

# CITY OF BRUNSWICK

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Julie T. Martin, Mayor Pro Tem  
John A. Cason III, Commissioner  
Felicia M. Harris, Commissioner  
Kendra L. Rolle, Commissioner

City Attorney  
Brian D. Corry

City Manager  
Regina M. McDuffie

## AGENDA

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### BRUNSWICK CITY COMMISSION

#### WORK SESSION

WEDNESDAY, JULY 19, 2023 AT 5:30 P.M.

1229 NEWCASTLE STREET, 2<sup>nd</sup> FLOOR

&

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## CALL TO ORDER

### UPDATE

1. 2023 Comprehensive Plan. (J. Hunter) (Encl. 1)

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## AGENDA

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### BRUNSWICK CITY COMMISSION

#### REGULAR SCHEDULED COMMISSION MEETING

WEDNESDAY, JULY 19, 2023 AT 6:00 P.M.

1229 NEWCASTLE STREET, 2<sup>nd</sup> FLOOR

&

STREAMED LIVE AT THE BELOW WEB ADDRESS:

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CALL TO ORDER \*\*INVOCATION \*\*PLEDGE OF ALLEGIANCE

**APPROVAL OF AGENDA**

1. Adoption of July 19, 2023 Regular Scheduled Meeting Agenda.

**PUBLIC COMMENT**

**APPOINTMENT ANNOUNCEMENT**

2. Appointment to Brunswick Housing Authority. *(Mayor)*

**ITEM(S) TO CONSIDER FOR APPROVAL**

3. Consider Approval of June 21, 2023 Regular Scheduled Meeting Minutes. *(subject to any necessary changes.)*  
*(N. Atkinson)* **(Encl. 2)**

4. Consider Approval of Workers Compensation Excess Funds Renewal. *(R. McDuffie)* **(Encl. 3)**

**5. CITY ATTORNEY'S ITEM(S)**

6. Consider Approval of Agreement with Board of Elections to Conduct Municipal Elections. **(Encl. 4)**

7. Consider Approval of Intergovernmental Agreement Between the City of Brunswick and the Glynn County Sheriff's Office. **(Encl. 5)**

8. Consider Approval of First Amendment to Intergovernmental Agreement Between Glynn County and The City of Brunswick. **(Encl. 6)**

**EXECUTIVE SESSION**



**SUBJECT: 2023 COMPREHENSIVE PLAN UPDATE WORKSHOP**

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**COMMISSION ACTION REQUESTED ON:** July 19, 2023

**PURPOSE:** The current Comprehensive Plan was prepared in 2018 and approved by the Brunswick City Commission in October 2018.

Under Georgia Law, for a municipality or county in Georgia to receive and remain eligible for certain state funding and permitting programs, it must initially adopt and update its Comprehensive Plan every five years. The Georgia Department of Community Affairs (DCA) has established guidelines and procedures municipalities and counties must follow in preparing and/or updating their Comprehensive Plan. The deadline for completing and submitting a draft of the Brunswick Comp Plan update for DCA and Coastal Regional Commission reviews is August 30, 2023. The Plan must be formally adopted by the City by October 30, 2023 to meet the State and DCA requirements.

The City of Brunswick Planning, Development and Codes staff began the process of updating its Comprehensive Plan following an initial Public Hearing by the City Commission on January 17, 2023.

Attached is a Draft of the 2023 Comprehensive Plan Update. Staff will provide an overview of this document during the workshop, discuss items of interest and questions, and provide an overview the remaining timeline of activities to complete the plan.

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**DEPARTMENT:** Planning, Development & Codes (PDC)

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Prepared by: John Hunter 

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**ADMINISTRATIVE COMMENTS:**

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**ADMINISTRATIVE RECOMMENDATION:**

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Regina M. McDuffie  
City Manager

7/10/23  
Date

**FIRST DRAFT 6/29-2023**

The City of Brunswick, Georgia  
**COMPREHENSIVE PLAN**  
AND  
**5 – YEAR WORK PROGRAM**  
Updated 2023



Prepared By  
The Department of Planning, Development and Codes

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- Appendix A – Record of Hearings, Meetings and Community Input Sessions
- Appendix B - Community Survey Results – Housing Needs
- Appendix C – Character Area Map
- Appendix D – Affordable Housing Plan.

## **Chapter 1 – Introduction & Overview**

### **Background**

The City of Brunswick is a historic Coastal Georgia city with origins dating back to the pre-Revolutionary period. In recent decades, Brunswick has experienced virtually no growth in its economy, population, or socio-economic profile. However, significant growth has occurred outside the city, particularly on the nearby resort islands to the East and in rapidly developing Glynn County to the North and West of the city. Recently, however, the City of Brunswick is starting to see revitalization, particularly in its historic downtown core. Much of this revitalization is attributable to the successful implementation of the 2018 updated Comprehensive Plan Work Program and it will likely continue throughout the implementation of this updated 2023 Comprehensive Plan as well.

