction as a whole	4	460	0	
White	0	195	0	
Black / African American	0	195	0	
Asian	0	45	0	
American Indian, Alaska Native	0	0	0	
Pacific Islander	0	0	0	
Hispanic	4	30	0	

Table 20 – Severe Housing Problems 80 - 100% AMI

Data Source: 2007-2011 CHAS

#### **Discussion**

Disproportionately greater need is seen in the 0-30%, the 50-80%, and the 80-100% income categories for the Hispanic population. Again, the size of this population is quite small.

<sup>\*</sup>The four severe housing problems are:

<sup>1.</sup> Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4.Cost Burden over 50%

## NA-25 Disproportionately Greater Need: Housing Cost Burdens – 91.205 (b)(2)

Assess the need of any racial or ethnic group that has disproportionately greater need in comparison to the needs of that category of need as a whole.

#### Introduction:

The 2007-2011 CHAS data were used to compare housing cost burden across racial/ethnic groups. Cost burden (30 to 50% of household income going to housing expenses), extreme cost burden (more than 50% of household income going to housing expenses), and no cost burden (less than 30% of household income going to housing expenses) were compared by racial/ethnic group to the city as a whole.

## **Housing Cost Burden**

Housing Cost Burden	<=30%	30-50%	>50%	No / negative income (not computed)
Jurisdiction as a whole	3,345	1,150	1,280	70
White	1,435	425	275	0
Black / African American	1,600	665	915	70
Asian	70	25	0	0
American Indian, Alaska				
Native	0	0	0	0
Pacific Islander	0	0	0	0
Hispanic	200	15	55	0

Table 21 - Greater Need: Housing Cost Burdens AMI

Data Source: 2007-2011 CHAS

#### **Discussion:**

No disproportionately greater need is shown in the table above.

OMB Control No: 2506-0117 (exp. 07/31/2015)

## NA-30 Disproportionately Greater Need: Discussion – 91.205(b)(2)

Are there any Income categories in which a racial or ethnic group has disproportionately greater need than the needs of that income category as a whole?

From the CHAS data presented in the previous sections, there is little identifiable disproportionately greater need indicated between racial/ethnic groups in Brunswick other than for a relatively small Asian and Hispanic populations. The total Asian population makes up less than one percent of the total population of Brunswick, however, and the impact of the disproportionately greater need is small. Between the two major racial/ethnic groups, White and African-American, which comprise more than 90 percent of the population of Brunswick, the CHAS data show no disparities.

If they have needs not identified above, what are those needs?
--

None identified.

# Are any of those racial or ethnic groups located in specific areas or neighborhoods in your community?

Maps included in the market analysis show some census tracts in the western parts of Brunswick are home to a relatively high portion of the city's African-American population, with the total African-American population in those tracts ranging from 62 to 76 percent of the total population of those tracts, in a city where the total African-American population is 59 percent of the total population of the city. Likewise, there are tracts eastern parts of the city that are home to relatively high portion of the city's Hispanic population, ranging from 10 to 27 percent of the total population of the tracts, compared to a total Hispanic population in the city of about 11 percent.

## **NA-35 Public Housing – 91.205(b)**

#### Introduction

## **Totals in Use**

					Program Type					
		Certificate	Mod-	Public	Vouchers					
			Rehab	Housing	Total	Project -	Tenant -	Speci	al Purpose Vo	ucher
						based	based	Veterans	Family	Disabled
								Affairs	Unification	*
								Supportive	Program	
								Housing		
# of units vouch	ners in use	0	0	578	734	0	717	0	0	0

**Table 22 - Public Housing by Program Type** 

**Data Source:** PIC (PIH Information Center)

## **Characteristics of Residents**

	Program Type								
	Certificate	Mod-	Public	Vouchers					
		Rehab	Housing	Total	Project -	Tenant -	Special Purp	ose Voucher	
					based	based	Veterans Affairs Supportive Housing	Family Unification Program	
Average Annual Income	0	0	8,096	10,381	0	10,169	0	0	
Average length of stay	0	0	4	5	0	5	0	0	
Average Household size	0	0	2	2	0	2	0	0	
# Homeless at admission	0	0	0	0	0	0	0	0	

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OMB Control No: 2506-0117 (exp. 07/31/2015)

<sup>\*</sup>includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition

	Program Type									
	Certificate	Mod-	Public	Vouchers						
		Rehab	Housing	Total	Project -	Tenant -	Special Purp	ose Voucher		
					based	based	Veterans Affairs Supportive Housing	Family Unification Program		
# of Elderly Program Participants										
(>62)	0	0	36	80	0	79	0	0		
# of Disabled Families	0	0	92	148	0	146	0	0		
# of Families requesting accessibility										
features	0	0	578	734	0	717	0	0		
# of HIV/AIDS program participants	0	0	0	0	0	0	0	0		
# of DV victims	0	0	0	0	0	0	0	0		

Table 23 – Characteristics of Public Housing Residents by Program Type

**Data Source:** PIC (PIH Information Center)

## **Race of Residents**

Program Type									
Race	Certificate	Mod-	Public	Vouchers					
		Rehab	Housing	Total	Project -	Tenant -	Special Purpose Voucher		
					based	based	Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
White	0	0	45	117	0	114	0	0	0
Black/African American	0	0	526	610	0	596	0	0	0
Asian	0	0	1	2	0	2	0	0	0
American Indian/Alaska Native	0	0	1	4	0	4	0	0	0

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Program Type									
Race	Certificate	Mod-	Public	Vouchers					
		Rehab	Housing	Total	Project -	Tenant -	Speci	al Purpose Vo	ucher
					based	based	Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
Pacific Islander	0	0	5	1	0	1	0	0	0
Other	0	0	0	0	0	0	0	0	0
*includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition									

Table 24 – Race of Public Housing Residents by Program Type

**Data Source:** PIC (PIH Information Center)

## **Ethnicity of Residents**

				Program Type					
Ethnicity	Certificate	Mod-	Public	Vouchers					
		Rehab	Housing	Total	Project -	Tenant -	Speci	al Purpose Vo	ucher
					based	based	Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
Hispanic	0	0	11	15	0	15	0	0	0
Not Hispanic	0	0	567	719	0	702	0	0	0
*includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition									

Table 25 – Ethnicity of Public Housing Residents by Program Type

**Data Source:** PIC (PIH Information Center)

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Section 504 Needs Assessment: Describe the needs of public housing tenants and applicants on the waiting list for accessible units:

Most immediate needs of residents of Public Housing and Housing Choice voucher holders

How do these needs compare to the housing needs of the population at large

Discussion



If data is not available for the categories "number of persons becoming and exiting homelessness each year," and "number of days that persons experience homelessness," describe these categories for each homeless population type (including chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth):

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## Nature and Extent of Homelessness: (Optional)

Race:	Sheltered:	Unsheltered (optional)
Ethnicity:	Sheltered:	Unsheltered (optional)

Estimate the number and type of families in need of housing assistance for families with children and the families of veterans.

Describe the Nature and Extent of Homelessness by Racial and Ethnic Group.

Describe the Nature and Extent of Unsheltered and Sheltered Homelessness.

Discussion:

# NA-45 Non-Homeless Special Needs Assessment - 91.205 (b,d) Introduction:

Describe the characteristics of special needs populations in your community:

What are the housing and supportive service needs of these populations and how are these needs determined?

Discuss the size and characteristics of the population with HIV/AIDS and their families within the Eligible Metropolitan Statistical Area:

**Discussion:** 

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## NA-50 Non-Housing Community Development Needs – 91.215 (f)

## Describe the jurisdiction's need for Public Facilities:

A variety of needs were identified for public facilities, including work on playgrounds, parks, community centers, and the Liberty Ship Trail.

#### How were these needs determined?

The City conducted a survey of residents and service providers asking their input into the ranking process for the variety of uses of CDBG funds. The survey was available online and as hard copy at fair housing focus group sessions and Consolidated Plan forums. While the survey was not a statistically reliable instrument for prioritizing, it was a useful tool to include community concerns and preferences into consideration. Staff took the results of the survey and the comments received in the focus group sessions and forums and completed the ranking process.

#### Describe the jurisdiction's need for Public Improvements:

Public improvement needs include infrastructure repairs and improvements, work on the Liberty Ship Trail, and improvements to play equipment in low-income neighborhood playgrounds.

#### How were these needs determined?

The City conducted a survey of residents and service providers asking their input into the ranking process for the variety of uses of CDBG funds. The survey was available online and as hard copy at fair housing focus group sessions and Consolidated Plan forums. While the survey was not a statistically reliable instrument for prioritizing, it was a useful tool to include community concerns and preferences into consideration. Staff took the results of the survey and the comments received in the focus group sessions and forums and completed the ranking process.

#### Describe the jurisdiction's need for Public Services:

A wide variety of services are needed in Brunswick, including services for seniors, services for youth (after-school, summer camp, educational), and services for homeless persons, including youth.

#### How were these needs determined?

The City conducted a survey of residents and service providers asking their input into the ranking process for the variety of uses of CDBG funds. The survey was available online and as hard copy at fair housing focus group sessions and Consolidated Plan forums. While the survey was not a statistically reliable instrument for prioritizing, it was a useful tool to include community concerns and preferences into consideration. Staff took the results of the survey and the comments received in the focus group sessions and forums and completed the ranking process.

## **Housing Market Analysis**

#### **MA-05 Overview**

## **Housing Market Analysis Overview:**

The local housing market affects the availability and affordability of housing. In Brunswick, the housing market has slowly rebounded from the foreclosure crisis of the last decade. With that recovery, housing prices have increased somewhat, but are still affordable with the historically low mortgage interest rates found in the current market. The following analysis looks at a variety of data from the American Community Survey, the census, the Brunswick Housing Authority, and homeless service providers to provide a picture of the local market.

## **MA-10 Number of Housing Units – 91.210(a)&(b)(2)**

#### Introduction

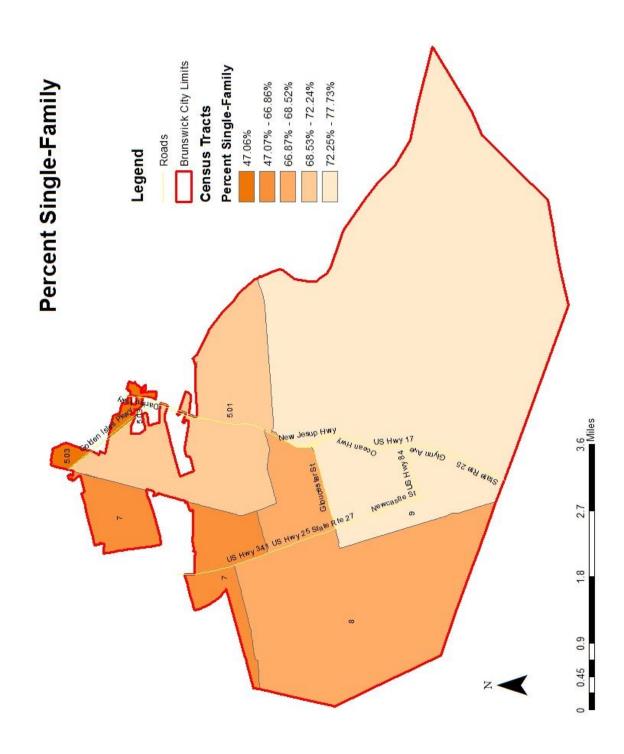
The housing stock in Brunswick is weighted heavily toward single-family housing, with 71 percent of households residing in single-family detached structures , while 27 percent reside in structures with two or more units. Approximately 39 percent of households are home owners, with 86 percent of owner households living in housing units with three or more bedrooms. With over 1,900 multifamily units serving over 3,400 renter households, the data suggest that over 1,500 renter households reside in single-family structures, either attached or detached. The use of single-family structures for rental housing does address some of the need for larger housing units for renter households, but the vast disparity of larger units between renter (40%) and owner (86%) households suggests the need for new housing development aimed specifically toward larger renter households requiring three or more bedrooms.

#### All residential properties by number of units

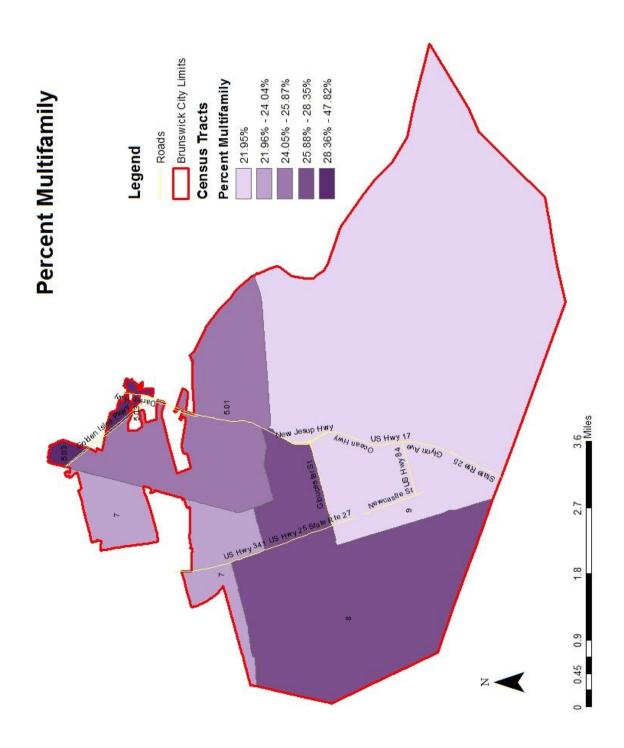
Property Type	Number	%
1-unit detached structure	5,107	71%
1-unit, attached structure	61	1%
2-4 units	814	11%
5-19 units	768	11%
20 or more units	341	5%
Mobile Home, boat, RV, van, etc	91	1%
Total	7,182	100%

Table 26 - Residential Properties by Unit Number

Data Source: 2007-2011 ACS



## **Percent Single-Family**



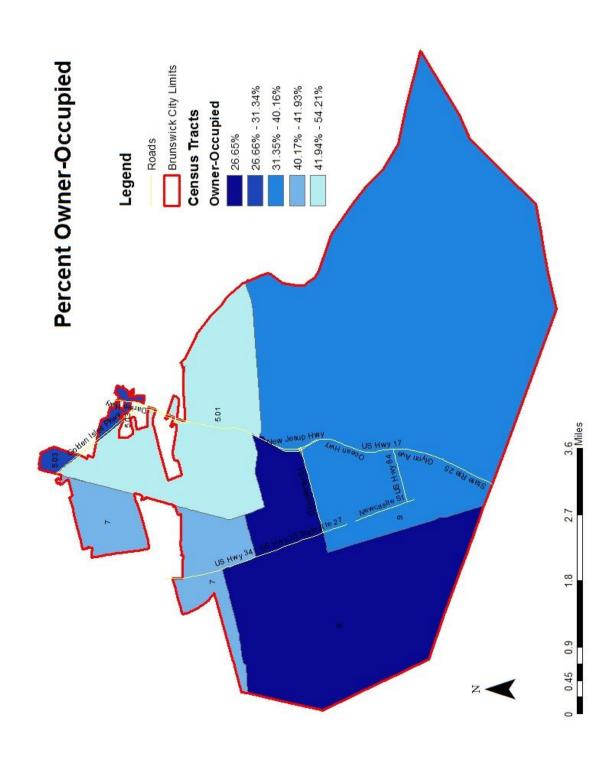
## **Percent Multifamily**

## **Unit Size by Tenure**

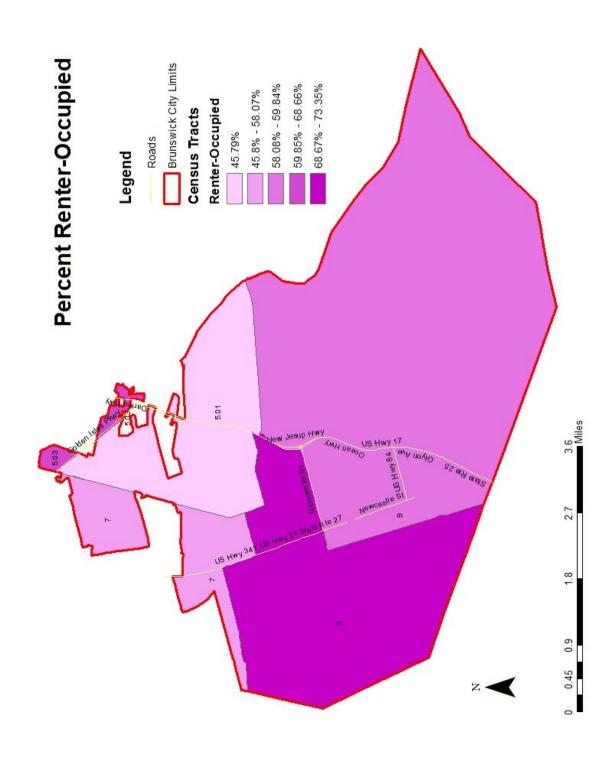
	Owne	ers	Renters			
	Number	%	Number	%		
No bedroom	0	0%	95	3%		
1 bedroom	31	1%	690	20%		
2 bedrooms	289	13%	1,279	37%		
3 or more bedrooms	1,897	86%	1,368	40%		
Total	2,217	100%	3,432	100%		

Table 27 – Unit Size by Tenure

Data Source: 2007-2011 ACS



## **Percent Owner-Occupied**



## **Percent Renter-Occupied**

# Describe the number and targeting (income level/type of family served) of units assisted with federal, state, and local programs.

