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ACT DISTRICT PUBLIC INPUT AND ENGAGEMENT PLAN

Public input and engagement are critical elements to the overall design of the ACT District. The UGA team will work extensively with stakeholders of the District to ensure that appropriate opportunities for public input are provided. After all, the design must reflect not only innovative planning approaches but also what users of the corridor desire. The engagement process will rely on guidance from the ACT Design Steering Committee and participation from a broad group of stakeholders.

The responsibilities of the committee in the public input and engagement process are as follows:

1. The committee will work with the UGA team to finalize the public engagement process which will include recruitment for focus groups and dissemination and collection of written and electronic surveys.
2. The committee will participate in creating a visual preference survey for a broader group of stakeholders by taking 5 pictures of things that they like within the ACT District, 5 pictures of things they do not like in the District, and 5 things that they wish were in the District (disposable cameras will be provided and submission of photographs is done anonymously). The photographs will be used for a broader community visual preference survey (part of the proposed town hall meeting and an important piece of the Steering Committee retreat), and to assist in determining the basis for appropriate design recommendations for Phase 1.
3. The committee will also review input from stakeholders along with the research and recommendations of the UGA team to identify priorities and issues that the plan will focus on.

Public Input – There are several mechanisms that the UGA team will use to gather information from specific user groups and stakeholders in general in the ACT District, and each of these mechanisms will be seeking responses to generally the same questions:

1. What is working well in the ACT District?
2. What needs to be improved in the ACT District?
3. Is there an area of town, or another town all together, that you think is visually more attractive than the ACT District? What is it and what characteristics make it more attractive?
4. What is missing in the ACT District? Why?
5. What would you like to see in the ACT District? Be specific.

The opportunities for public input and engagement will use the following formats: focus groups; surveys; stakeholder interviews; and a town hall meeting.

Facilitated Discussion Groups: Four primary user groups (Residents; Business Owners/Operators; Faculty, Staff and Students of CCGA and Glynn County Schools; and Hospital Employees and Administrators) in the ACT District will comprise four focus groups with 8 to 12 participants in each. These user groups represent the primary activities occurring in the ACT District and the users of those services.
**Surveys:** Electronic and hard-copy surveys will be used to gain a broad sample of ACT District users and residents. The UGA team will use existing community websites, listservs, and social media to distribute an electronic survey, and rely on ACT District businesses, churches, and organizations (Rotary, Kiwanis, College clubs, etc.) to distribute and collect hard copies of the survey or to point their membership to the web-based survey. *(Note: Surveys were not part of the final public engagement process as the ACT Design Steering Committee determined that they were not an effective tool for reach the ACT community.)*

**Stakeholder Interviews:** In some cases, there might be an individual with specific knowledge or information that would be beneficial to collect in a one-on-one conversation. Interviews will be limited in number (up to 30) and will focus on elected officials and other decision-makers as well as owners of significantly sized land parcels. Interviewees will be determined by the ACT Design Steering Committee.

**Town Hall Meeting:** Using the Meeting Works software and network, a town hall will be conducted that allows attendees to: 1) participate in a facilitated, small group discussion that captures responses electronically; and 2) participate in a visual preference survey that relies upon the photographs taken by the steering committee along with other images provided by the UGA team with attendees voting on preferred images using the Meeting Works key pads.

**Stakeholders** – The Steering Committee has identified a number of groups that should be engaged in the public input process for the ACT District. Those that we will seek input from include, but are not limited to: the disabled community; churches/faith community; medical community; college students; retail/restaurant owners and other business owners; senior housing residents; public safety officials (police, fire, EMTs); faculty and staff of k-12 and post-secondary institutions; and residents (owners and renters of all income levels).

The qualitative information gathered through the public input and engagement processes will be used to guide the future of the ACT District. It is important that broad participation is achieved and the UGA team will rely on the Steering Committee to ensure that as many stakeholders as possible are given the opportunity, through various mechanisms, to participate in designing the future of the ACT District.
Approximately 60 people attended the Town Hall Meeting to rank issues and vote on preliminary designs. To get an idea of how many residents attended, participants were asked to indicate yes or no to the question “Are you a resident of the Altama Avenue area?” The result: 36.2% responded “yes.” After a brief overview of the project and a description of each of the issues, they ranked 10 issues developed by the ACT Design Steering Committee in order of significance. The top four were chosen as discussion topics. Facilitators took notes as small groups of participants discussed the importance of the issues and what needed to be done about them.

What follows is the responses from polling and from the discussions.

Issues
The 10 issues developed by the steering committee are listed in order below. Participants ranked them in order of significance: 1 is most significant, 10 is least significant. Rank scores were derived from the average of the participants poll results.

<table>
<thead>
<tr>
<th>Issue</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intersection of Altama Avenue and Fourth Street</td>
<td>3.94</td>
</tr>
<tr>
<td>Traffic speed</td>
<td>4.05</td>
</tr>
<tr>
<td>Crosswalks</td>
<td>4.16</td>
</tr>
<tr>
<td>Connectivity between the hospital and the College</td>
<td>4.66</td>
</tr>
<tr>
<td>Appropriate infill development in commercial areas</td>
<td>5.22</td>
</tr>
<tr>
<td>Age and condition of housing stock</td>
<td>5.34</td>
</tr>
<tr>
<td>Trees and landscape in commercial areas</td>
<td>5.75</td>
</tr>
<tr>
<td>Residential parks and community greenspace</td>
<td>6.22</td>
</tr>
<tr>
<td>Vacant lots in residential areas</td>
<td>6.52</td>
</tr>
<tr>
<td>Greening around schools</td>
<td>6.95</td>
</tr>
</tbody>
</table>

Discussion
Since the top three issues were related to traffic speed and safety, they were collapsed for discussion into a single issue. Participants also discussed connectivity between Southeast Georgia Health System (the hospital) and the College of Coastal Georgia (the College), and were given a chance to add anything they thought was missing. The following is a summary of the responses. The raw data is included on pages 9 through 16.
What is important about traffic speed and safety?
It’s a major connector road, and traffic goes too fast. It’s not safe for pedestrians or bicycles. With the expansion of the College and Brunswick High School, there will be more of both. The road is uninviting, so drivers aren’t inclined to stop at businesses along Altama. Traffic flow is important for those driving through and also for local businesses. The speed of traffic, increased traffic from the schools’ expansion, and the road design combine to make it hard for potential customers to access the schools and businesses. Traffic congestion and speed impede emergency vehicles coming from and going to the hospital.

What needs to be done about traffic speed?
Make the corridor safer for pedestrians and bicyclists by adding crosswalks, cross-unders, or cross-overs; improving existing crosswalks, widening sidewalks, creating handicap access ramps, or creating greenway pedestrian/bicycle paths. Slow traffic by adding roundabouts (not all participants like this idea), speed bumps, or destinations that people will stop for: new and different businesses, food places for local workers and students, or a hang-out spot for high school students. Add traffic lights, turn lanes and turn arrows, for example at Fourth Street or at the campus entrances. Widen Fourth Street or reroute traffic to other side streets.

What is important about connectivity between the hospital and the College?
More connectivity will lead to more traffic, both vehicular and pedestrian. There are residential areas between the two institutions (the hospital and the College) that need to be taken into account. Many current residents are retired senior citizens who need access to the hospital; campus expansion will change the residential population to more students and staff. Connectivity could provide an opportunity for business expansion in the area, especially food and other small places catering to the students and employees.

What needs to be done to increase connectivity between the hospital and the College?
Better, safer pedestrian linkages between the hospital and the College is important: additional sidewalks, widen existing sidewalks, safer street crossings. Add buses or shuttles. Create a master plan involving both institutions, and make certain to communicate with or involve residents. Review zoning codes and ordinances to encourage planned development in the area, and enforce them. Expand joint business efforts of the institutions and add health and commercial services, such as clinics, dry cleaner, FedEx-Kinko’s, etc.

What did we miss?
Commercial development: how to increase it; how to redevelop old shopping areas, what kind should be encouraged. Coordination between city and county; other organizations should also be involved, like the Chamber of Commerce. Improve the appearance of the area by dealing with commercial signage and putting utilities underground. Consider crime and increase security. Plan for residents: improve housing to the west of Altama Avenue, and make sure residents have access during construction. Add greenspace.
Appendix A – Stakeholder and Public Engagement

**Designs**

The UGA team also presented preliminary designs (see pages 33-35 of Corridor Plan) for reconfiguring the Right of Way along Altama Avenue and for wayfinding signage for the area (see page 76 of Corridor Plan), and polled the participants about their favorites. The following indicates responses to each set of designs.

<table>
<thead>
<tr>
<th>ROW CONFIGURATIONS ON ALTAMA AVENUE</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>32.2%</td>
</tr>
<tr>
<td>B</td>
<td>55.9%</td>
</tr>
<tr>
<td>C</td>
<td>11.9%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>WAYFINDING SIGNAGE</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>54.8%</td>
</tr>
<tr>
<td>2</td>
<td>3.2%</td>
</tr>
<tr>
<td>3</td>
<td>41.9%</td>
</tr>
</tbody>
</table>
Discussion Results

The responses below represent the raw data that was received in response to each question. Therefore, the responses that follow (and the questions asked) are in the exact, unedited format as submitted during the Town Hall Meeting.

What is important about traffic speed?

- The schools and the college growth. Added traffic to Altama.
- More sidewalks on campus and perimeter sidewalks
- Safety issue and enforcement
- Safety first
- Traffic flow for commercial businesses and schools
- Crosswalk on north end
- Raceway for north and south traffic
- It’s the real connection of the area
- Pedestrian safety
- Ease of access by vehicles and pedestrians
- Not inviting now
- Improve foot traffic access on campus
- Want to drive through without stopping
- Lighting for pedestrian safety
- Not a destination
- Safety
- Traffic must flow
- Traffic flow
- Designed for vehicles, not for pedestrians, cyclists, children, etc.
- High School taking college classes
- Need for sidewalks and crosswalks
- Not safe—even on sidewalks
- Are there sidewalks?
- Impossible to turn left onto Altama from the college rush hour am and pm
- Speed
- Too high speed
- Limited sidewalks
- Destination of traffic
- Too much congestion
- Signage is poor [get lost without it]
- Calming speed of traffic important for pedestrians
- Altama is old railroad right of way
- Turn lanes on secondary roads
- No east to west four lane connector from 17 to Altama
- Only good east/west corridor we have
• There is nothing to slow down traffic
• Reduce speed limit
• Pedestrian safety
• Lack of turning arrows
• Development has only occurred within the last 20 years or so
• No bicycle paths—paths are needed
• Dangerous to cross Altama
• Altama and Fourth no pedestrian and bike ways to cross safely
• Widen Fourth Street
• To promote connectivity, there will need to be bypass or overpass for foot traffic and vehicles
• Enforcement of cross walks—better signage
• Improve parking in street
• Traffic lights should not be timed in order to slow traffic
• Cross-over / cross-under
• Vehicles travel at fast speeds
• High rise crosswalk/pedestrian overpass
• Traffic needs to be slowed
• No speed control in area
• Corridor was not designed for pedestrian use
• Need to improve how to get on east/west corridors to keep traffic moving
• No safe crosswalks
• Altama needs to be multi-modal (cross walks, traffic calming, bike lanes, traffic lights)
• Need to promote connectivity between the three campuses—BHS, CCGA, SGHS
• Support college/hospital connectivity
• Walking and jogging paths
• Clearly delineated pedestrian crosswalks
• The corridor is unattractive, so you don't want to stop
• Increased population
• Increase speed enforcement
• High speeds limits business customers—only thriving businesses are at the intersections
• Needs to consider all forms of traffic (cars, bikes, people, etc.)
• More greenway trails to promote walkability, particularly for students
• Added stop light on Fourth Street campus entrance
• Students need access to commercial businesses within the district
• Altama and Fourth turning south needs light for turn
• Improve east/west access (i.e., 4 lane road)
• Improved access at college entrance on Altama at gym entrance/high school
• Speed bumps to slow traffic down
• Evaluate roundabouts at Fourth and Altama
• Safety issue; speed limit; ease of access; calming effect; user friendly area needed
• Handicapped accessibility needed
• Flashing lights
- Need biking lanes for commuters for college and pedestrians
- People ride wheelchairs up and down Altama
- Multiple college entrances
- No sidewalk on college side of Altama
- Use traffic calming measures to slow traffic down
- Consider ambulances and access to SGHS in terms of speed bumps, etc.
- Combine business access points to reduce entrances onto Altama
- Keep Willies Wienie Wagon
- Connection between Brunswick High and College
- Emergency access for emergency vehicles
- Make sure emergency vehicles have access
- Need destinations points for people to come
- Common light for college and HS