### **Demographics**

The City of Brunswick population has remained static at around 15,000 for the past 20 years and continues to be a majority (62%) African American resident city. It has a large concentration of low-and low-middle-income families and non-family households (unrelated persons living together). The Median Family Income (MFI) in Brunswick has remained almost level (factoring inflation) for the past 20 – 30 years and is currently (2021) \$33,500 per year. This compares to the 2021 MFI for Glynn County of just over \$66,000 per year and \$88,000 for The State of Georgia. Within Glynn County, the coastal islands to the east, St. Simons and Jekyll Islands along with Sea Island, have concentrations of upper income families and retirees well above the County and State MFI.

The economy of the area has and continues to be dominated by the tourist industry on the islands. Over 50% of the labor forces that resides in Brunswick is employed in this industry as opposed to other opportunities such as at the Port of Brunswick, Georgia Pacific's wood fiber plant, the Federal Law Enforcement Training Center and Gulfstream Aviation to name a few. Wages in these industries are considerably higher than that of the tourist and hospitality industry as well as retail services. Because of lack of education, skills training and public transportation connecting the Brunswick labor force to many higher paying job opportunities, family income has not benefitted from these higher wage opportunities.

Economic issues, which are a priority for the City and its residents, not hold the same priority for the larger and growing Glynn County community. However, much of the city's urban area's labor force and regional services such as the Southeast Georgia Medical Center and the Coastal Georgia College are located in Brunswick which helps keep the focus on the city's needs at a regional and expanding urban area level.

## Achievements of Goals and Objectives from the 2018 – 2023 Plan and Work Program

- The City of Brunswick, like all cities, was impacted by the outbreak of the COVID virus and the Pandemic that followed. The impact was somewhat more severe due to its coastal location and the predominant economic driver for the area being tourism. Nevertheless, Brunswick weathered the period and made considerable progress in achieving its Comprehensive Plan Goals and Objectives expressed in its 5 – Year Work Program. A complete review of that Work Plan is shown in Chapter 13 and here are some of the more notable achievements:
- Completion of a complete revision of its 40+ year old Zoning Ordinance including the creation of two new zoning districts to meet current land use and development objectives as expressed in the 2018 Comprehensive Plan.
- Creation of a City Managed Stormwater Utility supported by a stormwater utility fee and, completion and approval of a 5 – year stormwater and flood prevention plan. Implementation of the plan began in 2022 using SPLOT funding.
- Completion of the Phase II design of historic Mary Ross Park and award of contract for improvements. Work on Phase II is now underway,
- Completion of a Housing Study and Affordable Housing Plan to guide the city in initiating a program of rehabilitating existing housing and revitalizing neighborhoods. Implementation of the plan with a 20-year goal will begin in 2024 with a five-year initial startup. This program will also seek to create opportunities and incentives for the development of new affordable housing on property cleared of dilapidated and vacant buildings under the plan.
- A return to a city managed parks and recreation program to be fully implemented by the Spring of 2024.
- Approval of a recommended public transportation plan by the City Commission and the beginning of efforts to secure the necessary funding and partnerships with the Glynn County and the private sector to enable the system to begin operation by the Spring of 2024.
- Lastly, the completion of several projects to re-purpose vacant commercial buildings in its downtown historic core for residential and commercial uses.

## Major Issues for Focus Over the Next 5 - Years in this Plan Update

Addressing some of Brunswick’s continuing physical, and socio-economic needs as a part of this updated Comprehensive Plan has resulted in a focus in many areas previously identified in need and some new issues as well. Following are listed the most pressing needs of the city:

- **Affordable Housing and Neighborhood Revitalization:** Over half of the city’s families are either living in inadequate housing or are devoting in excess of 30 – 35% of their income for housing expense. Over half of the city’s housing stock requires rehabilitation. Revitalization of neighborhoods throughout the city is badly needed and, if improved,

new affordable housing is likely to be built in the city. Currently, little new housing is being added to the in the city.

- **Flood Control and Drainage:** As a low-lying Coastal Georgia city, Brunswick faces flooding from increasingly strong storms as well as inadequate and failing stormwater drainage facilities. A recently completed Master Plan for drainage and flood protection system improvements has been funded with passage of a recent SPLOST referendum. The recently created stormwater utility has begun construction of several key projects which will begin to correct serious drainage problems and address flooding.
- A recently completed **public transportation** plan and approved option for a recommended system will soon offer residents an opportunity to connect with better and higher paying jobs, needed services and education opportunities.
- A newly restored and revitalized **Parks and Recreation Department** and development of a plan for facilities improvements and additions is needed to adequately serve neighborhood families throughout the city.
- Continuation of the **resurgence of its downtown commercial core** which has seen a number of buildings re-purposed for higher end residential uses. A revitalized Economic Development Authority and Urban Redevelopment Agency is now focused on completing long overdue initiatives like the redevelopment of the Oglethorpe Hotel Block and Liberty Harbor.