Research shows there are 10 properties in Brunswick that are subsidized through federal programs. There are four properties with project based Section 8 with 223 units. There are also four Low Income Housing Tax Credit properties with 280 units. Brunswick has three Section 202 and one Section 911 projects with a total of 133 units. The Brunswick Housing Authority has 578 public housing units ad 717 tenant-based youchers.

# Provide an assessment of units expected to be lost from the affordable housing inventory for any reason, such as expiration of Section 8 contracts.

HUD's multifamily database shows three multifamily projects in Brunswick that are insured by HUD. These three complexes include 381 housing units. Maturity dates range from 2033 to 2049, suggesting little risk of being lost to the affordable housing stock.

#### Does the availability of housing units meet the needs of the population?

Seventy-one percent of all households in Brunswick reside in single-family homes. While this is often considered the ideal in terms of raising a family, the growing senior population may require a reconsideration of what is ideal with respect to housing type. In the coming years, the growing senior population may put more market pressure on smaller apartment units, particularly efficiencies and one-bedroom units as they look to downsize from the single-family home in which they raised their families. Future development of units designed with retirees in mind and active senior apartment communities may take on a larger presence in the housing market.

#### Describe the need for specific types of housing:

As shown in the Units by Tenure data, the vast majority of owner households reside in homes with three or more bedrooms (71%). By comparison, only 40 percent of renter households reside in units with three or more bedrooms. While many renter households contain single or couple households with no children, a number of larger renter households are overcrowded in smaller rental units, less than three bedrooms. There is a potential need for more apartment developments with larger units, particularly three or more bedrooms.

#### Discussion

The largest sector of housing units in Brunswick are in single-family structures (71%). Of renter households, most (60%) live in units with two or fewer bedrooms. As the demographics of the city and state start reflecting the aging of the baby boom generation, the housing market will need to adapt to provide new housing opportunities for those seeking to downsize from their family home to smaller units, some of which might be in senior's communities where residents can participate in a variety of community activities, including meals, exercise, shopping, and entertainment. The housing stock also needs additional supplies of larger rental units, some of which may come from the baby boomers moving to smaller units. The rental stock is 40 percent larger units (three or more bedrooms) compared to 86 percent for owner occupied units. There is a modest inventory of HUD insured rental units in Brunswick (381 units) with maturity dates in 2033 and 2049, suggesting little risk of loss of affordable housing units in the near future.

## MA-15 Housing Market Analysis: Cost of Housing - 91.210(a)

#### Introduction

Housing costs are a major portion of any households' monthly budget. In 2000, the median home value in Brunswick was \$61,500. By 2011, the median value had increased by 49 percent to \$91,600. Rental costs had similar, though somewhat lower, increases rising 35 percent from \$323 in 2000 to \$435 in 2011. In Brunswick, 62 percent of renter households paid less than \$500 per month in rent. Just under 11 percent of the rental housing stock was affordable to households earning less than 30 percent of the area median income. No homes were priced in a range that would be affordable for a household earning less than 30 percent of the area median income.

#### **Cost of Housing**

	Base Year: 2000	Most Recent Year: 2011	% Change
Median Home Value	61,500	91,600	49%
Median Contract Rent	323	435	35%

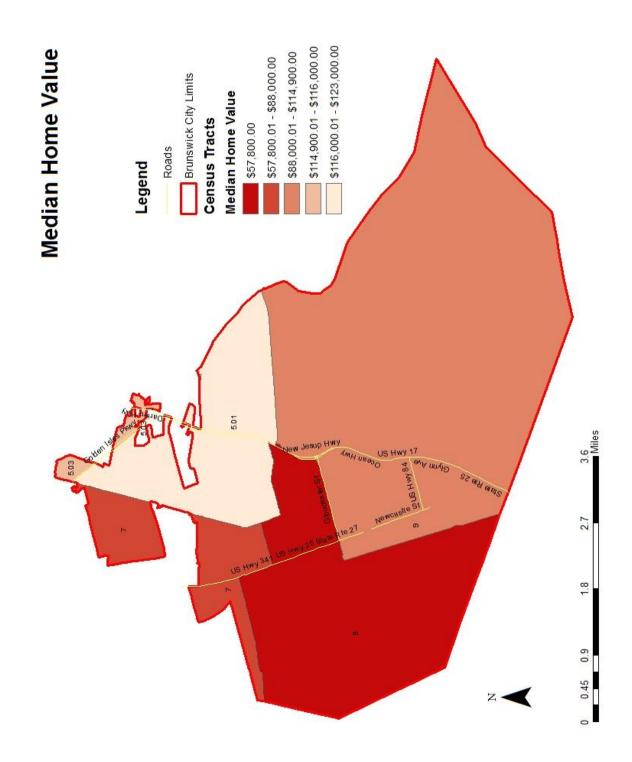
Table 28 - Cost of Housing

**Data Source:** 2000 Census (Base Year), 2007-2011 ACS (Most Recent Year)

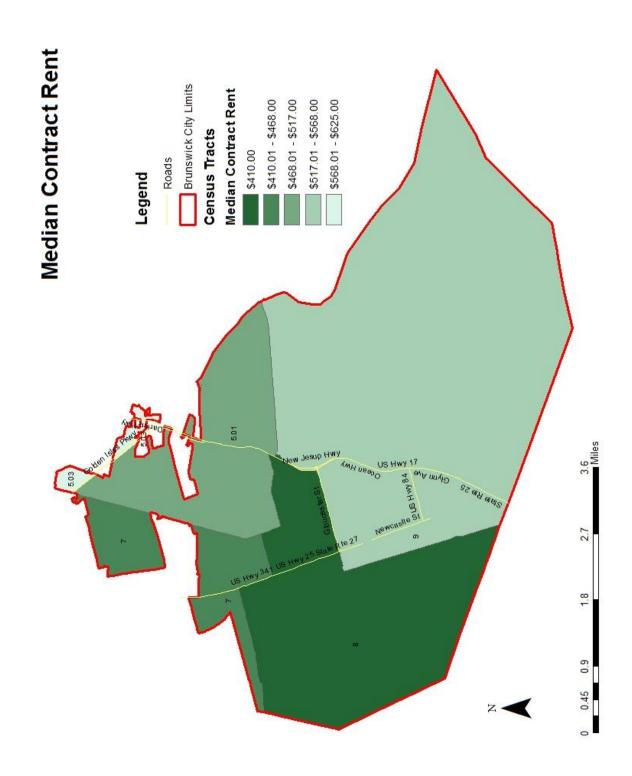
Rent Paid	Number	%
Less than \$500	2,116	61.7%
\$500-999	1,214	35.4%
\$1,000-1,499	102	3.0%
\$1,500-1,999	0	0.0%
\$2,000 or more	0	0.0%
Total	3,432	100.0%

Table 29 - Rent Paid

Data Source: 2007-2011 ACS



#### **Median Home Value**



#### **Median Contract Rent**

#### **Housing Affordability**

% Units affordable to Households earning	Renter	Owner
30% HAMFI	360	No Data
50% HAMFI	960	415
80% HAMFI	1,995	865
100% HAMFI	No Data	1,140
Total	3,315	2,420

Table 30 - Housing Affordability

Data Source: 2007-2011 CHAS

#### **Monthly Rent**

Monthly Rent (\$)	Efficiency (no bedroom)	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
Fair Market Rent	492	495	670	834	938
High HOME Rent	492	495	670	834	938
Low HOME Rent	492	495	670	783	873

Table 31 - Monthly Rent

**Data Source Comments:** 

#### Is there sufficient housing for households at all income levels?

As would be expected, the lowest income households have the least housing stock from which to choose, clearly not enough to meet the needs of the community. With no homes priced at a level affordable to those earning below 30 percent of the area median income, rental properties are their only option. The data show that 11 percent of rental units are affordable to those earning less than 30 percent of the area median income. With this limited housing stock, many households are forced to spend more of their income on housing expenses, moving up to higher priced rental housing. This creates a cost burden for those households, requiring that they spend more than 30 percent of their household income on housing expenses. In many cases it creates a severe cost burden, requiring more than 50 percent of their income for housing. In some cases households are forced to double-up with other families, sharing housing units that were designed for only one household.

## How is affordability of housing likely to change considering changes to home values and/or rents?

With a 49 percent increase in median home value, homeownership is becoming less affordable. With an improving economy, that pressure on homeownership is likely to increase as the housing market

recovers from the mortgage foreclosure situation of the recent past and home prices return to pre-2008 levels and grow even more. On the other hand, mortgage interest rates are at historic lows, which make home purchases more affordable than would have been possible in 2000 when rates were higher. The lower interest rates are, to some extent, responsible for the rise in home prices since 2000 as an individual household is able to afford a higher home price with the lower interest rate. Rents, however, rose at a slower pace, 35 percent between 2000 and 2011. Rents are less affordable than in 2000 and the demand for rental housing is most likely higher than in 2000 with former homeowners who lost their homes to foreclosure looking for rental housing instead of looking to buy.

# How do HOME rents / Fair Market Rent compare to Area Median Rent? How might this impact your strategy to produce or preserve affordable housing?

High HOME rents are relatively the same as Fair Market Rents and all HOME rents, with the exception of efficiencies, are higher than the area median rents as shown for 2011. These data suggest that the development of new rental housing units may increase the area median rent, while possibly remaining within the fair market rents for the area.

#### Discussion

Competing factors in the housing market, rising prices and historically low mortgage interest rates, have kept homeownership affordability somewhat constant over the past decade. The mortgage market, however, created a situation through "liar" loans and adjustable rate mortgage products where large numbers of homeowners lost their homes to foreclosure. This resulted in a bubble in the supply of homes on the market and a dip in home prices, but many were unable to take advantage of the market conditions because of a tightening of mortgage requirements and the inability of many to qualify for mortgage under the more stringent rules. Rents, on the other hand, increased by 35 percent since 2000, putting pressure on lower income households looking for rental opportunities.

# MA-20 Housing Market Analysis: Condition of Housing – 91.210(a) Introduction

The condition of housing units is highly correlated to the income of the household residing within those housing units. In Brunswick, 62 percent of owner-occupied housing units and 50 percent of renteroccupied housing units have no housing problems reported. Four conditions are represented as housing problems, including lack of complete kitchen facilities, lack of complete plumbing facilities, more than one person per room, and cost burden (paying more than 30% of household income on housing expenses). The data show that 36 percent of owner households and 43 percent of renter households have one housing problem or condition. Presumably, this one housing problem is most likely either cost burden or substandard housing, with the later more likely for renter housing than for owner housing. Ninety-one percent of owner-occupied housing and 69 percent of renter-occupied housing was built prior to 1980, making those units potential sources of lead-based paint contamination. While not all will have lead-based paint, the age of the units suggest that at one time lead-based paint may have been used on the unit and provides a potential hazard, particularly for households with children present. Almost 160 units in Brunswick were built before 1980 and have children present in the household. It is reasonable to assume that a large number of these households are lower income households due to the fact that older housing stock is often filtered down through the income categories to the lowest income households.

#### **Definitions**

Substandard condition is defined as a combination of incomplete kitchen or plumbing facilities, missing windows or exterior doors, severely compromised foundations, outdated electrical infrastructure, holes in floors or walls, and holes in roof or severely compromised roofing materials preventing closure from weather penetration. Many units with a combination that includes all these conditions may be unfit for human occupation. Some may be candidates for rehabilitation, others may not be. Substandard condition not suitable for rehabilitation would be units where the home is determined to be 60 percent deteriorated or the cost of the combination of needed repairs of all conditions does not exceed the estimated after-rehabilitation value of the house.

#### **Condition of Units**

Condition of Units	Owner-	-Occupied	Renter-Occupied		
	Number %		Number	%	
With one selected Condition	804	36%	1,463	43%	
With two selected Conditions	41	2%	120	4%	
With three selected Conditions	0	0%	138	4%	

Condition of Units	Owner-	Occupied	Renter	-Occupied
	Number	%	Number	%
With four selected Conditions	0	0%	0	0%
No selected Conditions	1,372	62%	1,711	50%
Total	2,217	100%	3,432	101%

Table 32 - Condition of Units

Data Source: 2007-2011 ACS

#### **Year Unit Built**

Year Unit Built	Owner-	Occupied	Renter-Occupied		
	Number	%	Number	%	
2000 or later	87	4%	443	13%	
1980-1999	118	5%	621	18%	
1950-1979	1,465	66%	1,571	46%	
Before 1950	547	25%	797	23%	
Total	2,217	100%	3,432	100%	

Table 33 - Year Unit Built

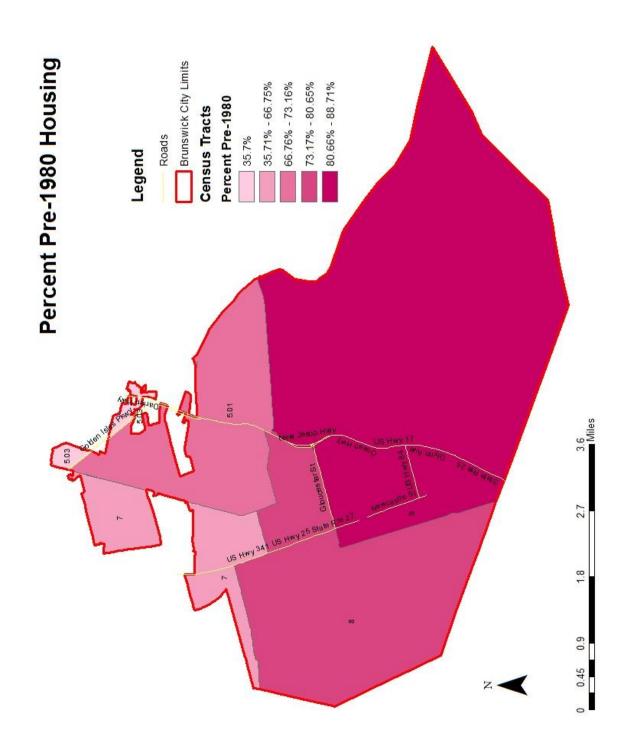
Data Source: 2007-2011 CHAS

#### **Risk of Lead-Based Paint Hazard**

Risk of Lead-Based Paint Hazard	Owner-Occupied		Renter-Occupied	
	Number	%	Number	%
Total Number of Units Built Before 1980	2,012	91%	2,368	69%
Housing Units build before 1980 with children present	40	2%	114	3%

Table 34 - Risk of Lead-Based Paint

Data Source: 2007-2011 ACS (Total Units) 2007-2011 CHAS (Units with Children present)



#### Percent Pre-1980 Housing

#### **Vacant Units**

	Suitable for Rehabilitation	Not Suitable for Rehabilitation	Total
Vacant Units	0	0	0
Abandoned Vacant Units	0	0	0
REO Properties	0	0	0
Abandoned REO Properties	0	0	0

**Table 35 - Vacant Units** 

Data Source: 2005-2009 CHAS

#### **Need for Owner and Rental Rehabilitation**

Ninety-one percent of the owner-occupied housing stock and 69 percent of the renter-occupied housing was built prior to 1980, placing the age of that housing at more than 30 years old, much of it many years older. As the housing stock ages, water infiltration and many other factors can cause rapid deterioration of housing units, particularly where the residents don't or can't provide needed maintenance. In some areas of Brunswick, the housing stock may exceed 50 years of age and the median income of the residents of those areas may be less than 50 percent of the area median income. In these situations it is likely that housing conditions generally throughout these areas are poor.