**What needs to be done about traffic speed?**
- Bike lanes
- Decrease lane widths
- Reduce speed along corridor
- Create destination points
- Designated bike lanes and pedestrian paths
- One way traffic
- Implement wheelchair accessibility, ramps, etc.
- Enforcement of speed
- Make campus walk friendly
- Expand the right a way on Altama
- Crosswalk signals
- Large sidewalks
- Sidewalks on both sides of Altama
- Center divide
- Turn arrows at Fourth
- Need to add to the economic make-up of the corridor—St. John’s shopping area in Jacksonville
- Plant trees, promote greenspace
- Improvements for residential transition of campus
- Roundabout
- Parking garage
- Implement stuff on pictures
- Need clear markings of travel lanes
- Building signage/names on campus
- Traffic lights on entrances to CCGA campus on Altama
- Elevated crosswalks between high school and college
- Cross overs
Appendix A – Stakeholder and Public Engagement

- We don’t want a roundabout...
- Redesign the whole area for multi-modal use
- Link and coordinate traffic signals at intersections
- Reflectors imbedded in crosswalk to protect pedestrian at night
- Emulate access similar to Target shopping center [multiple left turn lanes]
- Updated more modern signals
- Roundabout
- Food establishments for the daytime populations
- Establish a land trust to purchase land along the right of ways
- Align entrances at BHS and CCGA
- Evaluate conversion of emergency lanes into bicycle lanes
- Will need to reroute traffic as both campuses come online
- Roundabouts for consideration
- Four-lane Fourth Street
- Reduce speed
- Redesign and add more signage
- Lengthen turn lanes onto CCGA campus
- Since there is nowhere to eat, need food establishments (destinations points) that are walkable
- Fourth Street 4 lane
- Add way finding signs for major destinations (hospital, college, etc)
- Keep traffic flow moving
- Improve connectivity between health department and football stadium
- Increase lighting for student safety at night
- Reroute high school traffic Habersham
- Keep Fourth open for ambulance access to SGHS
- Open access around stadium to relieve traffic on Altama
- Enforce speed limits
- Roundabout at college street and Hampton?
- Maintenance of sidewalks for ease of flow (e.g., wheelchairs)
- Mixed use building—possible apartments above—possible Newcastle area
- Increase enforcement of speeding and stopping for pedestrians
- No roundabouts
- Flyover
- Live-shop areas
- Consider roundabout at Fourth and Altama
- Lower speed limit in corridor
- Resurface Altama
- Transient population will need better directional signage to know where they’re going
- More than just a college draw—need to draw the HS folks, hospital folks (possible day care business to support local area)
- Road surface improvements
- Coordination needed across jurisdictions toward implementation
Walkways will be needed for pedestrians—trails, paths, sidewalks, crosswalks to promote accessibility
Seniors—walkability [need smoother surface and curb cuts]
Improved signage
Reduce traffic speed and enforce; add stop lights; add sidewalks & bike paths
Add sidewalks on both sides of road
Speed limit should be 35 mph
Build high school hang out areas
Encourage walking, biking
Where does speed limit go from 45 to 35? Ought to be 35 all the way.
Sidewalks needed
Note: any lane expansion of Fourth Street must take into account the residents, especially those between 4th and Altama and Fourth and 341/Newcastle.
Replace cobra streetlights on Altama with something more attractive and more pedestrian in scale.

What is important about connectivity between the hospital and the college?
- Nursing students
- Students and teachers go back and forth between the two campuses
- Two centers for traffic flow
- Transportation between campuses
- Nursing program
- Make college healthcare programs best they can be
- Connection between health programs and the college
- Residential areas in between
- Provide employee base for hospital
- A lot of cross pollination between college and hospital (nurses)
- Buses
- Are both catalysts for development
- Most residents are retired and senior citizens—need access to hospital
- Opportunity for small businesses (food, coffee shop) between the two
- Majority of the students from college will do their practicum at local hospital and the local elementary schools
- Sidewalks on Jekyll Ave/residential areas between campuses
- Share with the child care program—hospital and college
- Need for public transit
- Housing stock in area could be attractive to both students and doctors
- Shuttle buses for students
- Could be shuttle between CCGA and SGHS
- There may be other potential shared services
- If fix access improvement issues will benefit both
- Hospital is buying up residential properties
- Focus on crossing Fourth Street. Potentially widen 4th Street.
Appendix A – Stakeholder and Public Engagement

- Convenience for students and employees to stay in area for food, etc.
- Visual pedestrian linkage between them
- Not the greatest issue for the district
- Increase shared curriculum between institutions
- Flyover
- Changes in neighborhood
- The Goodyear neighborhood which is near the college and hospital will support housing for students
- District identify with common signage, streetscapes, and design elements
- The hospital’s growth plan for expansion comes up to Fourth/CCGA campus
- Critical aspect of two for so many folks: both are generators of tremendous daily traffic trips
- Minimum maintenance standards for rental properties
- Shuttle buses for students to get from hospital to campus (for safety)
- Need to keep the hospital or the college from becoming an island—need a flow between them and the Goodyear neighborhood
- Improve relations between hospital and residents between the campuses
- Anything that improves one will likely improve the other
- Expand the residential into multi-function housing to support college students and doctors and nurses in internship
- Not such a need for connectivity between SGHS and CCGA, because hospital growth will encroach upon residential neighborhoods
- Make residents more aware of planning by CCGA and SGHS
- Differences in city and county building codes, zoning in area
- Limit number of unrelated students per dwelling unit

What needs to be done to increase connectivity between the hospital and the college?
- Master planning will help connect the two campuses
- Pedestrian linkages and common design elements and signage
- College needs to be less of an island
- Keep residents informed
- Two need to have a long range plan to accomplish this
- Increase communication between residents and CCGA/SGHS
- Need bigger sidewalks
- Increase communication between hospital and college and let public know
- Appearance needs to improve
- Need more bicycle paths
- Make sure that the master planning committees for the College and SGHS are working together
- Communication beyond news articles, press releases, etc.
- Improve communication between campuses and residents in area
- Need zoning changes to support housing changes—prevent some future problems
- Shuttle bus through entire area
- Safe crossing at Fourth
- Increase connectivity
- College, Hospital and Board of Education need to develop a long range plan for development of the area
- Fourth Street has a potential to become frat row
- Improve sidewalks in residential area for access to both campuses
- Security issues need to be addressed
- Encourage two entities to both plan together
- Need a 4-lane Fourth Street [there is disagreement about this, because it wouldn’t help traffic and would make it more like Altama. Another idea is to make Fourth St. 3-lane with a turn lane or redesign Fourth St. like Altama.]
- Zone so doctors’ offices can be on bottom and apartments on the second floor
- Pedestrian walkway down center of Jekyll Ave with one way auto traffic on either side
- Signage needed to direct students to SGHS
- Implement separate pedestrian access
- Expanding on joint business efforts (cafe at college run by the hospital)
- Joint vision of future growth between CCGA and SGHS to promote connectivity
- Add road around back of college to allow better access to school and hospital and reduce traffic on Fourth and Altama
- How do residents feel currently between SGHS and CCGA?
- Expand on internship opportunities (business and health)
- Add sidewalks
- Build a human services center: health care, head start, DFCS, dental clinic
- Continuing education classes for hospital staff at college
- People drive through residential neighborhoods to access SGHS
- Help clinics for students at college
- Attractive pedestrian and auto friendly corridor between them
- Review ordinances and increase enforcement
- Plan for parking structures in order to limit surface parking
- Add code enforcement personnel
- Parking is currently sufficient. Will it be in the future?
- Health clinics for students at college
- Need services buildings area: dry cleaners, commercial services, FedEx-Kinko’s, commercial use around performing arts center
- Campuses are so close that you immediately know where you are
- Expand and coordinate efforts of college and hospital security
- Review zoning for current appropriate uses

What did we miss?
- Need a public park—large green space
- Putting utilities underground
- How are we going to pay for this?
- Where does the funding come from for the improvements
Appendix A – Stakeholder and Public Engagement

- Need to focus on the aesthetics
- City-county government coordination
- Too many billboards and most commercial signage is ugly!
- High School buses should load and unload on Habersham
- City and county boundaries within corridor
- Address general zoning issues
- Where’s the money / funding?
- Keep signage low and minimally lit
- How do we address infill?
- 4th Street traffic management during special events, as well as hospital and college growth
- Strategy to infuse the Chamber’s/IDA strategy with the strategy that is developed from this process
- Need plan for improving housing stock on west side of Altama
- Four-sided access to campus—more than two access points (Fourth and Altama)
- Retrofit Cypress Mill shopping area and parking lot
- When changes are being made, new constructions, etc., need to ensure access to residential areas and businesses
- Fragmented property ownership makes it difficult for potential property purchases (government or investors)
- Enhance security
- Offer incentives for commercial development
- Crime issues
- Need increased law enforcement
- What kind of businesses are appropriate to be placed near college and high school (is Altama going to be an alcohol free zone)?
- Where will the parking entrance be for the performing arts center?
- Street furniture and bike racks needed
- We need Chamber of Commerce, College, SGHS, independent businesses, city, and county leadership at this meeting.
- Redevelop old Brunswick Mall/shopping center with Winn-Dixie
- Need community center/civic center for community activities
- More police presence in the area
- Incentivize new businesses in district
- Need medians with green space, vegetation
- Want more community input opportunities for other planning issues/areas
INTRODUCTION

This document provides information related to housing activities and initiatives in the City of Brunswick over the last three years. Together with the ACT housing assessment, this information will be used to identify housing issues and opportunities in the District and provide a base for thinking about redevelopment and neighborhood improvement in the areas adjacent to the ACT corridor.

The City of Brunswick has a long history of community development and neighborhood revitalization planning, activities, and partners. This report reviews and summarizes various housing efforts in the City of Brunswick and is meant to highlight major activities not be exhaustive. Information related to housing in the District compiled from the public input process of the ACT Corridor Plan, CHARB/GICH meetings, and other informal interviews is also included.

HOUSING INITIATIVES, ACTIVITIES, & RESOURCES IN THE CITY OF BRUNSWICK

Community Housing Assistance Resource Board / Georgia Initiative for Community Housing Program

The City of Brunswick has been working collaboratively with community partners on housing issues at least since 2006, when the Community Housing Assistance Resource Board (CHARB) was established. The City of Brunswick participated in the Georgia Initiative for Community Housing (GICH) program with the CHARB team from 2009 to 2011. The mission of the CHRAB/GICH Housing Team is to promote affordable housing options in the City of Brunswick.

GICH is designed to help local communities bring together the critical players, access funding, and organize and implement a housing strategy. The GICH model facilitates grass roots planning and local capacity building, and combines technical assistance, collaboration, training, facilitation, consensus building, networking, and mentoring to help communities launch a locally based plan to meet their housing and neighborhood revitalization needs. During the biennial retreats, housing team members learn to effectively use redevelopment tools such as nuisance abatement ordinances, land bank authorities, housing assessments, windshield surveys, urban
Appendix B - Housing

redevelopment plans, and neighborhood clean-up days to meet the housing needs of their citizens and spur community reinvestment in their neighborhoods. As an alumnus of the program, representatives from the City of Brunswick are invited to participate in any future GICH events. Information regarding these future training opportunities will be available on the following website: http://www.fcs.uga.edu/hace/hdrc/gich.html. On this website, interested individuals can also sign up for the housing discussion Listserv.

The GICH program provides accountability through cross-community sharing sessions. Each GICH community is required to give the group a report back on activities, accomplishments, and obstacles at each retreat. The final report back presentation from the City of Brunswick GICH team (August 2011) provides an overview of goals, accomplishments, and future work. Many of the activities are included in this report. The PowerPoint can be viewed here: http://www.fcs.uga.edu/hace/hdrc/private/docs/BWK_GICHRetreat_082011.pdf

Affordable Housing Strategy

One action item of particular interest from the GICH work plan is “Develop and implement Affordable Housing Strategy/ Community Housing Assistance Plan (CHAP).” The Affordable Housing Strategy project was developed under the direction of the City of Brunswick Department of Economic Development and at the direction of the City of Brunswick City Commission. The Coastal Regional Commission, together with the City of Brunswick researched and wrote the document, which was funded by the Department of Community Affairs by a grant available to GICH communities. A draft document was completed in May 2010, but has not yet been adopted by the City Commission due to an ongoing update of the CHAP.

The strategy identifies four segments of the population in need of affordable housing based on income. The annual household income thresholds and the corresponding types of housing options needed are: transitional housing, less than $20,000 - subsidized rental, $20,000-$37,000 - low-end market rental/purchase and less than $60,000 ($38,000 – $60,000) - entry level homeownership. The document presents an action plan for housing providers in the City of Brunswick to address affordable housing needs and to provide and promote housing options. The 5-year strategic action plan has seven sections: three for the CHARB/GICH solution areas/teams: Emergency and Transitional Housing, Neighborhood Redevelopment/Restoration, and Outreach and Marketing and four for key organizations within the City of Brunswick: Habitat for Humanity, City of Brunswick Economic Development, City of Brunswick Community Development, and Brunswick Housing Authority. The strategic plan is aligned with other planning documents like the City of Brunswick Comprehensive Plan and the City of Brunswick Consolidated Plan.

Pages 27-31 of the CHAP detail Current Initiatives and are included in this report, along with several other documents on pages 26 through 39. The initiatives are listed below with a brief description.

- Public housing - preference to the employed and those that are unable to work due to age or disability, recruiting new landlords for the Housing Voucher Program (Section 8), homeownership program
- Protected affordable units – South East Georgia Community Land Trust
- Homeless and transitional housing
- Neighborhood redevelopment strategy area – Adopted Urban Redevelopment Plan (URP) in March 2009, which includes a significant portion of the City. First target neighborhoods are Dixville/Habersham Park
and New Town/Town Commons.

- Neighborhood restoration – Weed and Seed is working to strengthen communication between the Department of Community Development and the Brunswick Police and is helping the City identify properties and/or lots which require either demolition or repair. They are also working with the City’s Volunteer Home Repair Program and conducting neighborhood clean ups. Weed and Seed representatives will promote the City’s housing programs through Neighborhood Watch meetings.

- Norwich Corridor Redevelopment Initiative – The City is working with business owners to develop a business owner’s association. The City is demolishing dilapidated structures in this area.

- Current housing programs offered by the City – See below for programs offered by the City to help its most needy citizens with housing needs.

The CHAP also offers a list of best practices for affordable housing. Strategies/policies presented include: create and encourage neighborhood collaboratives, direct affordable housing developments to those areas that can be efficiently served by existing or new infrastructure (infill), implement overlay district(s) and adopt with design guidelines that promote neighborhoods with sense of place, encouraging implementation of mixed-use and mixed-income areas, create an education and outreach program, utilize tax increment financing to fund affordable homes, stimulate construction and rehabilitation through tax abatements, create or expand dedicated housing trust funds, adopt inclusionary zoning, and facilitate the reuse of abandoned, vacant, and tax-delinquent properties.

City of Brunswick

The City of Brunswick manages and operates several housing and community development programs financed mostly by the Community Development Block Grant Program (CDBG), Recapture Funds, and the Community Housing Investment Program (CHIP). The City of Brunswick is an entitlement community and therefore receives a formula-based funding allocation for CDBG from the U.S. Department of Housing and Urban Development. The City must apply to the Georgia Department of Community Affairs (DCA) for CHIP funds. The following is a list of programs to aid low-income individuals/families to purchase a home and to provide funds for housing rehabilitation or demolition. Below includes a brief description of the programs. Please see attached for more details and specific income requirements

- Affordable Home Ownership Program - financial assistance for low income homebuyers to purchase of a home, infill construction, down payment assistance, closing costs, and gap financing. Can be used to purchase a home anywhere in the City, but incentives are given for locations within the City’s Strategic Redevelopment Area or properties purchased through the Southeast Georgia Community Land Trust. Total amount of subsidy varies and maximum is $30,000.

- Elderly/Disabled Emergency Home Repair Program – assists homeowners at least 60 years old or disabled to purchase materials for minor emergency repairs to primary residence. Applicants receive a grant of up to $2,500 and labor charges are not allowed.

- Demolition Program - provides financial assistance to property owners (residential or commercial) to demolish substandard structures and eliminate blight in the City. Applicants with complicated title problems may be rejected. Above moderate income households, investors or developers are eligible for 50% of demolition costs not to exceed $5,000. Low income households receive 100% of demolition costs not to exceed $10,000.
• **Major Home Repair Program** – income qualifying homeowners in the City can apply for a deferred payment loan of up to $40,000 to address major repairs (code violations of more than one of the following systems: HVAC, plumbing, electrical, structural or roof) to eliminate health and safety issues, correct code violations, and make home more energy efficient. Repairs must bring house to code otherwise applicant will be denied. Owner contribution of 5% is required for households at 50-80% of low-moderate income limits.

• **Minor Home Repair Program** - income qualifying homeowners in the City can apply for a deferred payment loan of up to $15,000 to address minor repairs (code violations of one of the following systems: HVAC, plumbing, electrical, structural or roof) to eliminate health and safety issues, correct code violations, and make home more energy efficient. Owner contribution of 3% is required for households at 50-80% of low-moderate income limits.

• **Volunteer Home Repair Program** – income qualifying homeowners can apply for a direct grant for roof repairs by World Changers or other local volunteer groups.

As required by HUD, the City must submit an Annual Action Plan to be compliant with the Consolidated Planning Regulations for an entitlement community. The Third Program Year Annual Action Plan describes the uses of CDBG funds for FY2011 to benefit low-to-moderate income persons and to eliminate slum or blight, to rehabilitate substandard housing, and to assist homeless and displaced victims in the City of Brunswick. Programs listed above funded by CDBG include: Demolition, Major Home Repair, Minor Home Repair, and Volunteer Home Repair. The City has identified two target areas of highest need with the highest concentration of minorities and also the areas with the highest poverty rates: **New Town/Town Commons neighborhoods (Norwich Street Corridor) and Dixville/Habersham neighborhoods**.


The City of Brunswick participated in a Regional Neighborhood Stabilization Program (NSP) application submitted by the City of Fitzgerald in 2009. The purpose of the NSP grant is to eliminate vacant units and create affordable homeownership. The City of Brunswick acquired three homes and offers down payment assistance through CHIP and NSP. Two of these homes are in the ACT district.

**Urban Redevelopment Plan**

The City of Brunswick’s **Urban Redevelopment Plan (URP)** provides a general outline for redevelopment of blighted or threatened areas of the City. The URP boundaries include almost all 2000 block groups with household poverty rates of 20% or greater in the City. The area includes a small portion of the ACT District – Montpelier and Washington Heights. See map on page 39.

The full URP can be found at the web address below, but some of the important points include: primary redevelopment tool used is the Nuisance Abatement Process (the Blighted Buildings Act may be used); Code Enforcement is used to identify occupied houses that should be brought into the redevelopment process, but these properties will be targeted for redevelopment only when they become vacant; Rental property owners are required to bring their properties to standards if they want to continue to rent. Substandard rental properties are posted as soon as they are vacant followed by redevelopment or nuisance remedies; and the City does not plan to use eminent domain powers. See attached for more details on the strategies and tools used in the URP. In concert
with the CDBG description above, the New Town/Town Commons and Dixville/Habersham neighborhoods are the first target areas for redevelopment under the URP. All target properties are vacant. CDBG and CHIP funds will be used for demolition and homeownership loan qualification.

http://www.brunswickga.org/sg_userfiles/urban_redevelopment_plan.pdf

The City of Brunswick conducted a Housing Conditions and Occupancy survey in the City in 2009, and the results from this survey were used for evidence in declaring the redevelopment area blight. This windshield survey was conducted by code enforcement officers and identified vacant homes and lots, as well as categorized housing into one of the following five categories: excellent, good, fair, poor, or uninhabitable. Homes that are considered uninhabitable are not candidates for rehabilitation and should be demolished.

OTHER HOUSING INITIATIVES, ACTIVITIES, & RESOURCES

Weed & Seed is an initiative of the United States Department of Justice. The goal is to decrease crime and drug activity and to increase prevention programs and neighborhood restoration. The Brunswick Weed & Seed neighborhoods include all of Brunswick south of First Street/Parkwood Drive. This includes the following neighborhoods in the ACT District: Goodyear Park south of Parkwood Dr., Homesite, and Montpelier. Operation Dixville “Renewing Brunswick One Home at a Time” is a “seed” effort that includes a community clean-up (picking up trash and yard waste), painting and pressure washing homes, and minor outdoor home repair. This event is lead by the First Baptist Church and has been held in the summer of 2009 and 2010. There is also a Norwich Street clean-up on the first Saturday of the month, when volunteers walk along Norwich and pick up trash. The following website shows the Weed & Seed community: http://www.brunswickgeorgia.net/weed/neigh.html

Low-Income Housing Tax Credit (LIHTC) Applications – In the past three years, 6 LIHTC applications have been submitted to DCA for projects in Brunswick. To date, none have been funded. The 2011 awards have not been announced. Locations of the following proposed rental properties are presented on the Brunswick Housing Activities Google Map referenced below. With the exception of Tara Arms, these proposed projects are not in ACT District. This information was downloaded from DCA’s website:

http://www.dca.ga.gov/housing/HousingDevelopment/programs/OAHApplicantsFundingList.asp

- **Oak Hammock** (2011) – 66 units, new construction, senior (senior households ages 55 and older), southeast intersection of Scranton Road and Chapel Crossing Road. Project consists of 10 residential single-story brick buildings. This would be located behind Glynn Place Apartments, an existing LIHTC building for families. A market study for this project can be found at this address: http://www.dca.ga.gov/housing/housingdevelopment/programs/documents/2011-022OakHammockCore.xlsx.pdf

- **Tara Arms** (2011) – 82 units, acquisition and rehab, family, renovating the existing Tara Arms Apartments, one 3-story apartment building constructed in 1996. Currently residents pay $523-$624 for rent depending on unit size and do not pay utilities. Tara Arms would be certified under the Earthcraft Multifamily Renovation program administered by Southface Energy Institute.
• **East River Square** (2010 & 2009) – 46 units, new construction, family, at Hopkins Home Annex. This project would replace the existing Hopkins Home, a 30-unit market rate rental property managed by the Brunswick Housing Authority. The proposed property would consist of one four-story building with brick and Hardiplank siding. A market study for this project can be found at this address: [http://www.dca.state.ga.us/housing/housingdevelopment/programs/documents/EastRiverSquareBrunswickGADCAMarketStudy.pdf](http://www.dca.state.ga.us/housing/housingdevelopment/programs/documents/EastRiverSquareBrunswickGADCAMarketStudy.pdf).