## Estimated Number of Housing Units Occupied by Low or Moderate Income Families with LBP Hazards

The data show that the number of housing units in Brunswick built prior to 1980, and potentially where lead-based paint hazards might be found, include 91 percent of all owner housing and 69 percent of rental housing. Two percent of owner housing units and three percent of rental housing units built prior to 1980 are occupied by families with children present, a total of almost 160 housing units. As housing units and neighborhoods age, they typically fall through the income classes from middle- or moderate-income households to lower income households. Neighborhoods that were once middle class become home to lower income groups as they age. Typically, with some exceptions, the oldest neighborhoods found are where the poorest residents are found. As a result, it is reasonable to assume that most of the 160 units in Brunswick built prior to 1980 and occupied by families with children are likely occupied by low- or moderate-income families.

#### Discussion

There is an extensive need for rehabilitation programs in Brunswick targeting the improvement of the City's oldest housing stock. These programs, which are currently ongoing through the City of Brunswick with the City's CDBG funding, provide owners of owner-occupied, single-family housing with loans and/or grants to facilitate needed repairs which have not been effected by current or previous owners. These repairs include structural and cosmetic repairs both inside the unit and on the exterior and testing for and remediation of lead-based paint hazards in older housing units.

## MA-25 Public and Assisted Housing – 91.210(b)

#### Introduction

#### **Totals Number of Units**

				Program Type					
	Certificate	Certificate Mod-Rehab Public Vouchers							
			Housing	Total	Total Project -based Tenant -based Special Purpose Voucher				er
							Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
# of units vouchers									
available			589	750			0	0	0
# of accessible units									
*includes Non-Elderly Disabled.	Mainstream	One-Year, Ma	ainstream Fiv	e-vear, and Nu	sing Home Trai	nsition			

Table 36 – Total Number of Units by Program Type

**Data Source:** PIC (PIH Information Center)

## Describe the supply of public housing developments:

Describe the number and physical condition of public housing units in the jurisdiction, including those that are participating in an approved Public Housing Agency Plan:

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## **Public Housing Condition**

Public Housing Development	Average Inspection Score
Brooklyn Homes	96
Glynnvilla Apartments	96
McIntyre Court	98

**Table 37 - Public Housing Condition** 

Describe the restoration and revitalization needs of public housing units in the jurisdiction:

Describe the public housing agency's strategy for improving the living environment of lowand moderate-income families residing in public housing:

**Discussion:** 

## MA-30 Homeless Facilities and Services – 91.210(c)

#### Introduction

## **Facilities and Housing Targeted to Homeless Households**

	Emergency Shelter Beds		Transitional Housing Beds	Permanent Supp Be	_
	Year Round Beds (Current & New)	Voucher / Seasonal / Overflow Beds	Current & New	Current & New	Under Development
Households with Adult(s) and Child(ren)					
Households with Only Adults					
Chronically Homeless Households					
Veterans					
Unaccompanied Youth					

Table 38 - Facilities and Housing Targeted to Homeless Households

Describe mainstream services, such as health, mental health, and employment services to the extent those services are use to complement services targeted to homeless persons

List and describe services and facilities that meet the needs of homeless persons, particularly chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth. If the services and facilities are listed on screen SP-40 Institutional Delivery Structure or screen MA-35 Special Needs Facilities and Services, describe how these facilities and services specifically address the needs of these populations.

# MA-35 Special Needs Facilities and Services – 91.210(d) Introduction

Including the elderly, frail elderly, persons with disabilities (mental, physical, developmental), persons with alcohol or other drug addictions, persons with HIV/AIDS and their families, public housing residents and any other categories the jurisdiction may specify, and describe their supportive housing needs

Describe programs for ensuring that persons returning from mental and physical health institutions receive appropriate supportive housing

Specify the activities that the jurisdiction plans to undertake during the next year to address the housing and supportive services needs identified in accordance with 91.215(e) with respect to persons who are not homeless but have other special needs. Link to one-year goals. 91.315(e)

For entitlement/consortia grantees: Specify the activities that the jurisdiction plans to undertake during the next year to address the housing and supportive services needs identified in accordance with 91.215(e) with respect to persons who are not homeless but have other special needs. Link to one-year goals. (91.220(2))

## MA-40 Barriers to Affordable Housing – 91.210(e)

## Negative Effects of Public Policies on Affordable Housing and Residential Investment

There are no known barriers to affordable housing resulting from public policies of the City of Brunswick.

## MA-45 Non-Housing Community Development Assets – 91.215 (f)

#### Introduction

## **Economic Development Market Analysis**

## **Business Activity**

Business by Sector	Number of Workers	Number of Jobs	Share of Workers %	Share of Jobs %	Jobs less workers %
Agriculture, Mining, Oil & Gas Extraction	23	9	0	0	0
Arts, Entertainment, Accommodations	1,186	1,088	25	17	-8
Construction	156	152	3	2	-1
Education and Health Care Services	683	1,271	14	19	5
Finance, Insurance, and Real Estate	237	386	5	6	1
Information	68	223	1	3	2
Manufacturing	387	668	8	10	2
Other Services	193	247	4	4	0
Professional, Scientific, Management Services	286	493	6	8	2
Public Administration	0	0	0	0	0
Retail Trade	959	1,562	20	24	4
Transportation and Warehousing	403	234	8	4	-4
Wholesale Trade	184	225	4	3	-1
Total	4,765	6,558			

#### **Table 39 - Business Activity**

Data Source: 2007-2011 ACS (Workers), 2011 Longitudinal Employer-Household Dynamics (Jobs)

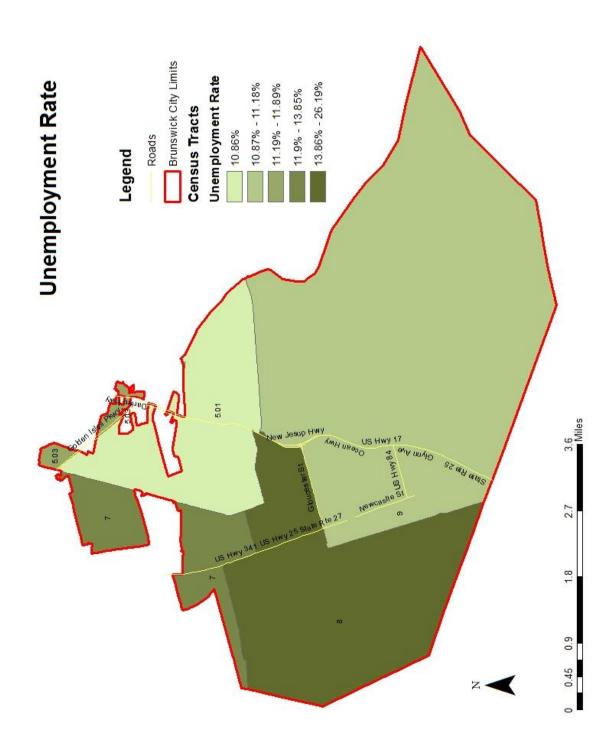
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## **Labor Force**

Total Population in the Civilian Labor Force	7,111
Civilian Employed Population 16 years and over	6,230
Unemployment Rate	12.39
Unemployment Rate for Ages 16-24	33.42
Unemployment Rate for Ages 25-65	6.01

**Table 40 - Labor Force** 

Data Source: 2007-2011 ACS



## **Percent Unemployed**

Occupations by Sector	Number of People
Management, business and financial	715
Farming, fisheries and forestry occupations	221
Service	1,146
Sales and office	1,498
Construction, extraction, maintenance and	
repair	448
Production, transportation and material moving	286

Table 41 – Occupations by Sector

Data Source: 2007-2011 ACS

#### **Travel Time**

Travel Time	Number	Percentage
< 30 Minutes	4,981	84%
30-59 Minutes	732	12%
60 or More Minutes	204	3%
Total	5,917	100%

**Table 42 - Travel Time** 

Data Source: 2007-2011 ACS

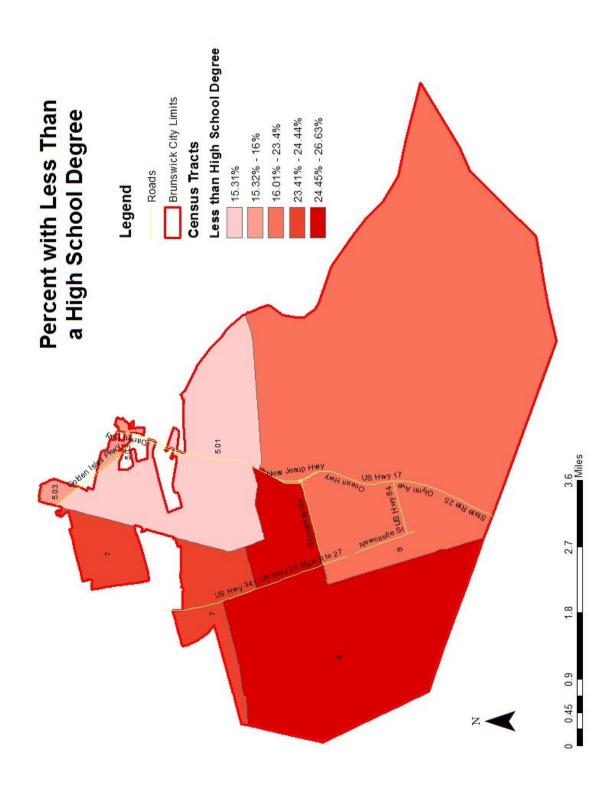
#### **Education:**

Educational Attainment by Employment Status (Population 16 and Older)

Educational Attainment	In Labo		
	Civilian Employed	Unemployed	Not in Labor Force
Less than high school graduate	816	91	623
High school graduate (includes			
equivalency)	1,967	138	745
Some college or Associate's degree	1,511	185	305
Bachelor's degree or higher	995	42	175

Table 43 - Educational Attainment by Employment Status

Data Source: 2007-2011 ACS



#### Percent with Less than a High School Degree

#### Educational Attainment by Age

	Age				
	18-24 yrs	25-34 yrs	35-44 yrs	45-65 yrs	65+ yrs
Less than 9th grade	152	188	44	112	374
9th to 12th grade, no diploma	573	297	302	587	394
High school graduate, GED, or					
alternative	715	584	733	1,533	723
Some college, no degree	357	449	524	553	248
Associate's degree	30	171	190	114	52
Bachelor's degree	11	217	282	362	113
Graduate or professional degree	15	43	74	234	83

Table 44 - Educational Attainment by Age

Data Source: 2007-2011 ACS

#### Educational Attainment – Median Earnings in the Past 12 Months

<b>Educational Attainment</b>	Median Earnings in the Past 12 Months
Less than high school graduate	14,425
High school graduate (includes equivalency)	22,810
Some college or Associate's degree	24,312
Bachelor's degree	31,013
Graduate or professional degree	54,821

Table 45 - Median Earnings in the Past 12 Months

Data Source: 2007-2011 ACS

Based on the Business Activity table above, what are the major employment sectors within your jurisdiction?

Describe the workforce and infrastructure needs of the business community:

Describe any major changes that may have an economic impact, such as planned local or regional public or private sector investments or initiatives that have affected or may affect job and business growth opportunities during the planning period. Describe any needs for workforce development, business support or infrastructure these changes may create.

How do the skills and education of the current workforce correspond to employment opportunities in the jurisdiction?

Describe any current workforce training initiatives, including those supported by Workforce Investment Boards, community colleges and other organizations. Describe how these efforts will support the jurisdiction's Consolidated Plan.

Does your jurisdiction participate in a Comprehensive Economic Development Strategy (CEDS)?

If so, what economic development initiatives are you undertaking that may be coordinated with the Consolidated Plan? If not, describe other local/regional plans or initiatives that impact economic growth.

Discussion

### **MA-50 Needs and Market Analysis Discussion**

# Are there areas where households with multiple housing problems are concentrated? (include a definition of "concentration")

The census tracts that are identified as eligible for CDBG area benefit (median income below 80 percent of the area median income) include some of the oldest neighborhoods in the city. The housing in these neighborhoods are often in poor condition and many are in need of extensive rehabilitation or removal. These neighborhoods are also where the lowest income households in the city live, in housing stock that is in poor condition, and, therefore, offered at lower rents or sales prices. Despite the lower rents or purchase price, the lower income households pay a large portion of their income on housing expenses. In this case, concentrated would mean that a large portion of the neighborhood shows the impact of these housing problems.

# Are there any areas in the jurisdiction where racial or ethnic minorities or low-income families are concentrated? (include a definition of "concentration")

As of the 2010 Census, African-Americans comprise about 59 percent of the population of Brunswick. There is some concentration of the African-American population in census tracts in the western parts of the city, with the percentage of the total population being as much as 79 percent. Most of the tracts are within the CDBG area benefit tracts (where median incomes of the tracts are below 80 percent of the area median income). These areas also show high rates of poverty, with poverty rates above 40 percent of the population of the tracts. Maps of poverty rates and concentrations of African-Americans are included below.

Likewise, the Hispanic population, which makes up about 11 percent of the total population of Brunswick, is concentrated in census tracts in the eastern parts of the city. In some of these tracts, the percentage Hispanic exceeds 27 percent of the total population of the tract. Some of these tracts also show high rates of poverty. A map of the Hispanic population concentrations is provided below as well.

#### What are the characteristics of the market in these areas/neighborhoods?

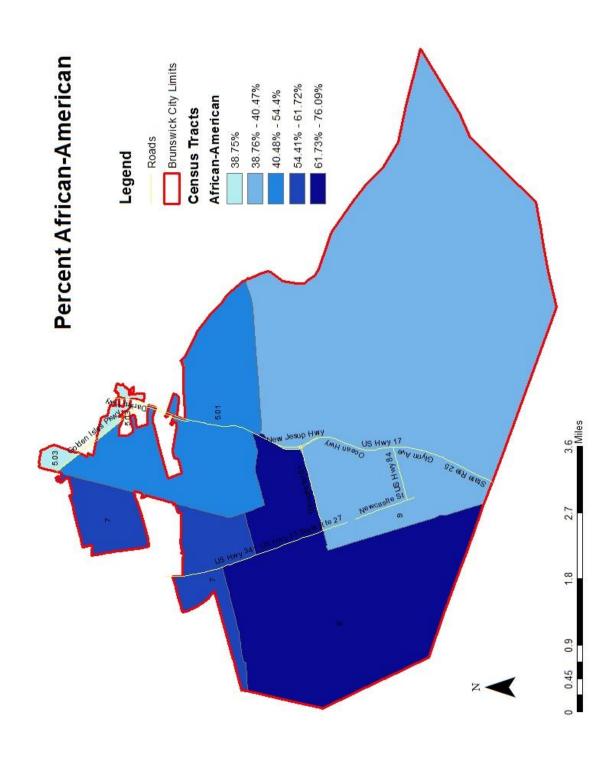
These neighborhoods, as mentioned above, contain much of the poorest housing stock in the city. As a result, the housing market contains much of the lowest cost housing as well. Code enforcement officials worked extensively in these areas in an attempt to maintain the integrity of the community in past years. Some neighborhoods have a number of vacant lots where homes have been removed.

#### Are there any community assets in these areas/neighborhoods?

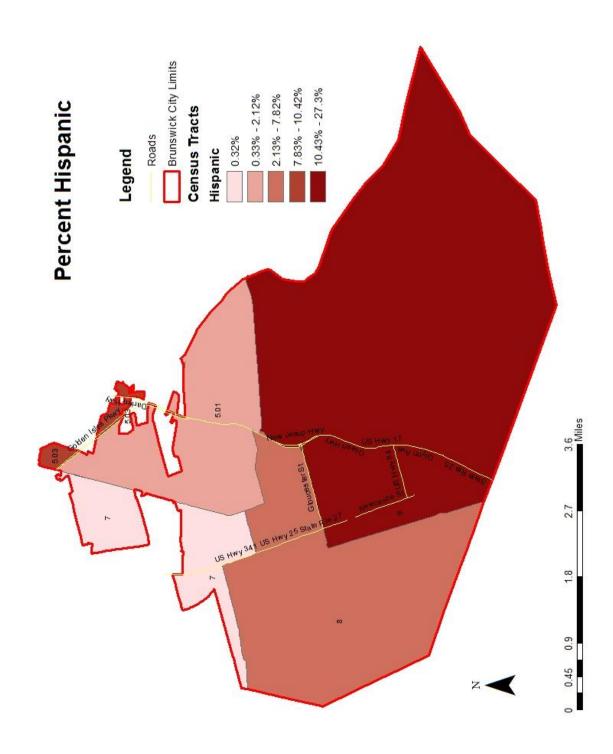
These areas do have community assets, including community and senior centers, parks, and other public facilities. Much of the public housing operated by the Brunswick Housing Authority is also located within these neighborhoods.