• **Norwich Commons** (2009) – 46 units, new construction, family, Norwich Street and 4th Street. A market study for this project can be found at this address: [http://www.dca.ga.gov/housing/HousingDevelopment/programs/documents/2009-018BrunswickGA_NorwichCommons_Market_Study.pdf](http://www.dca.ga.gov/housing/HousingDevelopment/programs/documents/2009-018BrunswickGA_NorwichCommons_Market_Study.pdf)

The **Coastal Phoenix/Southeast Georgia Community Land Trust** (SEGCLT) is a not-for-profit arm of the Brunswick Housing Authority and was formed and created in 2008-2009. In establishing this land trust, leaders from the City of Brunswick made a site visit to Athens to learn about the Athens Land Trust model. According to the SEGCLT website, a community land trust program was formed to acquire, design, build, finance and rehabilitate properties to promote permanently affordable housing in Glynn County. The SEGCLT is a member of the National Community Land Trust Network, which has 245 members and 7 in Georgia. The income qualification for a CLT home is 120% Area Median Income (AMI). FY 2009 AMI for Glynn County was $55,200, so the income limit is $66,240. As previously stated, the City of Brunswick gives preference for homeownership subsidies for families purchasing a CLT home. [http://www.coastalphoenix.org/index.html](http://www.coastalphoenix.org/index.html)

**Brunswick Housing Authority** (BHA) manages five public housing properties: Glynvilla Apartments (128 units), McIntyre Court (144 units), Brooklyn Homes (34 units), Mercer Altama Apartments (84 units), and Abbott Andrews (51) and one market rate apartment: Hopkins Homes (100). There are no public housing units in the ACT District.

The BHA also operates a Section 8 rental assistance program. There are several Section 8 eligible properties in Brunswick that are designated for the elderly. One is in the ACT District: St. Mark's Towers has 80 units for elderly residents. The Section 8 voucher program grants a voucher to an eligible family to rent an approved privately owned unit. The Section 8 waiting list is currently closed. There is one rental property currently available through the Coastal Phoenix Rental Program. Located at 1821 Johnson Street, the home rents for $550. Hopkins Homes Annex has units for rent at $375-$475 a month depending on the number of bedrooms. The BHA has partnered with a private developer to submit an application for LIHTCs to replace Hopkins Homes with East River Square, as discussed previously. [http://brunswickpha.org/index.html](http://brunswickpha.org/index.html)

**Coastal Housing Today** is “the City’s source for quality, affordable housing and homeownership in Brunswick and Glynn County.” Launched in December 2009, this paper is free and fully funded by advertising dollars. With a circulation of 6,000, the paper is an outreach program of Totally Free and is published in partnership with the Community Housing Resource Assistance Board. The latest edition of Coastal Housing Today, released in March 2010, includes articles on the follow topics: Operation Dixville, DCA rewards first-time homebuyers
for good credit, Hope House: Transitional housing for victims of domestic violence, Habitat for Humanity’s “Partner Families,” Live, work and play in Brunswick, Loan modification scams, Foreclosure crisis help, Dreams become reality, City offers up to $25,000 in down payment assistance to qualified homebuyers, World Changers to return in 2010, Energy Star, and Foreclosures and short sales. As evidenced by these various articles, this paper provides valuable information about affordable housing options in the city of Brunswick. Publishers are currently negotiating with a new marketing entity to continue circulation.  http://coastalhousingtoday.blogspot.com

Totally Free, Inc. provides financial education, home buyer education, and housing counseling to the citizens of Glynn County. About 95% of the clients are low to median income residents. Components of the Affordable Housing Program include Individual Housing Counseling, Homebuyer Education, the Individual Development Accounts Program, FDIC Money Smart, Get Checking, and Debt Management. Totally Free is a HUD approved housing counseling agency, conducting Homebuyer Workshops since 2002, and received the Outstanding Homeownership Achievement Award in Housing Counseling from DCA in 2005. Totally Free also provides foreclosure prevention, emergency placements and other the other services. Totally Free staff field many calls daily from residents in need of housing services, and they have been a consistent and active (co-founding) partner in CHARB and GICH. Totally Free is currently partnering with the City in administering a grant for Fair Housing outreach. http://www.totallyfreeinc.org

Habitat for Humanity of Glynn County, GA has built 65 homes in Glynn County since it was established in 1989. According to a report on accomplishments in February at the GICH retreat, in 2010, Habitat built four homes in Glynn County, three of which were in the City of Brunswick. Locations of recent homes built and future sites are presented on the Brunswick Housing Activities Google Map linked below. None of these are in the ACT District, but the Habitat HomeStore and the Administrative Offices are located in the Glynn Plaza Shopping Center. The Habitat HomeStore is a great resource for discounted (reusable) home furnishings, home improvement and construction items. http://www.habitatglynncounty.org

Southeast GA Community Development Corporation (SEGACDC) – has partnered with the City of Brunswick on several projects. A representative from the organization is a member of the CHARB committee and attended several GICH retreats. They are currently involved in HUD’s Healthy Homes Initiative and held a home ownership fair in June 2007 at what is now the College of Coastal Georgia. The SEGACDC has also rehabbed homes in rural areas of Glynn County.

Map of various housing initiatives and resources:
http://maps.google.com/maps/ms?f=q&source=s_q&hl=en&geocode=&aq=&g=2203+K+Street+Brunswick+31520&ie=UTF8&hq=&hnear=1601+George+St,+Brunswick,+Georgia+31520&msa=0&msid=210302-442739767104612.0004a1be59bf6b973dd75&ll=31.194448,-81.483021&spn=0.103083,0.154324&z=13&layer=t

Additional information related to the housing environment in the City of Brunswick

The following bullet-pointed list is comprised of additional comments about housing issues, resources and activities in the City of Brunswick. This information was learned from ACT Design Steering Committee meetings, CHARB/GICH meetings, informal interviews and other informal data collection methods. The following list is not presented in any particular order.
There is a perception of crime in Brunswick. The Brunswick Police participates in CrimeMapping, [http://www.crimemapping.com/], an online mapping tool that provides recent crime activity in Brunswick neighborhoods. This is a nationwide resource and only five jurisdictions in Georgia use it. These data can be used to inform the public and motivate citizens to take more responsibility in their neighborhoods. Crime data can be tracked and compared overtime.

At the May 9th ACT Design Steering Committee meeting, vacant lots and poor housing conditions were identified as issues in the residential nodes near the Parkwood and Fourth street area. Participants at the June 28th town hall meeting ranked issues from 1 as most significant to 10 as least significant. Age and condition of housing stock ranked 5.39, and vacant lots in residential areas ranked 6.62.

Brunswick is partnering with Totally Free on a Fair Housing Initiative. A symposium to discuss impediments to fair housing (HUD) was held in April with a guest speaker and 25 attendees. Billboards have been put up to advertise and have generated a lot of calls. This will be an annual event. Totally Free is getting more and more calls from citizens needing money for rent and from families facing foreclosure. Totally Free’s homeowner pre-purchase workshops are full.

An informal windshield survey was conducted of the housing conditions in the ACT District in June. Particular interest was paid to the County portion, since this was not included in the housing conditions survey conducted by the City. Housing stock and conditions in Brunswick Villa, Bonnie Day and Carver Heights is poor and is similar to the Washington Heights area. The Brunswick Villa/Washington Heights area is bordered by the railroad. Not having a lot of outside traffic, these neighborhoods can easily be overlooked as an area in need of resources.

The CHARB/GICH committee meets every third Wednesday at 10am. Participation in these meetings has waned recently, but the group is working to reconstitute membership, sending letters to 30 individuals inviting them to (re)join the effort. Currently, the focus of this committee is to edit and amend the CHAP and to market the City of Brunswick and its neighborhoods as a great and safe place to live. The CHAP is intended to be dynamic and include an annual report and discussion.

DCA manages the GeorgiaHousingSearch website, which is a free service to find and list rental properties. Brunswick is an area identified as in the greatest need for more postings to this website. http://www.georgiahousingsearch.org/

DCA administers the HomeSafe Georgia program (previously called the Hardest Hit Fund), a statewide unemployment mortgage payment assistance program to prevent foreclosures. This program helps Georgia homeowners who have experienced job loss or a substantial decrease in their income with mortgage payments until they find new or better employment. Potential users must register on the web for this program. https://www.homesafegeorgia.com/

DCA also manages the Homeless Prevention and Rapid Re-housing Program (HPRP). Since DCA cannot make direct assistance payments to individuals, the Salvation Army in Glynn County is a sub-
grantee and allocates the funds. The HPRP provides homelessness prevention assistance to households
who would otherwise become homeless—many due to the economic crisis—and to provide assistance to
rapidly re-house persons who are homeless. Resources are targeted and prioritized to serve households
that are most in need of this temporary assistance (3 - 18 months) and are most likely to achieve stable
housing after the program concludes. Financial assistance to persons at or below 50% of area median
income is in the form of rental assistance (includes utility payments), moving costs, and/or hotel/motel
vouchers. Mortgage payments are not available through this program. http://www.dca.state.ga.us/housing/
specialneeds/programs/HPRP.asp

The following documents, or parts of documents, that are referenced in Appendix B are included on pages 26
to 39:

CHAP pages 27-31

City of Brunswick program descriptions

Urban Redevelopment Plan pages 3-4

Urban Redevelopment Plan map
Current Initiatives

Public Housing
The City of Brunswick, Office of Community Development, works closely with The Housing Authority of the City of Brunswick to identify the housing needs of the low income households of our community. The Housing Authority currently has a waiting list of 270 applicants for public housing and 286 applicants for the Housing Choice Voucher Program. Currently the waiting list is close.

The Brunswick Housing Authority currently has 594 units divided into 6 different housing communities. There are currently 740 households in the jurisdiction of the Housing Authority that are assisted through the Voucher/Section 8 Program. The Brunswick Housing Authority is currently a High Performing Housing Authority by HUD standards.

Public and Assisted Housing Inventory:

Section 8
- Total recipients 740.
- Total number of household on waiting list 317 (813 people).
- Total number of Single women over the age of 18 is 32.
- Total number of children under the age of 18 is 445 (on waiting list).
- 56 elderly people receive section 8 vouchers.

Source: Brunswick Housing Authority

Brunswick’s Assisted Housing Inventory

<table>
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<tr>
<th></th>
<th>Total</th>
<th>0-1 Bedroom</th>
<th>2 Bedrooms</th>
<th>3+ Bedrooms</th>
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<td>252</td>
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Source: Brunswick Housing Authority

Brunswick’s Housing Authority Units

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<tr>
<th></th>
<th>Number of Vacant Units</th>
<th>White 17.60</th>
<th>Black 82.28%</th>
<th>Hispanic/Latin 81.58%</th>
<th>Other 0.13%</th>
<th>Minority 82.40%</th>
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<tbody>
<tr>
<td>Total Units</td>
<td>589</td>
<td>0</td>
<td>%</td>
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<td></td>
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</table>

Public Housing Strategy
The Housing Authority of the City of Brunswick continually monitors the intake and vacancy preparation process to ensure timely responses, certification and housing, to the maximum extent practicable of families on the public housing waiting list. The Housing Authority also offers a working preference to families that are employed and to those families that are unable to work due to age or disability. Under the Housing Voucher Program, the Housing Authority is constantly recruiting new landlords into the program to be able to offer the applicants a greater selection of housing. The Brunswick Housing Authority is currently involved in a homeownership program and has goals to participate in building affordable housing within the
community to offer further opportunities to their residents who might wish to participate in the Housing Choice Voucher Homeownership Program.

The Brunswick Housing Authority has laid out the following as the mission and goals described in their 5 year plan:

- Reduce public housing vacancies
- Improve PHAS score
- Improve SEMAP score
- Increase customer satisfaction
- Concentrate on efforts to improve specific management functions
- Modernize public housing units
- Conduct outreach to landlords
- Increase voucher payment standard
- Deconcentration
- Implement public housing security measures
- Designate developments for particular resident groups
- Increase the number and percentage of employed persons
- Provide or attract supportive services to increase independence for the elderly or families with disabilities
- Undertake affirmative measures to ensure access to assisted housing regardless of race, color, religion, national origin, sex, familial status, and disability

**Protected Affordable Units**

South East Georgia Community Land Trust provide a tool to the city for creating permanent affordable housing units. In many cases government subsidies are provided to make housing more affordable to Low-End Market Rental/Purchase individuals and families. The community land trust provides a tool to memorialize the subsidy in the property and not with a particular owner.

**Homeless and Transitional Housing**

The City of Brunswick is committed to addressing the needs of the homeless in the community. Homelessness is not simply a lack of suitable shelter but is caused by a complicated and varied mix of economic, physical, and social factors. As a result, it takes a comprehensive and coordinated effort to address the multiple and specific needs of individuals experiencing housing difficulties through a step-by-step transition process. This requires addressing issues at all stages of homelessness and at multiple factors (such as mental or physical disability, family violence, chronic illness). In order to effectively do this, a continuum of care is necessary to ensure individuals are receiving the necessary aid in all aspects of homelessness from those individuals who are at risk of becoming homeless all the way to individuals who are transitioning into permanent housing. In order to provide a successful continuum of care, community organizations must coordinate to identify gaps in the system and how to address the needs of those individuals that are unable to progress due to these interruptions of services.
Neighborhood Redevelopment Strategy Area
The Brunswick City Commission on March 18, 2009 adopted an Urban Redevelopment Plan according to regulations established by the Georgia Department of Community Affairs. Although the Urban Redevelopment Area includes a significant portion of the City of Brunswick, the Dixville/Habersham Park and New Town/Town Commons neighborhoods are the first neighborhoods targeted for improvement under the City’s newly adopted Urban Redevelopment Plan.

Neighborhood Restoration
The Weed and Seed Initiative will work to strengthen the communication between the Department of Community Development and Brunswick Police Department to mutually identify properties and/or lots which require either demolition or repairs. The share of information will ultimately beautify the neighborhood and will help reduce drug sales and prostitution in empty homes and lots.

The Weed and Seed faith based program, and the Safe Havens will partner with the City’s Volunteer Home Repair Program to perform neighborhood clean ups, or on Youth Multi Cultural Projects. Furthermore, the W & S will promote the Office of Community Development’s programs through the Neighborhood Watch meetings coordinated by the Brunswick Police Department.

Norwich Corridor Redevelopment Initiative
The City of Brunswick is actively working to redevelop the Norwich Street Corridor. This corridor was once a vibrant mixed use area. It has been adversely affected by many of the trends of the last 40 years. The City is working with business owners in the corridor to develop a business owner’s association. Also, the City is working to demolish dilapidated structures.

Current Housing Programs offered by the City
The City of Brunswick developed the following programs to respond to the housing needs of its Low-Income citizens. These programs are based on research by the Community Development Department into the housing needs of the citizens of the City of Brunswick. The intent of these housing programs is to help all citizens within the city attain safe, decent affordable housing. The City recognizes that there are barriers to affordable housing that limit the housing opportunities for its citizen. These barriers include the rising costs of construction materials and labor, the rising costs of real estate, and the lack of standard, affordable housing options within the City limits. These programs are designed to help citizens overcome these barriers.

The City offers the following programs to help its most needy citizens address critical housing issues. The specific program manuals provide details for application processes, when applications will be accepted and detailed information about the program.

- Elderly/Disabled Emergency Home Repair Program
- Volunteer Home Repair Program
- Minor Home Repair Program
- Major Home Repair Program
- Demolition Program
Housing Reconstruction Program
Affordable Housing/Infill Program/Land Trust/Homebuyer Subsidies
The following table shows the funding and units that the city will attempt to assist with future CDBG funds.
## CDBG and Recapture Funds

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<tbody>
<tr>
<td></td>
<td>Units</td>
<td>Amount</td>
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<td>Amount</td>
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<td>E/D Emerg Home Repair</td>
<td>24</td>
<td>$43,200</td>
<td>8</td>
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<td>Volunteer Home Repair</td>
<td>40</td>
<td>$100,000</td>
<td>40</td>
<td>$100,000</td>
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<td>Minor Home Repair</td>
<td>10</td>
<td>$80,000</td>
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<td>$80,000</td>
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<tr>
<td>Major Home Repair</td>
<td>2</td>
<td>$80,000</td>
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<td>Demolition - CDBG</td>
<td>4</td>
<td>$20,000</td>
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<td>$20,000</td>
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<tr>
<td>Recapture</td>
<td>16</td>
<td>$80,000</td>
<td>12</td>
<td>$60,000</td>
<td>10</td>
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<tr>
<td>CHIP - Gap Financing</td>
<td>10</td>
<td>$300,000</td>
<td>5</td>
<td>$150,000</td>
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Affordable Home Ownership Program

Program Overview
The City of Brunswick realizes that one of the largest obstacles that an individual faces when trying to purchase a home is the disparity between household income and purchase price. To make home-buying more affordable for low- to moderate-income individuals, the City of Brunswick offers financial assistance to low-income homebuyers for purchase of a home, infill construction, down payment assistance, closing costs, and gap financing. The goal of the City is to create permanently affordable housing for low-income residents. This program will work in cooperation with the community land trust to create permanently affordable housing options. The home to be purchased can be new construction, existing or reconstructed, as long as the buyer can obtain a FHA fixed rate first mortgage.

Financial Plan
Funding for this program is provided by the Department of Community Development Affordable Home Ownership Program (CHIP) grant and city recapture funds. Subsidies offered through this program vary, with incentives offered for location within the city’s Strategic Redevelopment Area or properties purchased through the SEGCLT. The total amount of CHIP and City recaptured funds assistance available to a homebuyer purchasing a home in the CBSRA or through the SEGCLT is a combined total amount of up to $30,000.

Applicant Eligibility
The combined household income must be less than the 80% income limit for this area as established by the Department of Housing and Urban Development (HUD). The current low-income limits are:

<table>
<thead>
<tr>
<th>Household Income</th>
<th>1 Person</th>
<th>2 Person</th>
<th>3 Person</th>
<th>4 Person</th>
<th>5 Person</th>
<th>6 Person</th>
<th>7 Person</th>
<th>8 Person</th>
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</thead>
<tbody>
<tr>
<td>Income</td>
<td>$30,650</td>
<td>$35,000</td>
<td>$39,400</td>
<td>$43,750</td>
<td>$47,250</td>
<td>$50,750</td>
<td>$54,250</td>
<td>$57,750</td>
</tr>
</tbody>
</table>

*These limits are adjusted annually.

Applicant Terms and Conditions
The application process requires that the buyer identify a qualified property, contact a participating lender, apply for a first mortgage loan with the lender, and direct the lender to initiate the application process. The first mortgage must be provided by a lending institution licensed to do business in the State of Georgia. Upon approval, the participating lender will contact the Department of Community Development to begin the second mortgage funding needs. Homebuyer counseling is a requirement to participate in this program.

Information and applications may be obtained from the Department of Community Development at 601 Gloucester Street by contacting (912)267-5530 or by emailing: Valerie L. Stallworth, Program Coordinator at: vstallworth@cityofbrunswick-ga.gov.
Appendix B - Housing

Elderly/Disabled Emergency Home Repair Program

Program Overview
The purpose of the Elderly/Disabled Emergency Home Repair Program is to alleviate dangerous, hazardous, and/or unsanitary conditions that create an immediate danger to the health and well-being of the owner-occupant. The program is designed to assist homeowners with the purchase of materials for minor emergency repairs to their primary residence. Assistance is available only to owner-occupants living within the incorporated limits of the City. Applications are accepted on an ongoing basis and assistance is granted as long as the funds are available. An emergency is defined as a serious, unexpected situation or occurrence that demands immediate attention.

Financial Plan
The Elderly/Disabled Emergency Home Repair Program provides limited financial assistance in the form of a grant of up to $2,500 to purchase materials. Labor charges associated with a repair project are not considered a reimbursable expense under this program. Labor cost is the responsibility of the homeowner. This program is funded from city recapture funds.

Applicant Eligibility
Eligible applicants must be a minimum of 60 years of age or disabled. They must meet the low-to-moderate income guidelines established annually by the Department of Housing and Urban Development (HUD). The current Low- and Moderate-Income Limits are:

<table>
<thead>
<tr>
<th>Household</th>
<th>1 Person</th>
<th>2 Person</th>
<th>3 Person</th>
<th>4 Person</th>
<th>5 Person</th>
<th>6 Person</th>
<th>7 Person</th>
<th>8 Person</th>
</tr>
</thead>
<tbody>
<tr>
<td>Income</td>
<td>$30,650</td>
<td>$35,000</td>
<td>$39,400</td>
<td>$43,750</td>
<td>$47,250</td>
<td>$50,750</td>
<td>$54,250</td>
<td>$57,750</td>
</tr>
</tbody>
</table>

*These limits are adjusted annually.

Applicant Terms and Conditions
The applicant must provide proof of homeownership by completing the Community Development Certification of Residence form, proof of age and/or disability, proof of income, and have an approved and/or certified contractor complete the job description form detailing the materials that are needed to accomplish the repairs. Once the forms have been completed, returned and approved, a building inspector will review the job description to determine if a building permit is needed. Electrical, plumbing and mechanical services must be performed by a certified contractor.

Information and applications may be obtained from the Department of Community Development at 601 Gloucester Street by contacting (912)267-5530 or by emailing: Valerie L. Stallworth, Program Coordinator at vystallworth@cityofbrunswick-gea.gov.
Demolition Program

Program Overview
The Department of Community Development assists property owners with the cost to demolish dilapidated structures (residential and commercial) within the city limits. Removal of dilapidated structures improves public safety, reduces crime, and paves the way for potential redevelopment opportunities. There are three options available to applicants based on income and ownership. Demolition applications will be accepted throughout the year.

Financial Plan
This program is funded through a combination of Community Development Block Grant funds and city recapture funds from other grants. A lien may be filed to secure the cost of the demolition. Some repayment or owner contribution may be required.

Applicant Eligibility
Financial assistance is available depending upon the annual household income, family size, and financial qualifications. Eligible applicants must meet the income guidelines.

<table>
<thead>
<tr>
<th>Option 1</th>
<th>Low Income Households (100% of demolition cost not to exceed $10,000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Option 2</td>
<td>Low – Moderate Income Households (75% of demolition cost not to exceed $7,500) Non-Profit 501[c][3] Corporations</td>
</tr>
<tr>
<td>Option 3</td>
<td>Above Moderate Income Households (50% of demolition cost not to exceed $5,000) For Profit Corporations, Partners, Sole Proprietors: Investors/Developers</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Household</th>
<th>1 Person</th>
<th>2 Person</th>
<th>3 Person</th>
<th>4 Person</th>
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<tbody>
<tr>
<td>Low-Mod Income Limits</td>
<td>$30,650</td>
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<td>$47,250</td>
<td>$50,750</td>
<td>$54,250</td>
<td>$57,750</td>
</tr>
</tbody>
</table>

Applicant Terms and Conditions
Applicants must produce all required documents in order to participate in the program. Participants must be the owner of a dilapidated structure that is located within the city limits. Income eligibility and land/home ownership will need to be verified. Applicants with complicated title problems may be rejected. Properties must also pass an environmental evaluation.