#### Are there other strategic opportunities in any of these areas?

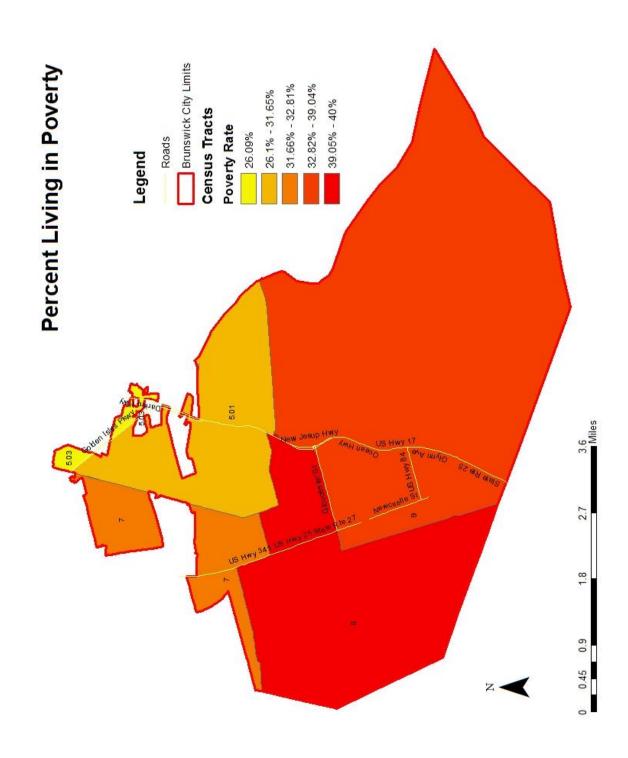
In neighborhoods where many homes have been removed, there may be opportunities for development of new housing units. In areas where brownfield issues are not a concern, private and non-profit developers can find appropriate redevelopment sites to provide homes for a range of household incomes, including lower and upper income households. These efforts would aid in sustainability efforts, bringing more people into the neighborhoods and improving the housing stock available in the market.



#### **Percent African-American**



## **Percent Hispanic**



## **Percent Living in Poverty**

# **Strategic Plan**

#### **SP-05 Overview**

#### **Strategic Plan Overview**

The Strategic Plan lays out the direction the City intends to take is the distribution of the Community Development Block Grant funding for the next five years. The priorities listed were determined through consultation with service providers and consideration of a community survey that was conducted in the development of the Consolidated Plan. Some of the activities included will be targeted to individual households who qualify for the programs according to their income status (individual benefit). Other programs are directed toward particular areas within Brunswick where the median incomes of the census tracts involved are below 80 percent of the area median income (area benefit). The City's goals and objectives are summarized in Section SP-45.

# SP-10 Geographic Priorities – 91.215 (a)(1)

# **Geographic Area**

**Table 46 - Geographic Priority Areas** 

1	Area Name:	CDBG Eligible Areas
	Area Type:	For area benefit programs.
	Other Target Area Description:	For area benefit programs.
	HUD Approval Date:	
	% of Low/ Mod:	
	Revital Type:	
	Other Revital Description:	
	Identify the neighborhood boundaries for this target area.	
	Include specific housing and commercial characteristics of this target area.	
	How did your consultation and citizen participation process help you to identify this neighborhood as a target area?	
	Identify the needs in this target area.	
	What are the opportunities for improvement in this target area?	
	Are there barriers to improvement in this target area?	
2	Area Name:	Citywide
	Area Type:	All areas for use of individual benefit and administration.
	Other Target Area Description:	All areas for use of individual benefit and administration.
	HUD Approval Date:	
	% of Low/ Mod:	
	Revital Type:	
	Other Revital Description:	
	Identify the neighborhood boundaries for this target area.	
	Include specific housing and commercial characteristics of this target area.	
	How did your consultation and citizen participation process help you to identify this neighborhood as a target area?	

Identify the needs in this target area.	
What are the opportunities for improvement in this target area?	
Are there barriers to improvement in this target area?	

#### **General Allocation Priorities**

Describe the basis for allocating investments geographically within the jurisdiction (or within the EMSA for HOPWA)

Investments will be allocated according to responses to programmatic opportunities and client response to funding availability. Rehab programs may be targeted to the CDBG Eligible Areas or as individual benefit to low-income households. Public services, likewise, may be offered in low-income areas or generally to all qualified residents.

# **SP-25 Priority Needs - 91.215(a)(2)**

## **Priority Needs**

Table 47 – Priority Needs Summary

	ie 47 Thority Needs Sun	,
1	Priority Need Name	Administration
	Priority Level	High
	Population	Other
	Geographic Areas Affected	All areas for use of individual benefit and administration.
	Associated Goals	Administration Objective 1
	Description	Program administration activities for the CDBG program funds.
	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.
2	Priority Need Name	Housing Rehabilitation and Reconstruction
	Priority Level	High
	Population	Extremely Low Low Moderate Large Families Families with Children Elderly
	Geographic Areas Affected	All areas for use of individual benefit and administration.
	Associated Goals	Affordable Housing Objective
	Description	Programs that offer rehabilitation or reconstruction opportunities to low-income homeowners.
	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.
3	Priority Need Name	Emergency Home Repair
	Priority Level	High

	Population	Extremely Low
		Low
		Moderate
		Large Families
		Families with Children
		Elderly
	Geographic Areas Affected	All areas for use of individual benefit and administration.
	Associated Goals	Affordable Housing Objective
	Description	Repairs to owner-occupied housing units for emergency situations.
	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.
4	Priority Need Name	Housing Assistance - Homeownership
	Priority Level	High
	Population	Extremely Low
		Low
		Moderate
		Large Families
		Families with Children
	Geographic Areas Affected	All areas for use of individual benefit and administration.
	Associated Goals	
	Description	Downpayment and closing costs assistance for low-income homebuyers.
	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.
5	Priority Need Name	Housing Development
	Priority Level	High
	Population	Extremely Low
		Low
		Moderate
		Large Families
		Families with Children
		Elderly
	Geographic Areas	All areas for use of individual benefit and administration.
	Affected	

	Associated Goals	
	Description	Funding to support the development of new single-family or multifamily housing units.
	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.
6	Priority Need Name	Demolition/Removal of Slum and Blight
	Priority Level	High
	Population	Non-housing Community Development
	Geographic Areas Affected	For area benefit programs.
	Associated Goals	
	Description	Removal of substandard structures and clearance of refuse from vacant lots.
	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.
7	Priority Need Name	Emergency Assistance
	Priority Level	High
	Population	Extremely Low Low Moderate Large Families Families with Children Elderly
	Geographic Areas Affected	All areas for use of individual benefit and administration.
	Associated Goals	
	Description	Financial assistance to households to prevent homelessness.
	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.
8	Priority Need Name	Fair Housing Education and Outreach
	Priority Level	High

	Population	Extremely Low
	Population	Extremely Low Low
		Moderate
		Large Families
		Families with Children
		Elderly
		·
	Geographic Areas Affected	All areas for use of individual benefit and administration.
	Associated Goals	Administration Objective 2 - Fair Housing
	Description	Funding to support fair housing education and outreach efforts.
	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.
9	Priority Need Name	Technical Assistance to Small Businesses
	Priority Level	High
	Population	Extremely Low
		Low
		Moderate
		Non-housing Community Development
	Geographic Areas Affected	All areas for use of individual benefit and administration.
	Associated Goals	
	Description	Support for small businesses to help them address business operations related issues.
	Basis for Relative	Priorities were established through an evaluation of community surveys,
	Priority	forum input, and staff analysis.
10	Priority Need Name	Small Business Loans
	Priority Level	High
	Population	Extremely Low
		Low
		Moderate
		Non-housing Community Development
	Geographic Areas Affected	All areas for use of individual benefit and administration.
	Associated Goals	
	Description	Financial assistance to small businesses through direct loans.

	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.
11	Priority Need Name	Job Training/Workforce Development
	Priority Level	High
	Population	Extremely Low Low Moderate Non-housing Community Development
	Geographic Areas Affected	All areas for use of individual benefit and administration.
	Associated Goals	
	Description	Support for programs that offer job training and workforce development services.
	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.
12	Priority Need Name	Employment Training
	Priority Level	High
	Population	Extremely Low Low Moderate Non-housing Community Development
	Geographic Areas Affected	All areas for use of individual benefit and administration.
	Associated Goals	
	Description	Support for programs that provide training to lower income job seekers on how to perform in the workplace.
	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.
13	Priority Need Name	Job Development/Creation
	Priority Level	High
	Population	Extremely Low Low Moderate Non-housing Community Development

	Geographic Areas Affected	All areas for use of individual benefit and administration.
	<b>Associated Goals</b>	
	Description	Support for economic development programs that seek to expand job opportunities.
	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.
14	<b>Priority Need Name</b>	Public and Community Facilities
	Priority Level	High
	Population	Extremely Low Low Moderate Non-housing Community Development
	Geographic Areas Affected	For area benefit programs.
	<b>Associated Goals</b>	
	Description	Improvements and repairs to public and community facilities.
	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.
15	<b>Priority Need Name</b>	Homeless Facilities
	Priority Level	High
	Population	Extremely Low Low Moderate Individuals Families with Children
	Geographic Areas Affected	All areas for use of individual benefit and administration.
	Associated Goals	
	Description	Development, improvements, and repairs to facilities that serve homeless persons.
	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.
16	Priority Need Name	Public Improvements

	Priority Level	High
	Population	Extremely Low
		Low
		Moderate  Non-housing Community Davidson ant
		Non-housing Community Development
	Geographic Areas Affected	For area benefit programs.
	Associated Goals	
	Description	Improvements to publicly-owned equipment or structures.
	Basis for Relative	Priorities were established through an evaluation of community surveys,
	Priority	forum input, and staff analysis.
17	Priority Need Name	Other Public Facility Needs
	Priority Level	High
	Population	Extremely Low
		Low
		Moderate
		Non-housing Community Development
	Geographic Areas Affected	For area benefit programs.
	Associated Goals	
	Description	Addressing other public facility needs, such as ADA compliance.
	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.
18	Priority Need Name	Infrastructure
	Priority Level	High
	Population	Extremely Low Low Moderate Non-housing Community Development
	Geographic Areas Affected	For area benefit programs.
	Associated Goals	
	Description	Improvements to public infrastructure, such as streets, roads, sidewalks, curbs and gutters, and water systems.

	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.
19	Priority Need Name	Parks and Recreation Facilities
	Priority Level	High
	Population	Extremely Low Low Moderate Non-housing Community Development
	Geographic Areas Affected	For area benefit programs.
	Associated Goals	Parks and Recreation Facilities Objective Parks and Recreation Facilities - Trails
	Description	Repairs and improvements to parks and recreation facilities.
	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.
20	<b>Priority Need Name</b>	Youth Services
	Priority Level	High
	Population	Extremely Low Low Moderate Large Families Families with Children
	Geographic Areas Affected	All areas for use of individual benefit and administration.
	Associated Goals	Public Service Objective 2 - Youth Services Public Service Objective 3 - Youth Services 2 Public Service Objective 5 - Homeless Youth
	Description	Support for programs that provide services to youth.
	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.
21	Priority Need Name	Child Care Services
	Priority Level	High

	Population	Extremely Low
	i opulation	Low
		Moderate
		Large Families
		Families with Children
		Families with Children
	<b>Geographic Areas</b>	All areas for use of individual benefit and administration.
	Affected	
	<b>Associated Goals</b>	
	Description	Support for programs that provide child care services, including daycare and
		after-school care.
	Basis for Relative	Priorities were established through an evaluation of community surveys,
	Priority	forum input, and staff analysis.
22	Priority Need Name	Disability Services
	Priority Level	High
	Population	Extremely Low
		Low
		Moderate
		Persons with Mental Disabilities
		Persons with Physical Disabilities
		Persons with Developmental Disabilities
		Persons with Alcohol or Other Addictions
		Persons with HIV/AIDS and their Families
	Geographic Areas	All areas for use of individual benefit and administration.
	Affected	
	Associated Goals	
	Description	Support for programs that provide services to persons with disabilities.
	Basis for Relative	Priorities were established through an evaluation of community surveys,
	Priority	forum input, and staff analysis.
23	Priority Need Name	Senior Services
	Priority Level	High
	Population	Extremely Low
		Low
		Moderate
		Elderly
		Frail Elderly
		Truit Elucity

	Geographic Areas Affected	All areas for use of individual benefit and administration.
	<b>Associated Goals</b>	Public Services Objective 1 - Senior Services
	Description	Support for programs that provide services to seniors.
	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.
24	<b>Priority Need Name</b>	Health Services/Substance Abuse
	Priority Level	High
	Population	Extremely Low Low Moderate Large Families Families with Children Elderly Individuals Families with Children Chronic Substance Abuse Persons with Alcohol or Other Addictions
	Geographic Areas Affected	All areas for use of individual benefit and administration.
	Associated Goals	
	Description	Support for programs that provide health services and substance abuse treatment.
	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.
25	<b>Priority Need Name</b>	Domestic Violence/Child Abuse
	Priority Level	High
	Population	Extremely Low Low Moderate Large Families Families with Children Victims of Domestic Violence
	Geographic Areas Affected	All areas for use of individual benefit and administration.
	Associated Goals	

	Description	Support for programs that provide services to victims of domestic violence and/or child abuse.						
	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.						
26	Priority Need Name	Meals/Food						
	Priority Level	High						
	Population	Extremely Low						
		Low						
		Moderate						
		Individuals						
		Families with Children						
		Frail Elderly						
	Geographic Areas Affected	All areas for use of individual benefit and administration.						
	<b>Associated Goals</b>	Public Service Objective 4 - Food Vouchers						
	Description	Support for programs that provide feeding programs or food to lower income households.						
	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.						
27	<b>Priority Need Name</b>	Transportation						
	Priority Level	High						
	Population	Extremely Low Low Moderate Large Families Families with Children Elderly Individuals Families with Children						
	Geographic Areas Affected	All areas for use of individual benefit and administration.						
	Associated Goals							
	Description	Support for programs that provide transportation services to lower income individuals and households.						
	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.						

28	Priority Need Name	Legal Services
	Priority Level	High
	Population	Extremely Low Low Moderate Large Families Families with Children Elderly Individuals Families with Children
	Geographic Areas Affected	All areas for use of individual benefit and administration.
	<b>Associated Goals</b>	
	Description	Support to programs that provide legal services to lower income households.
	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.
29	<b>Priority Need Name</b>	Homeless Prevention and Emergency Assistance
	Priority Level	High
	Population	Extremely Low Low Large Families Families with Children Elderly
	Geographic Areas Affected	All areas for use of individual benefit and administration.
	Associated Goals	
	Description	Financial assistance to households at risk of homelessness.
	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.
30	Priority Need Name	Mental Health Services/Supportive Services
	Priority Level	High

	Dan Latter	E tourist to					
	Population	Extremely Low					
		Low					
		Individuals					
		Families with Children					
_		Mentally III					
	<b>Geographic Areas</b>	All areas for use of individual benefit and administration.					
	Affected						
	Associated Goals						
	Description	Support for programs that provide homeless individuals with mental health and supportive services.					
	Basis for Relative	Priorities were established through an evaluation of community surveys,					
	Priority	forum input, and staff analysis.					
31	Priority Need Name	Domestic Violence Shelters					
	Priority Level	High					
	Population	Extremely Low					
		Low					
		Victims of Domestic Violence					
	Geographic Areas Affected	All areas for use of individual benefit and administration.					
	Associated Goals						
	Description	Support for programs that provide temporary housing for victims of domestic violence.					
	Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.					
32	<b>Priority Need Name</b>	Transitional Housing					
	Priority Level	High					
	Population	Extremely Low					
		Low					
		Moderate					
		Individuals					
		Families with Children					
	Geographic Areas Affected	All areas for use of individual benefit and administration.					
	Associated Goals						

Description	Support for programs that provide housing units that help homeless persons transition to permanent housing.
Basis for Relative Priority	Priorities were established through an evaluation of community surveys, forum input, and staff analysis.