Information and applications may be obtained from the Department of Community Development at 601 Gloucester Street, by contacting (912)267-5515 or (912)267-5530, or by emailing: smcduffie@cityofbrunswick-ga.gov
Major Home Repair Program

Program Overview
The Major Home Repair Program assists income qualifying homeowners located within the city limits to address major repairs. Up to $40,000 in assistance is provided in the form of a Deferred Payment Loan, and is prioritized to eliminate health and safety issues, correct code violations and make the home more energy efficient. This program will address the repairs of more than one household system: for example, repairing code violations including HVAC system, plumbing system, electrical system, structural system, or the roof system. Applications are considered on a first come basis based on annual availability of funding. Applications are accepted on an ongoing basis. If funding is not available, a waiting list will be maintained. The entire house must meet code requirements when the repairs are completed.

Financial Plan
An owner contribution of five-percent of the household annual income is required for households between 50 and 80 percent of the Low- and Moderate-Income limits (LMI). No owner contribution is required when the household income is less than 50 percent of LMI. The assistance is secured with a ten-year deferred, forgivable loan. When household income is between 50 and 80 percent of the LMI limit the homeowner is responsible to repay five-percent of the annual household income for five years.

Applicant Eligibility
Eligibility is determined based on the total household income. An applicant must have a total household income below the LMI limits adjusted for family size. Applications packets must be completed accurately and supporting documentation must be included.

<table>
<thead>
<tr>
<th>Household</th>
<th>1 Person</th>
<th>2 Person</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Income</td>
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<td>$35,000</td>
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<td>$50,750</td>
<td>$54,250</td>
<td>$57,750</td>
</tr>
</tbody>
</table>

*These limits are adjusted annually.

Applicant Terms and Conditions
The home repairs must be code violations, which consist of vital components of the house systems. The repairs for the applicant’s property cannot exceed the grant amount of $40,000. A Lead-Based paint inspection may be completed. Participation in this program may be denied if the inspection documentation reports that the home would be substantially uninhabitable following the proposed repairs.

Information and applications may be obtained from the Department of Community Development at 601 Gloucester Street, by contacting (912)280-1820 or (912)267-5530, or by emailing Shauntae Walker, CDBG Program Manager at: styson@cityofbrunswick-ga.gov.
Minor Home Repair Program

Program Overview
The Minor Home Repair Program assists income qualifying owner-occupants located within the city limits to address minor repairs. Up to $15,000 in assistance is provided in the form of a Deferred Payment Loan. Applicants are prioritized to eliminate health and safety issues, correct code violations and make the home more energy efficient. This program will address the repair of one household system: for example the HVAC system, plumbing system, electrical system, or the roof system. Applications are considered on a first come basis based on annual availability of funds. Applications are considered on a first come basis based on annual availability of funds. Applications are accepted on an ongoing basis.

Financial Plan
An owner contribution of three-percent of household annual income is required for households between 50 and 80 percent of the Low- and Moderate-Income limits (LMI). No owner contribution is required when household income is less than 50 percent of LMI. The assistance is secured with a five-year deferred, forgivable loan. When household income is between 50 and 80 percent of the LMI limit the homeowner is responsible to repay three-percent of the annual household income for five years.

Applicant Eligibility
Eligibility is determined based on the total household income. An applicant must have a total household income below the Low- and Moderate-Income limits below. Application packets must be completed accurately and requested supporting documentation must be included. Participation in this program may be denied if the house does not pass a feasibility test.

<table>
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*These limits are adjusted annually.

Applicant Terms and Conditions
Repairs made under the Minor Home Repair Program are not intended to renovate the property. The applicant’s home repairs must be code violations, which consist of one vital component of the household systems. The repairs to the applicant’s property cannot exceed the grant amount of $15,000.

Information and applications may be obtained from the Department of Community Development at 601 Gloucester Street, by contacting (912)280-1820 or (912)267-5530, or by emailing Shauntae Walker, CDBG Program Manager at: styson@cityofbrunswick-ga.gov.
Volunteer Home Repair Program

Program Overview
The Volunteer Home Repair Program provides qualified owner-occupants with an opportunity to complete roof repairs by volunteer groups. These organizations include World Changers and local volunteer groups. The program is available to City of Brunswick residents. Applicants for summer projects must submit their complete application packet on or before April 1, 2011. For other project dates, applications will be accepted on an ongoing basis. Applications will be reviewed on a first-submitted first reviewed basis. Participants must own and occupy their home and be income eligible. Applicant house’s are reviewed and determined eligible by Office staff. Final selection is made by the participating volunteer organization based upon the degree of difficulty associated with the work involved and the skill level of the organization’s employees, trainees and volunteers.

Financial Plan
The Volunteer Home Repair Program, funded with Community Development Block Grant funds, provides financial assistance in the form of direct grants to income eligible homeowners with approved houses. There is no repayment or owner contribution required.

Applicant Eligibility
Eligible applicants must meet the Low- and Moderate-Income guidelines defined by the Department of Housing and Urban Development (HUD). The limits are shown below. Application packets must be completed accurately and supporting documentation must be included.

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Applicant Terms and Conditions
Repairs are limited to roof repairs and exterior house painting. Participation in this program may be denied if the Inspection process determines that the home does not pass a feasibility test. The volunteer organization makes the final selection of approved houses. Staff will develop work write-ups and material lists; help provide construction oversight; and, if necessary, work with the owner to engage a contractor to perform necessary preparatory and post volunteer completion work.

Information and applications may be obtained from the Department of Community Development at 601 Gloucester Street, by contacting (912)280-1820 or (912)267-5530, or by emailing Shauntae Walker, CDBG Program Manager at: styson@cityofbrunswick-ga.gov.
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, staff, the press, 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.

- Rental property owners are required to bring their properties up to standards if they want to continue to rent. With a redevelopment plan in place, substandard rental properties are posted as soon as they are vacant; followed-up with redevelopment or nuisance remedies.

- A uniformed Brunswick Police Officer will be involved in all code enforcement issues.

- 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; to include which could be used for fire department training. 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.

**Essential Tools:**

The Nuisance Abatement Process is the primary tool for redevelopment. 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 must 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 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 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.
PRELIMINARY ENGINEERING REPORT

ALTAMA COMMUNITY TRANSFORMATION (ACT) DISTRICT
PHASE I
ALTAMA AVENUE CORRIDOR

BRUNSWICK
GLYNN COUNTY, GEORGIA

PREPARED BY
HARRELL & JACKSON INC.
100 Plantation Ridge Dr., Suite A
Americus, Georgia 31709
Ph: (229) 928-4323  Fax: (229) 928-4325
www.harrelljacksoninc.com

Revised September 22, 2011

JN: 11522
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APPROVALS NEEDED
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CONCEPTUAL PROJECT BUDGET
GENERAL INTRODUCTION

This report is an analysis of the three ROW Configurations proposed for the upgrading of Altama Avenue to safely and efficiently accommodate bicycle and pedestrian traffic. In compiling this report, we visited the project route to inventory existing conditions noting traffic patterns, safety issues and the various environments that will be accessed by the proposed improvements.

The information presented herein is based on aerial imagery, on-line tax data and other published documentation. No actual field survey work has been done. This report does not include acquisition of additional right of way or easements, but rather the assumption at this point is that all of the work can be accomplished in the existing right of way.

EXISTING CONDITIONS

This section deals only with existing conditions along Altama Avenue that directly relate to or impact the proposed improvements and is intended as information for that purpose only or to possibly be a supplement to existing reports.

For purposes of this report, the project will Begin at Parkwood Drive, the southern terminus of Phase 1 of the project and proceed northerly to the End of the project at Community Road, the northern terminus of Phase 1 of the project. Altama Avenue is currently a four lane divided highway with a 12 foot wide grass median which tapers down to 3 feet of concrete for left turn lanes at median crossings and intersections. At a point approximately 1450 feet north of Parkwood Drive, the pavement section widens on each side to include an additional 12 foot wide lane in the travel way. This lane has a solid white line delineating it from the rest of the travel way on each side and in most cases is not being used (it does serve as a right turn lane at least two locations).

FOR PURPOSES OF THIS REPORT ACTUAL IMPROVEMENTS/CONSTRUCTION WOULD BEGIN AT THIS POINT 1450 FEET NORTH OF PARKWOOD DRIVE IN THE EXISTING WIDER PAVEMENT SECTION.

CONFIGURATION ALTERNATIVES & RECOMMENDATIONS

CONFIGURATION A:

This option utilizes the unused outside additional lanes on each side for a 5 foot designated bike lane and a 6 foot on-street buffer. It also calls for some limited upgrading of the sidewalk and pedestrian facilities (benches, bike racks and street trees) located behind the curb. From a cost standpoint as well as efficient, safe and practical use of infrastructure in place, this is our favorite “start”. The only work in the travel way would be restriping the outside lane which would have the least disruption on traffic and the public through the course of construction.

Note that the extra lane is being utilized at a couple of intersections as right turn lanes which would require some modification.

Upgrading of sidewalks along the shoulders is not mentioned in this configuration but is addressed in Configurations A-1, and B.
CONFIGURATION A-1:

This option also utilizes the unused outside additional lanes on each side for a 5 foot designated bike lane and a 6 foot on-street buffer. Significant upgrading of the sidewalk and pedestrian facilities behind the existing curb out of the bike/vehicle travel way are called for. Bike lane traffic and pedestrian-use facilities would be separated by the existing curb and gutter. The only work in the travel way would be restriping the outside lane which would have the least disruption on traffic and the public through the course of construction.

Construction of the new pedestrian facilities behind the existing curb would include: demolition of the existing sidewalks for the entire length of the project; utilization of the existing curb & gutter and therefore storm drainage system and structures; installation of a new 2.5 foot paver buffer and street trees (20’ on center) along the existing back of curb; installation of a new 5 foot sidewalk; replacement of street lights and finally installation of street trees (40’ on center) in the median. Also included would be site furnishings such as benches, bike racks, waste receptacles, etc.

Please note that there is no sidewalk currently along the frontage of the College of Coastal Georgia. Also there appears to be additional right of way along this frontage that would allow design of a more elaborate and attractive setting for enticing student use of the overall system. We would however still encourage separation of pedestrian and bicycle traffic.

Note that the extra lane is being utilized at a couple of intersections as right turn lanes which would require some modification.

CONFIGURATION B:

Configuration B essentially differs from A with the addition of installing a 2 foot wide “curb median” to separate and protect bike lane traffic from vehicular traffic. This alternative is desirable but the curb median aspect creates several issues with regard to function such as additional storm drainage considerations and also the cost of installing the curb median versus the cost of striping.

CONFIGURATION C:

The third alternative considers expanding the median to 36 feet with a central multi-use path creating a “linear park”. This option requires demolition of the existing curb & gutter and concrete in the existing median; saw cutting the existing pavement on both sides for the length of the project; installation of new curb & gutter; installing new signalization; new striping (turn lanes and crosswalks); and construction of a new multi-use path.

In our view, a multi-use path is a “people mover” over a distance setting and more rural in nature i.e., a river walk. This project environment is very active with a lot of student, retail, commercial and business activity going-on. In our opinion, it is too congested to mix pedestrians with bicycle traffic.
In our opinion this option is not conducive to the project environment for many reasons which include, but are not limited to the following:

1. There are too many median breaks to create a linear park feel.
2. Pedestrians and bikes in the center median create additional points of conflict at busy intersections. Pedestrians would have to cross traffic three times instead of once (once to get to the shoulder, another to cross the intersecting the street and another to get back to the median. We do not believe that crossing through the middle of the intersection is an option in this project. However, elaborate signalization and closing some of the median crossings may make a multi-use path concept more feasible.
3. As mentioned above, this configuration requires extensive traffic control; the removal of pavement and curb & gutter; saw cutting pavement; the installation of new curb & gutter and extensive signalization.
4. Even with the multi-use path in the median, sidewalks would still be needed on the shoulders for pedestrians to “back-track” to their destination once they have crossed over from the median to the shoulder.

In summary, the negative points of Configuration C include the creation of dangerous points of conflict, cost prohibitions of “moving” curb & gutter and extended disruption to the public through the course of construction versus value gained over Configurations A and/or B.