## **Narrative (Optional)**

The City conducted a survey of residents through a survey instrument posted on the City's website and hard copy surveys distributed at all Consolidated Plan forums. The results of these surveys were used by City staff to allocate priorities among the various facility, infrastructure, service, housing, and economic development needs listed above.

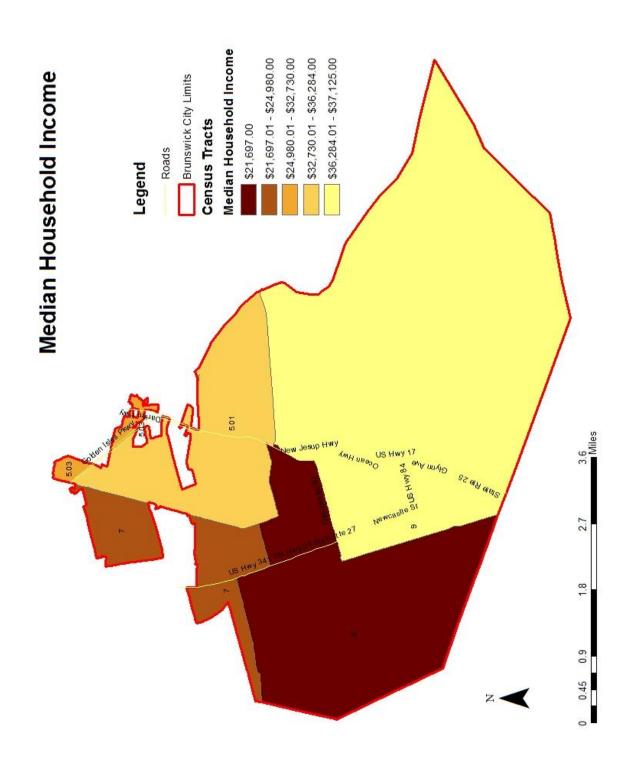
# SP-30 Influence of Market Conditions – 91.215 (b)

#### **Influence of Market Conditions**

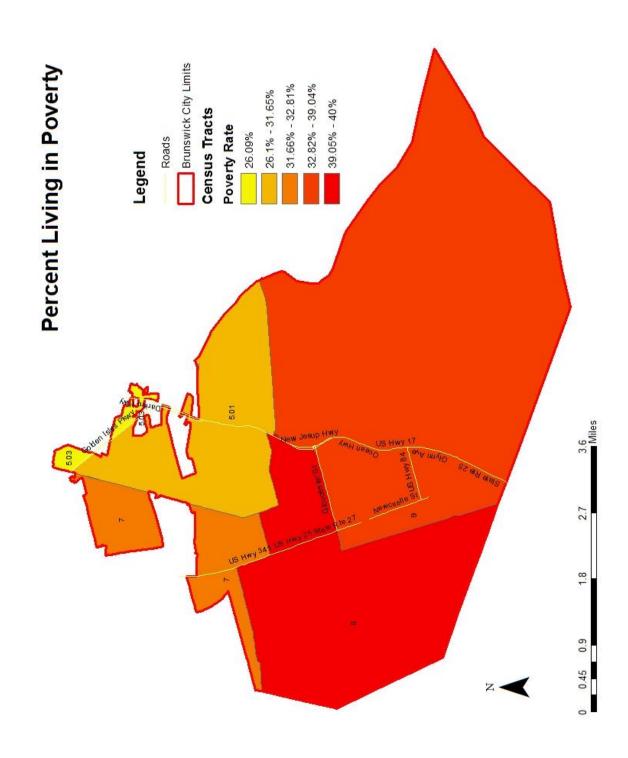
Affordable	Market Characteristics that will influence
Housing Type Tenant Based	the use of funds available for housing type
	The use of tenant-based rental assistance is dependent on rental property
Rental Assistance	owner's willingness to rent their units to TBRA clients. In many communities,
(TBRA)	landlords are reluctant to rent to these clients due to the reputation they have
	that the clients do not take care of the property as well as other renters do.
	Other market conditions that could influence the use of TBRA have to do with
	rents being asked for rental property. If rents are too high, the rental assistance
	might not be enough to allow clients to lease the units, even if the landlord was willing.
TBRA for Non-	Added to the description of TBRA market characteristics above, non-homeless
Homeless Special	special needs clients may also encounter housing units that do not meet their
Needs	accessibility needs. Most housing in any community has not had accessibility
	improvements that allow persons with mobility issues ease of access. While
	landlords are obligated to make reasonable accommodations for such renters,
	many need more accommodations than typical landlords would consider
	reasonable.
New Unit	The production of new housing units is influenced by several market conditions,
Production	including the cost of land, the cost of construction, and prevailing interest rates.
	While rates are currently at historic lows, the mortgage markets are still
	recovering from the recent mortgage foreclosure crisis and restrictions placed on
	lending institutions that resulted. In many areas lenders are not making new
	loans as freely as before and some well qualified buyers are finding it difficult to
	navigate the new mortgage processes that have been instituted. The resulting
	delays in securing loans can burden housing developers and restrict their
	activities.
Rehabilitation	Rehabilitation activities can be influenced by the cost of materials and labor. In
	Brunswick, these costs are relative low in comparison to other areas of the
	country. The efficiency of rehabilitation is dependent on the after rehabilitation
	value of the home. If the market value of the home does not support the extent
	of rehabilitation required, it's not worth the effort to repair the home.

Affordable	Market Characteristics that will influence				
<b>Housing Type</b>	the use of funds available for housing type				
Acquisition,	Acquisition, including preservation, can be influenced by the market value of the				
including	structure. With home purchases by private individuals, the historic low interest				
preservation	rates off-set increases in the market value of the housing stock. Monthly housing				
	costs of higher priced homes at lower interest rates approximate the monthly				
	housing costs of lower priced homes at higher interest rates. In the case of a City				
	agency or non-profit organization buying housing stock for rehabilitation and				
	resale or for preservation, the costs of purchasing a home outright at higher				
	prices can reduce the number of homes that can be purchased or reduce the				
	funds available for rehabilitation activities.				

**Table 48 - Influence of Market Conditions** 



#### **Median Household Income**



## **Percent Living in Poverty**

# SP-35 Anticipated Resources - 91.215(a)(4), 91.220(c)(1,2)

#### Introduction

Brunswick receives funding from the Community Development Block Grant Program. This grant program will bring \$335,319 into the city to support affordable housing, homeless, and community development programs and projects in the first program year.

#### **Anticipated Resources**

Program	Source of	Uses of Funds	Expe	cted Amoun	t Available Yea	ır 1	Expected	Narrative Description	
	Funds		Annual Allocation: \$	Program Income: \$	Prior Year Resources: \$	Total: \$	Amount Available Reminder of ConPlan \$		
CDBG	public -	Acquisition						Expected amount for remainder of	
	federal	Admin and						Con Plan equals the Year 1 Annual	
		Planning						Allocation times four.	
		Economic							
		Development							
		Housing							
		Public							
		Improvements							
		Public Services	335,319	0	0	335,319	1,341,276		

**Table 49 - Anticipated Resources** 

Explain how federal funds will leverage those additional resources (private, state and local funds), including a description of how matching requirements will be satisfied

The City of Brunswick has access to a variety of federal, state and local resources to achieve its housing and community development priorities. The Department of Community Development continues to leverage Community Development Block Grant funds with federal recaptured funds from UDAG. Recaptured funding is used for down payment assistance to first time homebuyers, small business loans for job creation and expansion, emergency elderly/disabled homeowner assistance grants, and public park improvements. Federal, State and local resources are utilized based on the opportunities and constraints of the specific funding sources.

If appropriate, describe publically owned land or property located within the jurisdiction that may be used to address the needs identified in the plan

None currently identified. The City will continue to evaluate opportunities to use public lands for future development.

#### **Discussion**

The City has programmed approximately \$335,000 from the CDBG program for the FY 2015 program year. These funds will be used to operate a range of private and public services as described later in the Annual Action Plan.

## SP-40 Institutional Delivery Structure – 91.215(k)

Explain the institutional structure through which the jurisdiction will carry out its consolidated plan including private industry, non-profit organizations, and public institutions.

Responsible Entity	Responsible Entity Type	Role	Geographic Area Served
BRUNSWICK	Government	Economic	Jurisdiction
		Development	
		Homelessness	
		Non-homeless special	
		needs	
		Ownership	
		Planning	
		Rental	
		neighborhood	
		improvements	
		public facilities	
		public services	
THE BRUNSWICK	PHA	Public Housing	Jurisdiction
HOUSING AUTHORITY			

**Table 50 - Institutional Delivery Structure** 

#### Assess of Strengths and Gaps in the Institutional Delivery System

The institutional delivery system in Brunswick is well coordinated and spans a range of community needs. The City has many years of experience managing and implementing the programs addressed in the Consolidated Plan, as well as working with outside agencies that fill some of the needs as outlined in the Consolidated Plan.

# Availability of services targeted to homeless persons and persons with HIV and mainstream services

Homelessness Prevention Services	Available in the Community	Targeted to Homeless	Targeted to People with HIV
	Homelessness Prevent	tion Services	
Counseling/Advocacy	X	X	
Legal Assistance	Х	X	
Mortgage Assistance	Х		
Rental Assistance	Х	X	
Utilities Assistance	X	X	

Street Outreach Services						
Law Enforcement	X	Х				
Mobile Clinics						
Other Street Outreach Services						
	Supportive Se	rvices				
Alcohol & Drug Abuse	X	X				
Child Care	Х	Х				
Education	Х	Х				
Employment and Employment						
Training	X	X				
Healthcare	Х	Х				
HIV/AIDS	Х		Х			
Life Skills	Х	Х				
Mental Health Counseling	Х	Х				
Transportation	Х	Х				
Other						

**Table 51 - Homeless Prevention Services Summary** 

Describe how the service delivery system including, but not limited to, the services listed above meet the needs of homeless persons (particularly chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth)

The services targeted to homeless persons and persons with HIV/AIDS and mainstream services are made available through the coordination of services provided by the array of non-profit service providers that constitute Georgia Balance of State Continuum of Care. These organizations partner with each other, the City, and mainstream service providers to provide a wide ranging response to the service needs of homeless persons and persons with HIV/AIDS, particularly chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth.

Describe the strengths and gaps of the service delivery system for special needs population and persons experiencing homelessness, including, but not limited to, the services listed above

The service providers in Brunswick work closely together to provide a continuum of services in response to needs identified through surveys of homeless persons and general observations of the providers. Providers in Brunswick are particularly strong in the areas of mental health services, employment training, and life skills training. Gaps exist in emergency shelter capacity. There are not enough beds on a typical night.

# Provide a summary of the strategy for overcoming gaps in the institutional structure and service delivery system for carrying out a strategy to address priority needs

- 1. Work with non-profit organizations to address community needs and provide support to federal and non-federal funding initiatives.
- 2. Work with private industry to address important issues that hamper housing and community development efforts.
- 3. Identify opportunities to create private/public partnerships for project finance and development to leverage federal funds.

# **SP-45 Goals Summary – 91.215(a)(4)**

# **Goals Summary Information**

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
1	Administration	2015	2019	Administration	Citywide	Administration	CDBG:	Other:
	Objective 1						\$300,000	5 Other
2	Administration	2015	2019	Administration		Fair Housing	CDBG:	Other:
	Objective 2 - Fair					Education and	\$35,063	5 Other
	Housing					Outreach		
3	Affordable Housing	2015	2019	Affordable Housing	Citywide	Housing	CDBG:	Homeowner Housing
	Objective					Rehabilitation and	\$600,000	Rehabilitated:
						Reconstruction		135 Household Housing
						Emergency Home		Unit
						Repair		
4	Parks and Recreation	2015	2019	Non-Housing	CDBG	Parks and Recreation	CDBG:	Other:
	Facilities Objective			Community	Eligible	Facilities	\$250,000	5 Other
				Development	Areas			
5	Parks and Recreation	2015	2019	Non-Housing	CDBG	Parks and Recreation	CDBG:	Other:
	Facilities - Trails			Community	Eligible	Facilities	\$240,256	5 Other
				Development	Areas			
6	Public Services	2015	2019	Non-Housing	Citywide	Senior Services	CDBG:	Public service activities
	Objective 1 - Senior			Community			\$25,000	other than Low/Moderate
	Services			Development				Income Housing Benefit:
								100 Persons Assisted
7	Public Service	2015	2019	Non-Housing	Citywide	Youth Services	CDBG:	Public service activities
	Objective 2 - Youth			Community			\$100,000	other than Low/Moderate
	Services			Development				Income Housing Benefit:
								100 Persons Assisted

Sort	Goal Name	Start	End	Category	Geographic	Needs Addressed	Funding	Goal Outcome Indicator
Order		Year	Year		Area			
8	Public Service	2015	2019	Non-Housing	Citywide	Youth Services	CDBG:	Public service activities
	Objective 3 - Youth			Community			\$48,100	other than Low/Moderate
	Services 2			Development				Income Housing Benefit:
								250 Persons Assisted
9	Public Service	2015	2019	Non-Housing	Citywide	Meals/Food		Public service activities
	Objective 4 - Food			Community				other than Low/Moderate
	Vouchers			Development				Income Housing Benefit:
								50 Persons Assisted
10	Public Service	2015	2019	Homeless	Citywide	Youth Services	CDBG:	Public service activities
	Objective 5 -			Non-Housing			\$50,000	other than Low/Moderate
	Homeless Youth			Community				Income Housing Benefit:
				Development				125 Persons Assisted

Table 52 – Goals Summary

# **Goal Descriptions**

1	Goal Name	Administration Objective 1
	Goal Description	<b>Goal:</b> Plan, Monitor and Administer Entitlement Grant Programs. Evaluate upcoming needs related to affordable housing, non-housing community development needs including community, public and park facilities; public services and the non-homeless special needs populations.
		<b>Objective 1:</b> Continue to Plan, Monitor and Administer Entitlement Grant Programs and insure compliance with Federal Regulations.
		<b>Strategy 1.1:</b> Program Administration: General administration, staffing and equipment; and develop, administer, revise, implement and evaluate the day-to-day operation of entitlement programs. Activities include program design; develop Annual Plans and grant administration; Sub recipient compliance monitoring, program outreach, public relations and training; environmental review and labor standards.
		<b>Performance Goal:</b> \$60,000 CDBG Funding allocated 1st Year; A maximum of 20% of the CDBG Entitlement will be allocated each of the additional 4 annual plan years.

2	<b>Goal Name</b>	Administration Objective 2 - Fair Housing
	Goal Description	<b>Goal:</b> Plan, Monitor and Administer Entitlement Grant Programs. Evaluate upcoming needs related to affordable housing, non-housing community development needs including community, public and park facilities; public services and the non-homeless special needs populations.
		<b>Objective 1:</b> Continue to Plan, Monitor and Administer Entitlement Grant Programs and insure compliance with Federal Regulations.
		<b>Strategy 1.2:</b> Provide Fair Housing Education and Outreach to improve the public's awareness and protection of their rights under the Federal Fair Housing Act. Eligible participants are low and moderate-income persons at 80% or below the median income and persons residing in CDBG Eligible Census Tracts and Designated Revitalization Areas. Decent Housing / Sustainability
		<b>Performance Goal:</b> \$ 7,063 in CDBG funds allocated 1st Year for outreach, education and implementation of the 2015 Analysis of Impediments. \$7,000 in CDBG funds allocated each of the additional 4 annual plan periods (\$28,000 for the remaining Annual Plan Year).
3	Goal Name	Affordable Housing Objective
	Goal	Goal: Improve the condition and availability of affordable housing over a five-year period.
	Description	Objective 1: Improve the condition of housing for low-income homeowners.
		<b>Strategy 1.1:</b> Provide Emergency Housing Repairs and Moderate-Minor and Major Rehabilitation, to improve the habitability of owner occupied housing. Eligible applicants are low and moderate-income at 80% or below the median income citywide.
		<b>Performance Goal:</b> \$ 120,000 in CDBG funds allocated 1st Year to assist 27 units - \$50,000 for Volunteer Home Repair Program assisting 20 units; \$20,000 for Moderate-Minor and Major Home Repair Program assisting 2 units; \$20,000 for Emergency Repair Program assisting 5 units; and \$30,000 for program cost including inspections. Approximately \$120,000 in CDBG funds allocated to assist 25 units each of the additional 4 annual plan periods (\$480,000 over the 4 years to assist 100 units).

4	<b>Goal Name</b>	Parks and Recreation Facilities Objective
	Goal Description	<b>Goal:</b> Improve living conditions in Brunswick by addressing non-housing community development needs over a five year period.
		<b>Objective 1:</b> Support improvement of infrastructure, parks and recreation facilities, community facilities and public facilities in CDBG eligible census tracts.
		Strategy 1.1: Support the improvement to Parks and Recreation Facilities in low and moderate income census tracts.
		<b>Performance Goal:</b> \$50,000 in CDBG Funding allocated 1st Year for park and recreation improvements to purchase playground equipment in public parks with unsafe equipment in an effort to increase recreational opportunities through the creation of new passive and active open space on vacant or under-utilized sites. \$50,000 in CDBG funds allocated each of the additional 4 annual plan periods (\$200,000).
5	Goal Name	Parks and Recreation Facilities - Trails
	Goal Description	<b>Goal:</b> Improve living conditions in Brunswick by addressing non-housing community development needs over a five year period.
		<b>Objective 1:</b> Support improvement of infrastructure, parks and recreation facilities, community facilities and public facilities in CDBG eligible census tracts.
		<b>Strategy 1.2:</b> Support the improvement to Parks and Recreation Trails and open space in low and moderate income census tracts.
		<b>Performance Goal:</b> \$48,256 in CDBG Funding allocated 1st Year for Liberty Ship Trail improvements and multi-use bike and pedestrian paths, connecting Fourth Avenue with Sidney Lanier Park. \$48,000 in CDBG funds allocated each of the additional 4 annual plan periods (\$192,000).

6	<b>Goal Name</b>	Public Services Objective 1 - Senior Services
	Goal Description	<b>Goal:</b> Improve living conditions in by addressing non-housing community development for special needs populations over a five year period.
		Objective 1: Address community needs through community-based public service programs.
		<b>Strategy 1.1:</b> Senior Services – Funds will be used to provide senior services for low to moderate income persons at 80% or below the median income. The strategic goal is to provide socialization and recreation activities to senior citizens in a supervised, safe, nurturing environment.
		<b>Performance Goal:</b> \$5,000 in CDBG Funding allocated 1st Year to assist 20 people and - funding will be allocated as needed and as funds become available for the remaining 4 Annual Plan Years.
7	Goal Name	Public Service Objective 2 - Youth Services
	Goal Description	<b>Goal:</b> Improve living conditions in by addressing non-housing community development for special needs populations over a five year period.
		Objective 1: Address community needs through community-based public service programs.
		<b>Strategy 1.2:</b> Youth Services – Funds will be used to provide youth services to low to moderate income children at 80% or below the median income within the City of Brunswick. The strategic goal is to provide the youth a structured educational after school and summer camp program.
		<b>Performance Goal:</b> \$20,000 in CDBG Funding allocated 1st Year to assist 100 people and - funding will be allocated as needed and as funds become available for the remaining 4 Annual Plan Years.

8	Goal Name	Public Service Objective 3 - Youth Services 2
	Goal Description	<b>Goal:</b> Improve living conditions in by addressing non-housing community development for special needs populations over a five year period.
		Objective 1: Address community needs through community-based public service programs.
		<b>Strategy 1.3:</b> Youth Services – Funds will be used to provide youth services to low to moderate income youth at 80% or below the median income within the City of Brunswick. The strategic goal is to create an environment where girls are involved in physical fitness, cultural enrichment, and empowerment activities.
		<b>Performance Goal:</b> \$9,620 in CDBG Funding allocated 1st Year to assist 50 people and - funding will be allocated as needed and as funds become available for the remaining 4 Annual Plan Years.
9	Goal Name	Public Service Objective 4 - Food Vouchers
	Goal Description	<b>Goal:</b> Improve living conditions in by addressing non-housing community development for special needs populations over a five year period.
		Objective 1: Address community needs through community-based public service programs.
		<b>Strategy 1.4:</b> Food Voucher Program – Funds will be used to provide hunger relief program and nutrition services to low-to moderate-income people at 80% or below the median income within the City of Brunswick.
		<b>Performance Goal:</b> \$5,380 in CDBG Funding allocated 1st Year to assist 10 people by providing food vouchers - funding will be allocated as needed and as funds become available for the remaining 4 Annual Plan Years.

10	Goal Name	Public Service Objective 5 - Homeless Youth
	Goal Description	<b>Goal:</b> Improve living conditions in by addressing non-housing community development for special needs populations over a five year period.
		Objective 1: Address community needs through community-based public service programs.
		<b>Strategy 1.5:</b> Homeless Youth Services – Funds will be used to provide outreach services to meet immediate needs of runaway homeless youth, or youth at risk of running away. Benefits low to moderate income people at 80% or below the median income within the City of Brunswick.
		<b>Performance Goal:</b> \$10,000 in CDBG Funding allocated 1st Year to assist 25 people and - funding will be allocated as needed and as funds become available for the remaining 4 Annual Plan Years.

Estimate the number of extremely low-income, low-income, and moderate-income families to whom the jurisdiction will provide affordable housing as defined by HOME 91.315(b)(2)

A total of 135 units of owner-occupied housing will be assisted through the Volunteer Home Repair Program (100 units), Moderate-Minor and Major Home Repair Program (10 units), and Emergency Repair Program (25 units) over the five years of this Consolidated Plan.

# SP-50 Public Housing Accessibility and Involvement – 91.215(c)

Need to Increase the Number of Accessible Units (if Required by a Section 504 Voluntary Compliance Agreement)

Brunswick Housing Authority projects meet accessible unit requirements.

#### **Activities to Increase Resident Involvements**

Residents are involved with management and operations of the public housing developments through participation on resident councils. The PHA looks for opportunities to hire residents for contract work through its Section 3 obligations.

Is the public housing agency designated as troubled under 24 CFR part 902?

No

Plan to remove the 'troubled' designation

NA

# SP-55 Barriers to affordable housing - 91.215(h)

### **Barriers to Affordable Housing**

There are no known barriers to affordable housing resulting from public policies of the City of Brunswick.

### Strategy to Remove or Ameliorate the Barriers to Affordable Housing

NA

#### SP-60 Homelessness Strategy – 91.215(d)

## Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

The first homelessness objective provides that City staff continue its work with the Georgia Balance of State Continuum of Care, the coalition that organizes the Continuum of Care and submits grant applications for homeless initiatives. The coalition also conducts yearly point-in-time counts of the homeless and conducts a bi-yearly survey of the homeless. City staff participates in the counts and surveys. The point-in-time counts and the surveys work to reach out to homeless persons, including unsheltered persons, and assess individual and family needs, contributing to the consultation brought to the Consolidated Plan forums and survey from which priorities are formed.

#### Addressing the emergency and transitional housing needs of homeless persons

The City does not provide federal funding for shelter activities. Local organizations are working to find ways to finance the development of more shelter space, but funding is limited.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again.

No funding is proposed in the Strategic Plan to address issues relating to transitional housing for the homeless. The City supports the efforts of the Continuum of Care to address homelessness issues through their funding venues.

Help low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families who are likely to become homeless after being discharged from a publicly funded institution or system of care, or who are receiving assistance from public and private agencies that address housing, health, social services, employment, education or youth needs

No funding is proposed in the Strategic Plan to address issues relating to homelessness. The City supports the efforts of the Continuum of Care to address homelessness issues through their funding venues.

#### SP-65 Lead based paint Hazards – 91.215(i)

#### Actions to address LBP hazards and increase access to housing without LBP hazards

Goal: Increase the inventory of lead safe housing units.

#### Strategies:

- Continue to meet HUD lead-based paint abatement standards in housing rehabilitation programs.
- Expand the stock of lead safe housing units through housing initiatives.
- Obtain training for program staff on lead hazard evaluation and reduction
- Establish working relationships with lead professionals and key partners, such as risk assessors and clearance technicians, public health departments, and HUD lead grantees.
- Create procedures for determining when it is more cost effective to presume that lead hazard are present, and when it makes sense to evaluate a property.

#### How are the actions listed above related to the extent of lead poisoning and hazards?

The Health Department will continue screening for lead in children who are at risk. The City will continue its lead-based paint hazard education and testing elements of its homeowner rehabilitation program.

#### How are the actions listed above integrated into housing policies and procedures?

Brunswick currently performs visual inspections of housing units included in their housing programs. Where defective paint is observed, surfaces are prepped and repainted, following abatement guidelines provided by HUD. All rehabilitation and down-payment assistance programs include provisions requiring that all painted surfaces be in good condition.

OMB Control No: 2506-0117 (exp. 07/31/2015)

#### SP-70 Anti-Poverty Strategy – 91.215(j)

#### Jurisdiction Goals, Programs and Policies for reducing the number of Poverty-Level Families

Several of the City's Consolidated Plan goals and objectives address issues related to poverty and assisting those who fall below the poverty level. Examples include:

- Address non-housing community development for special needs populations through public service programs;
- Programs targeting youth, providing education enrichment and job preparedness activities,
- Food and nutrition programs offered to seniors; and
- Continue to collaborate with homeless providers to support Georgia Balance of State Continuum of Care services.

## How are the Jurisdiction poverty reducing goals, programs, and policies coordinated with this affordable housing plan

Activities to reduce the number of poverty-level families will center around strengthening existing collaborations and seeking new ways to partner with agencies and organizations that work directly with poverty-level households to provide intervention and assistance services. Such services may include but are not limited to: counseling, substance abuse, mental health treatment, health services, adult education and job re/training, employment assistance, financial management and credit counseling, parenting programs, after-school and day care assistance programs, and interim cash assistance programs with respect to paying for food, shelter and utility bills.

The City will continue to notify such agencies of funding opportunities to enable them to continue providing and/or expanding their services.

Given the City's limited financial resources and that the majority of factor's affecting a family's poverty-level status are typically beyond the control of City policies, the extent to which the proposed strategies will reduce and/or assist in reducing the number of poverty-level families is difficult to gauge. In the coming future, the Community and Economic Development Department will work with the community to address deficiencies and attempt to measure the impact of the CDBG program in reducing and/or preventing poverty.

#### **SP-80 Monitoring – 91.230**

Describe the standards and procedures that the jurisdiction will use to monitor activities carried out in furtherance of the plan and will use to ensure long-term compliance with requirements of the programs involved, including minority business outreach and the comprehensive planning requirements

The purpose of monitoring and coordination is to ensure the community input and participation throughout the development of the Consolidated Plan, build public/private partnerships to implement the Plan, while monitoring and evaluating the goals, strategies and program outcomes.

The coordination of various resources, including funding sources, departments, agencies, people and organizations, facilities and programs, to achieve the stated objectives is addressed in detail in the adopted Citizen Participation Plan. Starting with the identification of needs and ending with specific funding allocations for priority strategies, the process involves citizen participation and agencies representing housing, community development, and human services interests, both public and private, throughout Brunswick.

The City of Brunswick Department of Community Development is responsible for monitoring activities relates to the Community Development Block Grant. The programs and activities proposed for the 2012-2014 Consolidated Plan will be monitored quarterly basis in each given program year. The City will monitor its performance in meeting the strategic goals outlined in the Consolidated Plan by referring back to the Annual Action Plan at least quarterly.

Timeless of expenditures is of utmost importance. A comprehensive implementation schedule has been developed to ensure that CDBG funding on the specific projects and activities is spent in a timely fashion. Sub-recipients will be monitored at least on a bi-annual basis. Sub-recipients who fail to report to the Department of Community office as required in their grant agreements may be monitored more often. If an organization has been monitored and found to be out of compliance, the Department of Community Development will provide additional assistance to that organization to address any deficiencies identified. Progress notes and findings will be noted in the CDBG files maintained by the Department of Community Development to document monitoring activities.

#### **Expected Resources**

#### **AP-15 Expected Resources – 91.220(c)(1,2)**

#### Introduction

Brunswick receives funding from the Community Development Block Grant Program. This grant program will bring \$335,319 into the city to support affordable housing, homeless, and community development programs and projects in the first program year.

#### **Anticipated Resources**

Program	Source of	Uses of Funds	Expected Amount Available Year 1				Expected	Narrative Description
	Funds		Annual Allocation: \$	Program Income: \$	Prior Year Resources: \$	Total: \$	Amount Available Reminder of ConPlan \$	
CDBG	public -	Acquisition						Expected amount for remainder of
	federal	Admin and						Con Plan equals the Year 1 Annual
		Planning						Allocation times four.
		Economic						
		Development						
		Housing						
		Public						
		Improvements						
		Public Services	335,319	0	0	335,319	1,341,276	

Table 53 - Expected Resources – Priority Table

Explain how federal funds will leverage those additional resources (private, state and local funds), including a description of how

#### matching requirements will be satisfied

The City of Brunswick has access to a variety of federal, state and local resources to achieve its housing and community development priorities. The Department of Community Development continues to leverage Community Development Block Grant funds with federal recaptured funds from UDAG. Recaptured funding is used for down payment assistance to first time homebuyers, small business loans for job creation and expansion, emergency elderly/disabled homeowner assistance grants, and public park improvements. Federal, State and local resources are utilized based on the opportunities and constraints of the specific funding sources.

If appropriate, describe publically owned land or property located within the jurisdiction that may be used to address the needs identified in the plan

None currently identified. The City will continue to evaluate opportunities to use public lands for future development.

#### Discussion

The City has programmed approximately \$335,000 from the CDBG program for the FY 2015 program year. These funds will be used to operate a range of private and public services as described later in the Annual Action Plan.

#### **Annual Goals and Objectives**

#### **AP-20 Annual Goals and Objectives**

#### **Goals Summary Information**

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
1	Administration	2015	2019	Administration	Citywide	Administration	CDBG:	Other: 1 Other
	Objective 1				,		\$60,000	
2	Administration	2015	2019	Administration	Citywide	Fair Housing	CDBG:	Other: 1 Other
	Objective 2 - Fair					Education and	\$7,063	
	Housing					Outreach		
3	Affordable Housing	2015	2019	Affordable Housing	Citywide	Housing	CDBG:	Homeowner Housing
	Objective					Rehabilitation and	\$120,000	Rehabilitated: 27 Household
						Reconstruction		Housing Unit
						Emergency Home		
						Repair		
4	Parks and	2015	2019	Non-Housing	CDBG	Parks and	CDBG:	Other: 1 Other
	Recreation Facilities			Community	Eligible	Recreation Facilities	\$50,000	
	Objective			Development	Areas			
5	Parks and	2015	2019	Non-Housing	CDBG	Other Public Facility	CDBG:	Other: 1 Other
	Recreation Facilities			Community	Eligible	Needs	\$48,256	
	- Trails			Development	Areas	Parks and		
						Recreation Facilities		

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
6	Public Services	2015	2019	Non-Housing	Citywide	Senior Services	CDBG:	Public service activities other
-	Objective 1 - Senior			Community	,		\$5,000	than Low/Moderate Income
	Services			Development			. ,	Housing Benefit: 20 Persons
				'				Assisted
7	Public Service	2015	2019	Non-Housing	Citywide	Youth Services	CDBG:	Public service activities other
	Objective 2 - Youth			Community			\$20,000	than Low/Moderate Income
	Services			Development				Housing Benefit: 100 Persons
				·				Assisted
8	Public Service	2015	2019	Non-Housing	Citywide	Youth Services	CDBG:	Public service activities other
	Objective 3 - Youth			Community			\$9,620	than Low/Moderate Income
	Services 2			Development				Housing Benefit: 50 Persons
								Assisted
9	Public Service	2015	2019	Non-Housing	Citywide	Meals/Food	CDBG:	Public service activities other
	Objective 4 - Food			Community			\$5,380	than Low/Moderate Income
	Vouchers			Development				Housing Benefit: 10 Persons
								Assisted
10	Public Service	2015	2019	Homeless	Citywide	Youth Services	CDBG:	Public service activities other
	Objective 5 -			Non-Housing			\$10,000	than Low/Moderate Income
	Homeless Youth			Community				Housing Benefit: 25 Persons
				Development				Assisted

Table 54 – Goals Summary

#### **Goal Descriptions**

1	Goal Name	Administration Objective 1
	Goal Description	Program Administration: General administration, staffing and equipment; and develop, administer, revise, implement and evaluate the day-to-day operation of entitlement programs. Activities include program design; develop Annual Plans and grant administration; Sub recipient compliance monitoring, program outreach, public relations and training; environmental review and labor standards.
2	Goal Name	Administration Objective 2 - Fair Housing
	Goal Description	Provide Fair Housing Education and Outreach to improve the public's awareness and protection of their rights under the Federal Fair Housing Act. Eligible participants are low and moderate-income persons at 80% or below the median income and persons residing in CDBG Eligible Census Tracts and Designated Revitalization Areas.
3	Goal Name	Affordable Housing Objective
	Goal Description	Provide Emergency Housing Repairs and Moderate-Minor and Major Rehabilitation, to improve the habitability of owner occupied housing. Eligible applicants are low and moderate-income at 80% or below the median income citywide.
4	Goal Name	Parks and Recreation Facilities Objective
	Goal Description	Support the improvement to Parks and Recreation Facilities in low and moderate income census tracts.
5	Goal Name	Parks and Recreation Facilities - Trails
	Goal Description	Support the improvement to Parks and Recreation Trails and open space in low and moderate income census tracts.
6	Goal Name	Public Services Objective 1 - Senior Services
	Goal Description	Funds will be used to provide senior services for low to moderate income persons at 80% or below the median income. The strategic goal is to provide socialization and recreation activities to senior citizens in a supervised, safe, nurturing environment.