**RECOMMENDATION:**

A combination of Configurations A and B is recommended. From Configuration A, stripe the unused outside lane with a 5 foot wide bike lane and a 6 foot wide buffer along the outside traffic lane. Striping is a suitable alternative to the curb median physical barrier in this application and could be considered “low hanging fruit”. Some site furnishings such as bike racks and signage would be included in this early stage of project development.

From Configuration B, as funding permits, construct pedestrian elements behind the curb (out of the traffic travel way). As mentioned above, this would include demolition of the existing sidewalks for the entire length of the project; utilization of the existing curb & gutter and therefore storm drainage system and structures; installation of a new 2.5 foot buffer of pavers and street trees (20’ on center) along the existing back of curb; installation of a new 5 foot sidewalk; replacement of street lights and finally installation of street trees (40’ on center) in the median. Also included would be site furnishings such as benches, bike racks, waste receptacles, etc.

We believe that this combination is an efficient approach that will create a harmonious balance of safely handling vehicular, bicycle and pedestrian traffic and one than can be continuously enhanced by adding amenities such as additional landscaping, site fixtures, etc.

**DESIGN STANDARDS**

Best Management Practices will be required during construction. All improvements will be made in the existing City maintained right of ways. Street improvements will be in accordance with AASHTO, EPD, GDOT, and City of Brunswick Standards.
POTENTIAL OBSTACLES

Some utility relocation involving service or light poles, as well as some signage placement/relocation will be required. Subsurface conditions are always a potential obstacle for any project. However, as there are no deep cuts anticipated with this project, there is little reason to expect significant problems with groundwater or rock excavation. The Utilities Protection Center will be notified prior to the surveying process as well as before actual construction begins so that existing underground utilities may be located and protected. The City water, gas and sewer lines will be field located and every effort will be made to avoid disturbing them.

Project area residents’ accessibility to their homes or businesses is a paramount concern. The contractor will be expected to minimize disruption to owners as much as possible and provide at all times a means of ingress and egress. Naturally, construction will occur during the daylight hours. Every effort will be made to allow access at the following of each construction day.

TYPICAL SCOPE OF ENGINEERING SERVICES

The following engineering services would be required on this project:
- Field surveys
- Design of improvements
- Preparation of plans and specifications
- Submittals
- Assistance in securing permits and approvals
- Assistance in bidding and contracting
- Coordination with others
- Construction observation

It should be noted that surveying and legal services for easements and/or rights-of-way are not within the scope of the basic engineering design services for this project. Allowance for these services would be made in the overall project budget.

TYPICAL PROJECT SCHEDULE

Fieldwork will be completed within 60 days after notification of project approval and satisfaction of special conditions. Design of improvements will be performed within the next 90 days. At the end of the design phase, plans will be submitted to (GSWCD) and for local approvals. 60 days are allocated for the approval process. Easement acquisition surveys will also be performed if necessary. An additional 30 days are allowed for the acquisition process. After applicable approvals are received, the project will be advertised for 30 days. 30 days are scheduled after the bid opening to obtain bonds and execute construction contracts. 180 days are then anticipated to complete construction. An additional 30 days are allowed for the project closeout process.
A summary of the project schedule is then as follows:

- Field work: 60 days
- Design: 90 days
- Acquisition: 30 days
- Approvals: 60 days
- Advertise for Bids: 30 days
- Execute contracts: 30 days
- Construction: 180 days
- Project Closeout: 30 days
- Total: 510 days
CONCEPTUAL PROJECT BUDGET

Though very conceptual in nature, an itemized budget was prepared for each configuration so that individual components could be compared.

CONFIGURATION A

PRELIMINARY COST ESTIMATE
ALTAMA COMMUNITY TRANSFORMATION DISTRICT
BRUNSWICK, GEORGIA

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Qty.</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
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<td>LS</td>
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<td>$2,500.00</td>
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<td>6.</td>
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<td>7.</td>
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<tr>
<td>8.</td>
<td>Bike Racks</td>
<td>30</td>
<td>EA</td>
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Estimated Construction Cost $128,854.00
Engineering Design (12%) $15,462.00
Contingency (10%) $12,885.00
Subtotal $157,201.00
Contract Administration (6%) $10,034.00

Total Estimated Construction Cost $167,235.00
## PRELIMINARY COST ESTIMATE

**ALTAMA COMMUNITY TRANSFORMATION DISTRICT**  
**BRUNSWICK, GEORGIA**

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<td>1</td>
<td>LS</td>
<td>$5,000.00</td>
<td>$5,000.00</td>
</tr>
<tr>
<td>2.</td>
<td>Traffic Control</td>
<td>1</td>
<td>LS</td>
<td>$32,800.00</td>
<td>$32,800.00</td>
</tr>
<tr>
<td>3.</td>
<td>Concrete Sidewalk - 4&quot;</td>
<td>82,000</td>
<td>SF</td>
<td>$4.00</td>
<td>$328,000.00</td>
</tr>
<tr>
<td>4.</td>
<td>Remove Existing Sidewalk</td>
<td>55,600</td>
<td>SF</td>
<td>$1.00</td>
<td>$55,600.00</td>
</tr>
<tr>
<td>5.</td>
<td>Stripe Bike Lane Symbols - thermo</td>
<td>150</td>
<td>EA</td>
<td>$200.00</td>
<td>$30,000.00</td>
</tr>
<tr>
<td>6.</td>
<td>Street Lights - shoulder</td>
<td>100</td>
<td>EA</td>
<td>$3,000.00</td>
<td>$300,000.00</td>
</tr>
<tr>
<td>7.</td>
<td>Remove Existing Street Lights</td>
<td>30</td>
<td>EA</td>
<td>$500.00</td>
<td>$15,000.00</td>
</tr>
<tr>
<td>8.</td>
<td>Street Lights - median</td>
<td>30</td>
<td>EA</td>
<td>$3,000.00</td>
<td>$90,000.00</td>
</tr>
<tr>
<td>9.</td>
<td>Concrete Pavers</td>
<td>36,350</td>
<td>SY</td>
<td>$8.00</td>
<td>$290,800.00</td>
</tr>
<tr>
<td>10.</td>
<td>Accent Pavers</td>
<td>6,610</td>
<td>SY</td>
<td>$9.00</td>
<td>$59,490.00</td>
</tr>
<tr>
<td>11.</td>
<td>Street Trees - median</td>
<td>470</td>
<td>EA</td>
<td>$350.00</td>
<td>$164,500.00</td>
</tr>
<tr>
<td>12.</td>
<td>Street Trees - shoulder</td>
<td>728</td>
<td>EA</td>
<td>$350.00</td>
<td>$254,800.00</td>
</tr>
<tr>
<td>13.</td>
<td>Tree Grates</td>
<td>728</td>
<td>EA</td>
<td>$900.00</td>
<td>$655,200.00</td>
</tr>
<tr>
<td>14.</td>
<td>Bike Racks</td>
<td>30</td>
<td>EA</td>
<td>$300.00</td>
<td>$9,000.00</td>
</tr>
<tr>
<td>15.</td>
<td>Benches</td>
<td>30</td>
<td>EA</td>
<td>$300.00</td>
<td>$9,000.00</td>
</tr>
<tr>
<td>16.</td>
<td>Crosswalk Striping</td>
<td>830</td>
<td>SY</td>
<td>$5.00</td>
<td>$4,150.00</td>
</tr>
</tbody>
</table>

**Estimated Construction Cost**  
$2,303,340.00

**Engineering Design (10%)**  
$230,334.00

**Contingency (10%)**  
$230,334.00

**Subtotal**  
$2,764,008.00

**Contract Administration (6%)**  
$176,426.00

**Total Estimated Construction Cost**  
$2,940,434.00
## CONFIGURATION B

### PRELIMINARY COST ESTIMATE

**ALTAMA COMMUNITY TRANSFORMATION DISTRICT**  
**BRUNSWICK, GEORGIA**

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Qty.</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Mobilization</td>
<td>1</td>
<td>LS</td>
<td>$5,000.00</td>
<td>$5,000.00</td>
</tr>
<tr>
<td>2.</td>
<td>Traffic Control</td>
<td>1</td>
<td>LS</td>
<td>$32,800.00</td>
<td>$32,800.00</td>
</tr>
<tr>
<td>3.</td>
<td>24&quot; Raised Curb Median</td>
<td>13,500</td>
<td>LF</td>
<td>$15.00</td>
<td>$202,500.00</td>
</tr>
<tr>
<td>4.</td>
<td>Concrete Sidewalk - 4&quot;</td>
<td>82,000</td>
<td>SF</td>
<td>$4.00</td>
<td>$328,000.00</td>
</tr>
<tr>
<td>5.</td>
<td>Remove Existing Sidewalk</td>
<td>55,600</td>
<td>SF</td>
<td>$1.00</td>
<td>$55,600.00</td>
</tr>
<tr>
<td>6.</td>
<td>Stripe Bike Lane Symbols - thermo</td>
<td>150</td>
<td>EA</td>
<td>$200.00</td>
<td>$30,000.00</td>
</tr>
<tr>
<td>7.</td>
<td>Street Lights - shoulder</td>
<td>100</td>
<td>EA</td>
<td>$3,000.00</td>
<td>$300,000.00</td>
</tr>
<tr>
<td>8.</td>
<td>Remove Existing Street Lights</td>
<td>30</td>
<td>EA</td>
<td>$500.00</td>
<td>$15,000.00</td>
</tr>
<tr>
<td>9.</td>
<td>Street Lights - median</td>
<td>30</td>
<td>EA</td>
<td>$3,000.00</td>
<td>$90,000.00</td>
</tr>
<tr>
<td>10.</td>
<td>Concrete Pavers</td>
<td>36,350</td>
<td>SY</td>
<td>$8.00</td>
<td>$290,800.00</td>
</tr>
<tr>
<td>11.</td>
<td>Accent Pavers</td>
<td>6,610</td>
<td>SY</td>
<td>$9.00</td>
<td>$59,490.00</td>
</tr>
<tr>
<td>12.</td>
<td>Street Trees - median</td>
<td>470</td>
<td>EA</td>
<td>$350.00</td>
<td>$164,500.00</td>
</tr>
<tr>
<td>13.</td>
<td>Street Trees - shoulder</td>
<td>728</td>
<td>EA</td>
<td>$350.00</td>
<td>$254,800.00</td>
</tr>
<tr>
<td>14.</td>
<td>Tree Grates</td>
<td>728</td>
<td>EA</td>
<td>$900.00</td>
<td>$655,200.00</td>
</tr>
<tr>
<td>15.</td>
<td>Bike Racks</td>
<td>30</td>
<td>EA</td>
<td>$300.00</td>
<td>$9,000.00</td>
</tr>
<tr>
<td>16.</td>
<td>Benches</td>
<td>30</td>
<td>EA</td>
<td>$300.00</td>
<td>$9,000.00</td>
</tr>
<tr>
<td>17.</td>
<td>Crosswalk Striping</td>
<td>830</td>
<td>SY</td>
<td>$5.00</td>
<td>$4,150.00</td>
</tr>
</tbody>
</table>