7	Goal Name	Public Service Objective 2 - Youth Services				
	Goal Description	Funds will be used to provide youth services to low to moderate income children at 80% or below the median income within the City of Brunswick. The strategic goal is to provide the youth a structured educational after school and summer camp program.				
8	<b>Goal Name</b>	Public Service Objective 3 - Youth Services 2				
	Goal Description	Funds will be used to provide youth services to low to moderate income youth at 80% or below the median income within the City of Brunswick. The strategic goal is to create an environment where girls are involved in physical fitness, cultural enrichment, and empowerment activities.				
9	Goal Name	Public Service Objective 4 - Food Vouchers				
	Goal Description	Funds will be used to provide hunger relief program and nutrition services to low- to moderate-income people at 80% or below the median income within the City of Brunswick.				
10	<b>Goal Name</b>	Public Service Objective 5 - Homeless Youth				
	Goal Description	Funds will be used to provide outreach services to meet immediate needs of runaway homeless youth, or youth at risk of running away. Benefits low to moderate income people at 80% or below the median income within the City of Brunswick.				

#### **Projects**

#### AP-35 Projects – 91.220(d)

#### Introduction

The following projects were developed by staff with consultation from non-profit service providers and community input through priorities established with involvement of the community survey.

#### **Projects**

#	Project Name
1	Program Administration
2	Fair Housing Education and Outreach
3	Volunteer Home Repair Program
4	Monerate-Minor and Major Home Repair Program
5	Emergency Repair Program
6	Rehab Project Delivery Costs
7	Parks and Recreation Facilities
8	Liberty Ship Trail
9	Senior Services
10	Youth Services - After-School/Summer Camp
11	Youth Services - SYDA
12	Food Vouncher Program
13	Homeless Youth Services

**Table 55 – Project Information** 

### Describe the reasons for allocation priorities and any obstacles to addressing underserved needs

The projects listed above were selected from the total of project proposals received in accordance with their consistency with the priorities established through the Consolidated Plan forums and community survey process. These projects meet needs enumerated in the Needs Assessment and prioritization process to the extent that funding was available. Organizational competencies were also considered when selecting one project over another, leaning toward those organizations with long-standing histories of successful project management.

#### **AP-38 Project Summary**

#### **Project Summary Information**

1	Project Name	Program Administration
	Target Area	Citywide
	Goals Supported	Administration Objective 1
	Needs Addressed	Administration
	Funding	CDBG: \$60,000
	Description	General administration, staffing and equipment; and develop, administer, revise, implement and evaluate the day-to-day operation of entitlement programs. Activities include program design; develop Annual Plans and grant administration; Sub recipient compliance monitoring, program outreach, public relations and training; environmental review and labor standards.
	Target Date	6/30/2016
	Estimate the number and type of families that will benefit from the proposed activities	Program Administration, no direct benefit.
	Location Description	601 Gloucester Street
		Brunswick, Georgia 31521
	Planned Activities	General administration, staffing and equipment; and develop, administer, revise, implement and evaluate the day-to-day operation of entitlement programs. Activities include program design; develop Annual Plans and grant administration; Sub recipient compliance monitoring, program outreach, public relations and training; environmental review and labor standards.
2	Project Name	Fair Housing Education and Outreach
	Target Area	
	Goals Supported	Administration Objective 2 - Fair Housing
	Needs Addressed	Fair Housing Education and Outreach
	Funding	CDBG: \$7,063

		<del>-</del>
	Description	Provide Fair Housing Education and Outreach to improve the publicates awareness and protection of their rights under the Federal Fair Housing Act. Eligible participants are low and moderate-income persons at 80% or below the median income and persons residing in CDBG Eligible Census Tracts and Designated Revitalization Areas.
	Target Date	6/30/2016
	Estimate the number and type of families that will benefit from the proposed activities	Program administration, no direct benefit.
	Location Description	601 Gloucester Street
		Brunswick, Georgia 31521
	Planned Activities	Provide Fair Housing Education and Outreach to improve the public's awareness and protection of their rights under the Federal Fair Housing Act. Eligible participants are low and moderate-income persons at 80% or below the median income and persons residing in CDBG Eligible Census Tracts and Designated Revitalization Areas.
3	Project Name	Volunteer Home Repair Program
	Target Area	Citywide
	Goals Supported	Affordable Housing Objective
	Needs Addressed	Housing Rehabilitation and Reconstruction
	Funding	CDBG: \$50,000
	Description	Provide Emergency Housing Repairs and Moderate-Minor and Major Rehabilitation, to improve the habitability of owner occupied housing. Eligible applicants are low and moderate-income at 80% or below the median income citywide.
	Target Date	6/30/2016
	Estimate the number and type of families that will benefit from the proposed activities	An estimated 20 low-income homeowners will benefit from these activities.
	Location Description	To be determined

	Planned Activities	Provide Emergency Housing Repairs and Moderate-Minor and Major Rehabilitation, to improve the habitability of owner occupied housing. Eligible applicants are low and moderate-income at 80% or below the median income citywide.
4	Project Name	Monerate-Minor and Major Home Repair Program
	Target Area	Citywide
	Goals Supported	Affordable Housing Objective
	Needs Addressed	Housing Rehabilitation and Reconstruction
	Funding	CDBG: \$20,000
	Description	Provide Moderate-Minor and Major Rehabilitation, to improve the habitability of owner occupied housing. Eligible applicants are low and moderate-income at 80% or below the median income citywide.
	Target Date	6/30/2016
	Estimate the number and type of families that will benefit from the proposed activities	An estimated 2 low-income homeowners will benefit from these activities.
	Location Description	601 Gloucester Street  Brunswick, Georgia 31521
	Planned Activities	Provide Moderate-Minor and Major Rehabilitation, to improve the habitability of owner occupied housing. Eligible applicants are low and moderate-income at 80% or below the median income citywide.
5	Project Name	Emergency Repair Program
	Target Area	Citywide
	Goals Supported	Affordable Housing Objective
	Needs Addressed	Emergency Home Repair
	Funding	CDBG: \$20,000
	Description	Provide Emergency Housing Repairs to improve the habitability of owner occupied housing. Eligible applicants are low and moderate-income at 80% or below the median income citywide.
	Target Date	6/30/2016

	Estimate the number and type of families that will benefit from the proposed activities	An estimated 5 low-income homeowners will benefit from these activities.
	<b>Location Description</b>	601 Gloucester Street
		Brunswick, Georgia 31521
	Planned Activities	Provide Emergency Housing Repairs to improve the habitability of owner occupied housing. Eligible applicants are low and moderate-income at 80% or below the median income citywide.
6	Project Name	Rehab Project Delivery Costs
	Target Area	Citywide
	Goals Supported	Affordable Housing Objective
	Needs Addressed	Housing Rehabilitation and Reconstruction Emergency Home Repair
	Funding	CDBG: \$30,000
	Description	Expenses associated with operation of the three home rehabilitation programs.
	Target Date	6/30/2016
	Estimate the number and type of families that will benefit from the proposed activities	No direct benefit.
	<b>Location Description</b>	601 Gloucester Street
		Brunswick, Georgia 31521
	Planned Activities	Expenses associated with operation of the three home rehabilitation programs.
7	Project Name	Parks and Recreation Facilities
	Target Area	CDBG Eligible Areas
	Goals Supported	Parks and Recreation Facilities Objective
	Needs Addressed	Parks and Recreation Facilities
	Funding	CDBG: \$50,000

	Description	CDBG Funding allocated 1st Year for park and recreation improvements to purchase playground equipment in public parks with unsafe equipment in an effort to increase recreational opportunities through the creation of new passive and active open space on vacant or underutilized sites.
	Target Date	6/30/2016
	Estimate the number and type of families that will benefit from the proposed activities	An estimated XXXX low-income individuals will benefit from these activities.
	Location Description	To be determined
	Planned Activities	CDBG Funding allocated 1st Year for park and recreation improvements to purchase playground equipment in public parks with unsafe equipment in an effort to increase recreational opportunities through the creation of new passive and active open space on vacant or underutilized sites.
8	Project Name	Liberty Ship Trail
	Target Area	CDBG Eligible Areas
	Goals Supported	Parks and Recreation Facilities - Trails
	Needs Addressed	Parks and Recreation Facilities
	Funding	CDBG: \$48,256
	Description	CDBG Funding allocated 1st Year for Liberty Ship Trail improvements and multi-use bike and pedestrian paths, connecting Fourth Avenue with Sidney Lanier Park.
	Target Date	6/30/2016
	Estimate the number and type of families that will benefit from the proposed activities	An estimated XXXX low-income individuals will benefit from these activities.
	Location Description	Liberty Ship Trail
	Planned Activities	CDBG Funding allocated 1st Year for Liberty Ship Trail improvements and multi-use bike and pedestrian paths, connecting Fourth Avenue with Sidney Lanier Park.
9	Project Name	Senior Services
	Target Area	Citywide

	Goals Supported	Public Services Objective 1 - Senior Services
	Needs Addressed	Senior Services
	Funding	CDBG: \$5,000
	Description	Funds will be used to provide senior services for low to moderate income persons at 80% or below the median income. The strategic goal is to provide socialization and recreation activities to senior citizens in a supervised, safe, nurturing environment.
	Target Date	6/30/2016
	Estimate the number and type of families that will benefit from the proposed activities	An estimated 20 low-income individuals will benefit from these activities.
	<b>Location Description</b>	Roosevelt Harris, Jr. Senior Center
		2007   Street
		Brunswick, GA
	Planned Activities	Funds will be used to provide senior services for low to moderate income persons at 80% or below the median income. The strategic goal is to provide socialization and recreation activities to senior citizens in a supervised, safe, nurturing environment.
10	Project Name	Youth Services - After-School/Summer Camp
	Target Area	Citywide
	Goals Supported	Public Service Objective 2 - Youth Services
	Needs Addressed	Youth Services
	Funding	CDBG: \$20,000
	Description	Funds will be used to provide youth services to low to moderate income children at 80% or below the median income within the City of Brunswick. The strategic goal is to provide the youth a structured educational after school and summer camp program.
	Target Date	6/30/2016
	Estimate the number and type of families that will benefit from the proposed activities	An estimated 100 low-income children will benefit from these activities.

	Location Description	Roosevelt Lawrence Community Center				
	, , , , , , , , , , , , , , , , , , ,	1109 H Street				
		Brunswick, GA				
	Planned Activities	Funds will be used to provide youth services to low to moderate income children at 80% or below the median income within the City of Brunswick. The strategic goal is to provide the youth a structured educational after school and summer camp program.				
11	Project Name	Youth Services - SYDA				
	Target Area	Citywide				
	Goals Supported	Public Service Objective 3 - Youth Services 2				
	Needs Addressed	Youth Services				
	Funding	CDBG: \$9,620				
	Description	Funds will be used to provide youth services to low to moderate income youth at 80% or below the median income within the City of Brunswick.  The strategic goal is to create an environment where girls are involved in physical fitness, cultural enrichment, and empowerment activities.				
	Target Date	6/30/2016				
	Estimate the number and type of families that will benefit from the proposed activities	An estimated 50 low-income children will benefit from these activities.				
Location Description Southeast Youth Dev		Southeast Youth Development Academics				
		Boys and Girls Club				
		3836 Johnston Street				
		Brunswick, GA				
Planned Activities		Funds will be used to provide youth services to low to moderate income youth at 80% or below the median income within the City of Brunswick. The strategic goal is to create an environment where girls are involved in physical fitness, cultural enrichment, and empowerment activities.				
12	Project Name	Food Vouncher Program				
	Target Area	Citywide				
Goals Supported Public		Public Service Objective 4 - Food Vouchers				
	Needs Addressed	Meals/Food				
	Funding	CDBG: \$5,380				

	Description	Funds will be used to provide hunger relief program and nutrition services to low- to moderate-income people at 80% or below the median income within the City of Brunswick.			
	Target Date	6/30/2016			
	Estimate the number and type of families that will benefit from the proposed activities	An estimated 10 low-income individuals will benefit from these activities.			
	Location Description	Coastal Georgia Area Community Action Authority			
		1 Community Action Drive			
		Brunswick, GA			
	Planned Activities	Funds will be used to provide hunger relief program and nutrition services to low- to moderate-income people at 80% or below the median income within the City of Brunswick.			
13	Project Name	Homeless Youth Services			
	Target Area	Citywide			
	Goals Supported	Public Service Objective 5 - Homeless Youth			
	Needs Addressed	Homeless Facilities Youth Services			
	Funding	CDBG: \$10,000			
	Description	Funds will be used to provide outreach services to meet immediate needs of runaway homeless youth, or youth at risk of running away.  Benefits low to moderate income people at 80% or below the median income within the City of Brunswick.			
	Target Date	6/30/2016			
	Estimate the number and type of families that will benefit from the proposed activities	An estimated 25 homeless youth will benefit from these activities.			
	<b>Location Description</b>	Safe Harbor Children's Center			
		2215 Gloucester St			
		Brunswick, GA			

	Planned Activities	Funds will be used to provide outreach services to meet immediate	
needs of runaway homel		needs of runaway homeless youth, or youth at risk of running away.	
		Benefits low to moderate income people at 80% or below the median	
		income within the City of Brunswick.	

#### AP-50 Geographic Distribution – 91.220(f)

## Description of the geographic areas of the entitlement (including areas of low-income and minority concentration) where assistance will be directed

Much of the funding from the CDBG program is available for use in any of the CDBG neighborhoods or citywide, depending on the specifics of the designated activities. Also, some funding is available according to individual benefit rather than area benefit. It is, therefore, difficult to provide reasonable projections of the distribution of funds by target area. The numbers below are strictly estimates based on experience.

#### **Geographic Distribution**

Target Area	Percentage of Funds
Citywide	71
CDBG Eligible Areas	29

**Table 56 - Geographic Distribution** 

#### Rationale for the priorities for allocating investments geographically

The proposed allocation of funds is based on federal funding requirements for each formula-allocated grant. Areas of low to moderate-income concentration and certain areas of high minority concentration are targeted. Areas of low homeownership and deteriorating housing conditions were also considered in the targeting process.

#### Discussion

The distribution of funds by target area is projected to be primarily citywide due to use of funds for administrative, non-profit support, and individual benefit-oriented programmatic uses of the funds. The remaining funds are estimated to be spread through smaller CDBG-eligible areas.

#### **Affordable Housing**

#### AP-55 Affordable Housing - 91.220(g)

#### Introduction

The annual goals listed previously specify the following production numbers for housing assistance and for homelessness, non-homeless, and special needs populations.

One Year Goals for the Number of Households to be Supported		
Homeless	0	
Non-Homeless	27	
Special-Needs	0	
Total	27	

Table 57 - One Year Goals for Affordable Housing by Support Requirement

One Year Goals for the Number of Households Supported Through		
Rental Assistance	0	
The Production of New Units	0	
Rehab of Existing Units	27	
Acquisition of Existing Units	0	
Total	27	

Table 58 - One Year Goals for Affordable Housing by Support Type

#### Discussion

These figures relate to production targets specified in the annual goals for 2015.

#### **AP-60 Public Housing – 91.220(h)**

#### Introduction

There are no plans to utilize CDBG funding for Brunswick Housing Authority activities in the next program year.