**Estimated Construction Cost**  
$2,505,840.00

**Engineering Design (10%)**  
$250,584.00

**Contingency (10%)**  
$250,584.00

**Subtotal**  
$3,007,008.00

**Contract Administration (6%)**  
$181,937.00

**Total Estimated Construction Cost**  
$3,198,945.00
## CONFIGURATION C

### PRELIMINARY COST ESTIMATE

**ALTAMA COMMUNITY TRANSFORMATION DISTRICT**  
**BRUNSWICK, GEORGIA**

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Qty.</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Mobilization</td>
<td>1</td>
<td>LS</td>
<td>$25,000.00</td>
<td>$25,000.00</td>
</tr>
<tr>
<td>2.</td>
<td>Traffic Control</td>
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</tr>
<tr>
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<td>4.</td>
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</tr>
<tr>
<td>5.</td>
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<td>LF</td>
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<td>$20,250.00</td>
</tr>
<tr>
<td>6.</td>
<td>Concrete Sidewalk - 4&quot;</td>
<td>82,000</td>
<td>SF</td>
<td>$4.00</td>
<td>$328,000.00</td>
</tr>
<tr>
<td>7.</td>
<td>Remove Existing Sidewalk</td>
<td>55,600</td>
<td>SF</td>
<td>$1.00</td>
<td>$55,600.00</td>
</tr>
<tr>
<td>8.</td>
<td>Intersection Signalization</td>
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<td>EA</td>
<td>$3,000.00</td>
<td>$300,000.00</td>
</tr>
<tr>
<td>10.</td>
<td>Remove Existing Street Lights</td>
<td>30</td>
<td>EA</td>
<td>$500.00</td>
<td>$15,000.00</td>
</tr>
<tr>
<td>11.</td>
<td>Street Lights - median</td>
<td>30</td>
<td>EA</td>
<td>$3,000.00</td>
<td>$90,000.00</td>
</tr>
<tr>
<td>12.</td>
<td>Concrete Pavers</td>
<td>36,350</td>
<td>SY</td>
<td>$8.00</td>
<td>$290,800.00</td>
</tr>
<tr>
<td>13.</td>
<td>Accent Pavers</td>
<td>6,610</td>
<td>SY</td>
<td>$9.00</td>
<td>$59,490.00</td>
</tr>
<tr>
<td>14.</td>
<td>Street Trees - median</td>
<td>470</td>
<td>EA</td>
<td>$350.00</td>
<td>$164,500.00</td>
</tr>
<tr>
<td>15.</td>
<td>Street Trees - shoulder</td>
<td>728</td>
<td>EA</td>
<td>$350.00</td>
<td>$254,800.00</td>
</tr>
<tr>
<td>16.</td>
<td>Tree Grates</td>
<td>728</td>
<td>EA</td>
<td>$900.00</td>
<td>$655,200.00</td>
</tr>
<tr>
<td>17.</td>
<td>Bike Racks</td>
<td>30</td>
<td>EA</td>
<td>$300.00</td>
<td>$9,000.00</td>
</tr>
<tr>
<td>18.</td>
<td>Benches</td>
<td>30</td>
<td>EA</td>
<td>$300.00</td>
<td>$9,000.00</td>
</tr>
<tr>
<td>19.</td>
<td>Crosswalk Striping</td>
<td>830</td>
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<tr>
<td>20.</td>
<td>Sod</td>
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<td>21.</td>
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<td>23.</td>
<td>Utility Relocation / Coordination</td>
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<td>LS</td>
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<td>$100,000.00</td>
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</table>

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimated Construction Cost</td>
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</tr>
<tr>
<td>Engineering Design (10%)</td>
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<tr>
<td>Contingency (10%)</td>
<td>$402,339.00</td>
</tr>
<tr>
<td>Subtotal</td>
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<tr>
<td>Contract Administration (6%)</td>
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</tr>
<tr>
<td><strong>Total Estimated Construction Cost</strong></td>
<td><strong>$5,136,243.00</strong></td>
</tr>
</tbody>
</table>
Appendix D – Sustainable Development and Land Use Tools

Sustainable Development and Land Use Tools for Coastal Georgia

A. Coastal Stormwater Supplement to the Georgia Stormwater Management Manual
   http://www.georgiaepd.org/Documents/CoastalStormwaterSupplement.html

The Coastal Stormwater Supplement (CSS) adds to the multitude of information found in the Georgia Stormwater Management Manual (GSMM) http://www.georgiastormwater.com/ by providing specific guidance for Georgia’s coastal communities. Georgia’s coastal areas have high water tables and a large tidal range with unique terrestrial and marine habitats that are addressed within the new Coastal Supplement. The Coastal Stormwater Supplement can be used to shift the focus of Coastal Georgia’s post-construction stormwater management efforts onto the prevention, rather than the mitigation of the negative impacts of the land development process. Runoff reduction strategies are detailed as an approach to manage stormwater. Coastal High Priority Plant and Animal Species and Habitat Areas are provided and integrated from the State’s Comprehensive Wildlife Action Strategy, http://georgiawildlife.dnr.state.ga.us/statewildlifeactionplan_conservation.aspx and Coastal Rainfall Analysis, a Coastal Stormwater BMP Monitoring Protocol, and a model local government ordinance for Coastal Georgia are attached to the Supplement. The project also included guidance for coastal local governments on establishing a stormwater financing mechanism developed by the University of Georgia. Additionally, a user-friendly excel worksheet is also provided as a tool to ensure a project’s consistency with the Coastal Stormwater Supplement. The CSS provides Georgia’s coastal communities with comprehensive guidance on an integrated, green infrastructure-based approach to natural resource protection, stormwater management and site design that can be used to advance protection of coastal Georgia’s unique and vital natural resources as the region grows and develops.

B. UGA Marine Extension Service CoastScapes Conservation Landscaping Program
   www.coastscapes.org

The CoastScapes Conservation Landscaping Program of the University of Georgia (UGA) Marine Extension Service (MAREX) provides a comprehensive suite of tools and resources for sustainable land use implementation in coastal GA. The program seeks to engage both public and private sectors of coastal Georgians in conservation landscaping practices to help preserve the coast’s water resources, plants, habitats, and wildlife; all of which are critical elements needed to nurture and preserve the complex web of life that characterizes coastal Georgia and its surrounding watersheds.

The UGA MAREX CoastScapes website includes many helpful tools for individuals, professional landscapers, developers, schools, and communities. Examples include:
• An extensive user-friendly Georgia coastal plain native plant search engine;
• Comprehensive guidance documents with native plant lists for numerous forms of conservation landscapes (e.g., rain gardens, pollinators, wildlife, drought tolerant, salt tolerant, riparian buffer, native alternative to invasive plants);
• Water conservation and native plant model ordinance for coastal communities;
• Other tools, guidance documents, factsheets and links regarding conservation landscaping, choosing and selecting native plants, invasive plants, pollinator production, green infrastructure stormwater management, and natural resource-based sustainable land use practices.

In addition, the CoastScapes Program designed and installed a conservation landscaping demonstration site which is housed at UGA MAREX Brunswick campus. The demonstration site promotes the benefits of native plants, improving water quality, water conservation, enhancing and/or creating native wildlife habitat, reducing and/or eliminating pesticide use, eradicating invasive species, protecting pollinators and other beneficial insects and wildlife, and enhancing, protecting, and sustaining the region’s natural ecosystems and biodiversity. Furthermore, the site helps build an understanding of the value of conservation landscaping as a critical tool for balancing conservation and development interests and needs across the public and private sectors in coastal Georgia.

C. Green Growth Guidelines
   http://crd.dnr.state.ga.us/Assets/Documents/green%20growth%20cover.pdf
   http://crd.dnr.state.ga.us/content/displaycontent.asp?txtDocument=969
   (provides access by chapters)

As coastal Georgia experiences unprecedented pressure from growth and development, strategies are needed to protect the world class natural resources that enrich and inspire our lives and that draw us to visit and live on the Georgia coast. Techniques such as site fingerprinting, low impact development practices, alternative stormwater and bank stabilization techniques are detailed. This guide is intended for the development community, engineers and land planners, local governments, natural resource managers, conservation advocates as well as for our citizenry.
**Green Infrastructure**

**Greenway Network**

**Native Plant Palette**

**Why Landscape with Native Plants?**

*Native plants tend to thrive well under local conditions.* Native plants are generally tailored to local environments and are well suited to regional climates, native soils, and annual precipitation regimes. If appropriately placed, they perform well with minimum care, little fertilizer, and no pest control. As a general rule, most regionally native species are well adapted, are appropriately hardy, and require less in the way of soil amendment. Once established, they often survive with less, or in some cases, no supplemental irrigation.

*Native plants are inherently attractive to wildlife.* Plants, insects, birds, and other wildlife that have evolved together interact in complex ways. When native plants are absent, so too are the wildlife that depend on them. By using native plants in the ACT District landscapes, our community can help re-establish the plants that originally grew along Georgia’s coast and provide the habitat that wildlife needs to thrive. With the right diversity of native plants in the ACT District landscape, you can provide food, nesting, and shelter for many birds, beneficial insects, and other wildlife that have evolved to depend on the local native plant communities for survival.

*Native plants prevent the introduction of invasive plants.* By using native plants in the ACT District landscape, our community can help limit the chances that potentially invasive, exotic plant species will be introduced into natural environments.

**Selecting the Right Plants for the Right Locations**

When choosing plants for the ACT District, it is important to consider many factors, including the local climate, light requirements, soil types, heat tolerability, and moisture. By carefully selecting native plants that thrive in the conditions of this south Georgia region, plantings will require less maintenance and attract wildlife while creating an attractive coastal landscape. Selecting plants with contrasting textures will create an additional interesting component in the landscape.

Further information on native plants for Georgia’s coastal communities can be found on the UGA Marine Extension Service’s CoastScapes Conservation Landscaping Program website at [www.coastscapes.org](http://www.coastscapes.org).
How to select native plants for use in the ACT District:

The Native Plant Search Engine for the Coastal Plain of Georgia is a useful tool for selecting the right native plant for the site conditions of a given spot in the ACT District. The steps outlined below will help guide you in using the search engine.

The search engine can be found at www.coastscapes.org. The search engine’s main page (Figure 1) contains a number of search criteria that allows plant selection based on site conditions and plant characteristics. Plants can also be searched by scientific and common name in the pull-down menus. Clicking ‘Search’ will bring up a list of those plants that fit the selected search criteria (Figure 2). Clicking on a plant’s name within the list will display a page with specific information on that plant species (Figure 3). Links to the national USDA PLANTS and Lady Bird Johnson Wildlife Center native plant databases are provided for easy access for additional information.
Appendix E - References and Resources

REFERENCE GUIDES

Green Growth Guidelines http://coastalgadnr.org/cm/green/guide

LOCAL and REGIONAL RESOURCES

Brunswick and Glynn County Development Authority http://www.georgiasgoldenopportunity.com/
Brunswick-Glynn County Joint Water & Sewer Commission http://www.bgjwsc.org/
Brunswick-Golden Isles Chamber of Commerce http://www.brunswickgoldenisleschamber.com/
City of Brunswick http://library.municode.com/index.aspx?clientId=14810
Coastal Georgia Greenway http://coastalgeorgiagreenway.org
Coastal Regional Commission http://crc.ga.gov/default.aspx
CoastScapes http://www.coastscapes.org/CoastScapes.html
College of Coastal Georgia http://www.ccga.edu/
East Coast Greenway http://www.greenway.org/index.shtml
Glynn County http://www.glynncounty.org/index.aspx?NID=532
Glynn County School System http://flashmedia.glynn.k12.ga.us/
St. Simons Land Trust http://www.slt.org/
Southeast Georgia Health System http://sghs.org/

STATE AND UNIVERSITY RESOURCES

Archway Partnership http://archwaypartnership.uga.edu/
Carl Vinson Institute of Government http://www cviog.uga.edu/
Coastal Incentive Grant http://coastalgadnr.org/cm/grants/cig
College of Family and Consumer Sciences, Housing and Demographics Research Center  http://www.fcs.uga.edu/hace/hdrc/

Fanning Institute  http://www.fanning.uga.edu/

Georgia Association of Zoning Administrators  http://www.georgiazoning.org/

Georgia Department of Natural Resources, Coastal Resources Division  http://coastalgadnr.org/

Marine Extension Service  http://www.marex.uga.edu/

Small Business Development Center  http://www.georgiasbdc.org/

UGA Office of the Vice President for Public Service and Outreach  http://outreach.uga.edu/