#### Actions planned during the next year to address the needs to public housing

There are no plans to utilize CDBG funding for Brunswick Housing Authority activities in the next program year.

Actions to encourage public housing residents to become more involved in management and participate in homeownership

The Brunswick Housing Authority will continue to have resident councils at each housing development.

If the PHA is designated as troubled, describe the manner in which financial assistance will be provided or other assistance

NA

#### Discussion

There are no plans to utilize CDBG funding for Brunswick Housing Authority activities in the next program year.

## AP-65 Homeless and Other Special Needs Activities – 91.220(i) Introduction

The City of Brunswick is active in the Georgia Balance of State Continuum of Care, addressing issues related to homeless in the region. Funding for homeless projects and services are sources primarily through that process.

Describe the jurisdictions one-year goals and actions for reducing and ending homelessness including

Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

The Georgia Balance of State Continuum of Care, the coalition of homeless service agencies, conducts annual surveys of homeless individuals, including unsheltered persons. These surveys serve to help focus agency activities for the coming year, as well as provide documentation in response to HUD program requirements.

#### Addressing the emergency shelter and transitional housing needs of homeless persons

The City of Brunswick has no plans that would effect the emergency shelter or transitional housing needs of homeless persons in the coming year.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again

The City of Brunswick has no plans that would help homeless persons transition to permanent housing and independent living in the coming year.

Helping low-income individuals and families avoid becoming homeless, especially extremely

low-income individuals and families and those who are: being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); or, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs

Homeless prevention is a major focus of the participants in the Continuum of Care. Agencies include homeless prevention as a support program in conjunction with the provision of shelter and other support services.

#### Discussion

The participants in the Continuum of Care work closely together to meet the needs of homeless individuals and families through the continuum of services coordinated through the partnership.

#### AP-75 Barriers to affordable housing - 91.220(j)

#### Introduction:

There are no public policy barriers to affordable housing identified in Brunswick.

Actions it planned to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment

NA

#### **Discussion:**

There are no public policy barriers to affordable housing identified in Brunswick.

#### **AP-85 Other Actions – 91.220(k)**

#### Introduction:

The City currently provides a variety of services to the residents of Brunswick, some funded by CDBG allocations, with private, State, and City funding bringing additional assets to bear on these problems. Below are some of the actions currently performed by the City or under consideration for the future.

#### Actions planned to address obstacles to meeting underserved needs

The City will continue to look for new funding sources for programs to address underserved needs. Funding is the major obstacle in providing the services needed to focus on the vast variety of issues that prevent families from breaking out of poverty and from living in the best, most affordable housing possible.

#### Actions planned to foster and maintain affordable housing

The City will consider providing financial assistance for Tax Credit Projects for affordable housing development to expand multi-family rental development projects and homeownership opportunities when those projects are present for review. Additionally, acquisition, soft costs and site development funds will be used for affordable housing development.

#### Actions planned to reduce lead-based paint hazards

The Health Department will continue screening for lead in children who are at risk. The City will continue its lead-based paint hazard education and testing elements of its homeowner rehabilitation program.

#### Actions planned to reduce the number of poverty-level families

The City will continue its efforts in conjunction with the Continuum of Care to reduce the number of poverty-level families through the development of services needed to assist those families with educational opportunities, job growth, and life skills training through the various social service agencies operating in the city.

#### Actions planned to develop institutional structure

- Work with non-profit organizations to address community needs and provide support to federal and non-federal funding initiatives.
- Work with private industry to address important issues that hamper housing and community development efforts.
- Identify opportunities to create private/public partnerships for project finance and development to leverage federal funds.

## Actions planned to enhance coordination between public and private housing and social service agencies

The City will continue to coordinate planning activities with private housing and social service agencies, including participation in the Georgia Balance of State Continuum of Care meetings, development of the Continuum of Care, and enumeration of point-in-time and homeless surveys. City staff will also continue its participation in other coalitions and study groups as the opportunity arises.

#### **Discussion:**

These actions are primarily the continuation of what the City is currently doing in the various areas. No major obstacles in the institutional structure have been identified that need to be addressed. The City is also satisfied with its efforts to coordinate with private housing and social service agencies.

#### **Program Specific Requirements**

#### AP-90 Program Specific Requirements – 91.220(I)(1,2,4)

#### Introduction:

The following provides details on program specific requirements for the Community Development Block Grant.

## Community Development Block Grant Program (CDBG) Reference 24 CFR 91.220(I)(1)

Projects planned with all CDBG funds expected to be available during the year are identified in the Projects Table. The following identifies program income that is available for use that is included in projects to be carried out.

1. The total amount of program income that will have been received before the start of the next	
program year and that has not yet been reprogrammed	0
2. The amount of proceeds from section 108 loan guarantees that will be used during the year to	
address the priority needs and specific objectives identified in the grantee's strategic plan.	0
3. The amount of surplus funds from urban renewal settlements	0
4. The amount of any grant funds returned to the line of credit for which the planned use has not	
been included in a prior statement or plan	0
5. The amount of income from float-funded activities	0
Total Program Income:	0

#### **Other CDBG Requirements**

335,319

2. The estimated percentage of CDBG funds that will be used for activities that benefit persons of low and moderate income. Overall Benefit - A consecutive period of one, two or three years may be used to determine that a minimum overall benefit of 70% of CDBG funds is used to benefit persons of low and moderate income. Specify the years covered that include this Annual Action Plan.

100.00%

#### Discussion:

The City strives to meet all program specific requirements as detailed in the enabling legislation and program guidelines. City staff work with subgrantees to ensure that these requirements are met and oversees internal operations towards the same goal.

#### **Appendix - Alternate/Local Data Sources**

## CITY OF BRUNSWICK

601 Gloucester Street \* Post Office Box 550 \* Brunswick \* Georgia \* 31520-0550 \* (912) 267-5500 \* Fax (912) 267-5549

Cornell L. Harvey, Mayor Julie T. Martin, Mayor Pro Tem John A. Cason III, Commissioner Felicia M. Harris, Commissioner Vincent T. Williams, Commissioner City Attorney Brian D. Corry

City Manager James D. Drumm

#### **AGENDA**

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BRUNSWICK CITY COMMISSION MEETING WEDNESDAY, OCTOBER 4, 2017 AT 6:00 P.M. OLD CITY HALL 1229 NEWCASTLE STREET, 2<sup>ND</sup> FLOOR

#### CALL TO ORDER \*\*INVOCATION \*\*PLEDGE OF ALLEGIANCE

#### **PUBLIC COMMENT PERIOD**

#### RECOGNITION(S), PRESENTATION(S) & AWARD(S)

- 1. Proclamation Presentation to Del Ria Baisden, Vice President, Southeast Georgia Health System in Support of Breast Cancer Awareness.
- 2. Proclamation Presentation to First Responders thanking them for Their Service and Sacrifice in Helping Others during Hurricane Irma.

#### **PUBLIC HEARING**

- 3. Tax Allocation District #1: Historic Core. (J. Hunter)
- 4. Glynn Avenue Design Framework. (B. Daiss)

#### **UPDATE**

- 5. LaRon Bennett, Chairman, Urban Redevelopment Agency, to update Commission on Projects of the Agency.
- 6. Comprehensive Plan. (B. Daiss)

#### ITEM(S) TO CONSIDER FOR APPROVAL

- 7. Consider Approval of September 6, 2017 Work Session and Regular Scheduled Meeting Minutes. (subject to any necessary changes.) (N. Atkinson)
- 8. Consider Approval of Resolution No. 2017- 10 Tax Allocation District #1: Historic Core. (J. Hunter)
- 9. Consider Approval to Upgrade City Street Lights to LED and Install SiteView Cameras. (G. Alberson)
- 10. Consider Approval for Construction of Upstairs Restrooms at Ritz Theater. (G. Alberson)
- 11. Consider Approval of Financial Reports as of August 31, 2017. (K. Mills)

#### ALCOHOL BEVERAGE LICENSE

12. Consider Action to be taken for Discount Liquor Alcohol Beverage License. (L. Schmauch)

#### CITY ATTORNEY'S ITEM(S)

13. Discuss Proposed Ordinance – to Amend Chapter 25 - Emergency Management.

#### EXECUTIVE SESSION

## MEETING SIGN-IN SHEET Project: COMPREHENSIVE PLAN Meeting Date: May, 4, 2018 Facilitator: Carl Vinson Institute/ Bren Daiss Place/Room: 1412 Newcastle St

Panela Bailes	2411 Oriole St Buk, GH. 31520	pamela. bailey 3667@ att. ret
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Linda B. Rodney	Stle Old Plante	rooneylinda 7 egman, co
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Dave Bowers		davetowers 510 gmail un
B.11 Bornstein	914 Richard	6.116ernstein e Gellsouth net
Jim Trung	60 Maxwell Are	Brunson St Simons, Ga.
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Anna Hau	80 Day mouth	Street Brusum ahall c. tydbrung wee
Michael Hall	11	"
Rachel Farmer	1904 Horlyne Bew	ramarossagmail. um
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#### **MEETING SIGN-IN SHEET**

Project: COMPREHENSIVE PLAN Meeting Date: May, 4, 2018

Facilitator: Carl Vinson Institute/ Bren Daiss Place/Room: 1412 Newcastle St

Name	Address	E-Mail
Kathy Matthews		Komathens 47@gmil.com
many Jo Hollans	Na 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
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Greg meintosh	Brunswick	9 mc in 495h22@ school (on
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# BE A PART OF THE CITY OF BRUNSWICK COMP PLAN PROJECT!

- WHAT?
   Public Workshops around the City
- WHEN?
  See list below

#### **WORKSHOPS**

- Friday, May 4th, 1412 Newcastle, 5-8pm
- Thursday, June 7th, \* 1229 Newcastle St, 530-730pm
- City Commission \* review, July, TBD

# Comprehensive Plan

YOUR CITY, YOUR PLAN

2 0 I 8

## Make your voice heard for the future of Brunswick!

**THURSDAY, JUNE 7TH, 530-730pm** 

**Old City Hall** 

We have great current plans! Now we need help to prioritize the work.

Come to Old City Hall to listen to the basics of our current plans and give input on what needs attention first.



Where are we now?
Where do we want to be?
How do we get there?

#### **MEETING SIGN-IN SHEET**

Project: Comp. Plan Rubic Input Meeting Date: June 7, 2018
Facilitator: B. Daiss / CVI Place/Room: Old CityHall

Name	Address	E-Mail
Anne Rul	e	scout-rule @yahoo.com
July Jordan		scout.rule @yahoo.com
Jordan Spir	-es	
AudreyGib	bms	snobbig & D Smail. com
RICK & Sharom N		sharona 53@ commastinet
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Janet Pou		jaretpower 20 gmail con
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Secrold Das	in	dagen forsørate @ yaho. on
Alex muir	7	alex@onehundramiles.org
STVINT OLLE	J	ant life studios a yahoo.com
Bren Dais	s CityHa	

## CITY OF BRUNSWICK

601 Gloucester Street \* Post Office Box 550 \* Brunswick \* Georgia \* 31520-0550 \* (912) 267-5500 \* Fax (912) 267-5549

Cornell L. Harvey, Mayor Felicia M. Harris, Mayor Pro Tem John A. Cason III, Commissioner Julie T. Martin, Commissioner Vincent T. Williams, Commissioner

City Attorney Brian D. Corry

City Manager James D. Drumm

#### **AGENDA**

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BRUNSWICK CITY COMMISSION WORK SESSION WEDNESDAY, JULY 18, 2018 AT 4:30 P.M.
OLD CITY HALL
1229 NEWCASTLE STREET, 2<sup>ND</sup> FLOOR

#### **CALL TO ORDER**

- 1. Bren Daiss, Director of Planning Development & Codes, to give Update on the City of Brunswick's Comprehensive Plan.
- 2. Dr. Peter DeFur, Community Technical Advisor, Glynn Environmental Coalition, to give Presentation on the Terry Creek Site.

#### **AGENDA**

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BRUNSWICK CITY COMMISSION MEETING WEDNESDAY, JULY 18, 2018 AT 6:00 P.M. OLD CITY HALL 1229 NEWCASTLE STREET, 2<sup>ND</sup> FLOOR

#### CALL TO ORDER \*\*INVOCATION \*\*PLEDGE OF ALLEGIANCE

#### PUBLIC COMMENT PERIOD

#### **UPDATE(S)**

- 1. Urban Redevelopment Agency Chairman, LaRon Bennett, to give Update on Projects/Activities of the Agency.
- 2. City of Brunswick Police Chief, Kevin Jones, to give Update on the Status of Underage Alcohol Purchases within the City Limits.

#### **PUBLIC HEARING(S)-LAND USE**

- 3. Conditional Use Petition No. 18-04; from Nancy Yates, Owner, Petitioning to Obtain a Conditional Use Permit to Allow a Private Child Care Facility at 1924 Wilson Avenue. (B. Daiss)
- 4. Easement Request No. 18-01; from David Bowers, Owner, Requesting a 10' Easement from the City of Brunswick in the Southeastern Portion of Queen's Square Adjacent to Neighboring Property. (B. Daiss)

#### **ITEM(S) TO CONSIDER FOR APPROVAL**

- 5. Consider Approval of June 20, 2018 Public Hearing and Regular Scheduled Meeting Minutes and June 27, 2018 Special Called Meeting Minutes. (subject to any necessary changes.) (C. McGill)
- 6. Consider Approval of Stabilization Loan Amendment for 1317 Newcastle Street. (M. Hill)
- 7. Consider Approval of Financial Reports as of May 31, 2018. (K. Mills)

#### ALCOHOL BEVERAGE LICENSE - (New) - (P. George)

8. Consider Approval of Alcohol Beverage License.

Name of Business	Owner/Mgr.	<b>Business Location</b>	Comments
Five Point Mini Mart	Chatraporn Songserm (Owner)	2806 Altama Avenue	Request to sell beer and wine. Not for consumption on premises. Sunday Sales.

#### APPOINTMENT(S)

- 9. Authority (*C. McGill*)
  - a) Brunswick Housing Authority One Appointment (Mayor's Appointment)

#### **CITY ATTORNEY'S ITEM(S)**

- 10. Discuss Proposed Stormwater Utility Ordinance.
- 11. Consider Approval of Resolution No. 2018-10 –Placing the Ballot Question on the November Election to Enact the Powers Granted by the Brunch Bill.

#### **EXECUTIVE SESSION**

#### BRUNSWICK NEWS PUBLISHING CO. P.O. BOX 1557 BRUNSWICK GA 31521-1557 (912)265-8320 Fax (912)267-4973

#### ORDER CONFIRMATION

Salesperson: PATRICIA MERRITT	Printed at 08/21/18 13:58 by pmerr-bn
Acct #: 2108094	Ad #: 61952 Status: New WHOLD
FINANCE DIRECTOR CITY OF BRUNSWICK / PO BOX 550 BRUNSWICK GA 31521	Start: 08/22/2018 Stop: 09/05/2018 Times Ord: 3 Times Run: *** STD 1.00 X 3.19 Words: 100 Total STD 3.19 Class: 013 PUBLIC HEARINGS Rate: L2 Cost: 40.00 # Affidavits: 1
Contact: KATHY D. MILLS Phone: (912)267-5502 Fax#: Email: kmills@cityofbrunswick-ga.go	
Agency:	Last Changed: pmerr 08/21/18 13:58
COMMENTS: Emailed by John Hunter. PM	
PUB ZONE EDT TP RUN DATES NEWS A 97 S 08/22,29 09/05	
AUTHORIZATION	
Under this agreement rates are subject to change with 30 days notice. In the event of a cancellation before schedule completion, I understand that the rate charged will be based upon the rate for the number of insertions used.	
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(CONTINUED ON NEXT PAGE)

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#### ORDER CONFIRMATION (CONTINUED)

Salesperson: PATRICIA MERRITT Printed at 08/21/18 13:58 by pmerr-bn

Acct #: 2108094 Ad #: 61952 Status: New WHOLD WHOI

#### Notice of Public Hearing

Notice is hereby given that a public hearing shall be held at Old City Hall, 1229 Newcastle Street, Brunswick, GA 31520 on Wednesday September 5, 2018 before the Brunswick City Commission during their regular meeting at 6:00 p.m. to consider a Resolution transmitting a Draft Comprehensive Plan Update to the Coastal Georgia Regional Commission and the Department of Community Affairs review pursuant to the Georgia Planning Act of 1989. Call Bren Daiss, 267-5502, with questions.