## **Purpose of the Plan**

This updated Comprehensive Plan (the Plan) will serve as a decision-making guide for the City Commission and staff as well as community leaders going forward facing these and other issues over the next 5 - years. Based on input from the general public, City Staff, Stakeholders, and a Steering Committee, the Plan identifies consensus needs and opportunities, goals and policies. It includes and is accompanied by a Five-Year Work Program to address and implement the key elements of the updated 2023 – 2028 Comprehensive Plan.

## **Process**

The process used to update the Plan follows the guidance and requirements of the Georgia Department of Community Affairs (DCA) Minimum Standards and Procedures for Local Comprehensive Planning, effective 3/1/2014.

## **Public Involvement**

### **Public Input, Stakeholder & Steering Committee Meetings for this 2023 Update**

The process to update the 2018 Comprehensive Plan began with an announcement by the City Commission at a public hearing. The process to update the Plan would stress input from all areas and interests of the community through a series of community input sessions. A Steering Committee was appointed by the City Commission as well as a Stakeholder Committee to help guide the process. Numerous committee and public gatherings were held to discuss needs,



opportunities, goals, and objectives that would influence the Plan content and implementation. Steering and Stakeholder Committee members along with City Staff attended many of these meetings to answer questions and record comments during this process.

**Steering Committee** members appointed by the City Commission included members of the Planning and Appeals Commission and consisted of the following:

- Lance Sabbe, Chairman
- David Bowers
- Alyssa Bruce
- Anita Collins
- Grace Greene
- Delores Harrison
- William Kitts

**Stakeholder Committee** members included participants selected by the City Commission who represented constituencies throughout the community and included the following:

- Ashby Worley, The Nature Conservancy
- Daren Pietsch Torras Properties
- Tyler Jones, Historic Brunswick NPA
- Jason Umfress, College of Coastal Georgia
- Jay Jenkins, Citizen
- Lisa Jordan, Downtown Development Authority
- Michael Torras, Torras Properties
- Semona Holmes, Perry Park Community
- Victoria Mackey, Citizen
- Rhonda Waller, Urbana Perry Park NPA
- Tripp Stephens, Southeast Georgia Health System
- Michael Christianson, Citizen
- Mitch Edwards, Citizen

**City Staff included:**

- Garrow Alberson – City Engineer
- John Hunter – Director, Planning, Development and Codes
- David Bravo – Director of Neighborhood Services
- Russ Marane – Planner

**Record of Meetings and Public Events: Appendix A this Report**

**Public Survey**

Because affordable housing was identified early in the update process by the City Commission and the Planning and Appeals Commission as THE major issue confronting the city, a Housing Needs Survey was created and publicized on the City's Comprehensive Plan web page, at

public events, and on social media. The survey asked participants to identify their current housing needs and preferences regarding type and location. The college and hospital administrations publicized the survey in their employee newsletters and urged them to respond.

From the response of over 200 residents of the city, the following was learned:

INSERT

[A copy of the online survey and tabulation of results can be found in Appendix B this Report](#)

## **Chapter 2 – Community Goals**

### **General Vision Statement – Updated from 2018 and partially restated as part of this 2023 Plan Update.**

- The City of Brunswick will respect, protect and enhance its connections with its natural, historic, and cultural roots through public leadership and engagement with community organizations having the same goals.
- The City of Brunswick will continue to support and incentivize investments in its downtown core area to attract new business and urban living opportunities through the re-purposing of underutilized and vacant structures and development of supporting infrastructure.
- The City of Brunswick will cultivate the growth of its economy and its people, by encouraging entrepreneurship, improving workforce education and development of skills, and connecting its citizens to quality and well-paying jobs through newly developed public transportation services.
- The City of Brunswick recognizing its vulnerability to natural hazards prevalent in coastal areas will continue to apply rigorous and resilient measures and policies to protect its assets and its population. It will implement long range storm drainage and flood protection plan that reflect the issues associated with climate change and sea level rise.
- The City of Brunswick will present a revitalized and rehabilitated image by showcasing its natural and historic beauty and by redeveloping its underutilized area in a manner keeping with its traditional human scale development characteristics.
- The City of Brunswick will re-vitalize its beautiful neighborhoods through housing rehabilitation and investments in public infrastructure with support from the city, the business community, actively involved citizens and an engaged, well-coordinated community and non-profit organizations. It will also strive to create opportunities for

the development of quality new and affordable housing with a priority for creating homeownership.

- By the return of responsibilities for planning, programming, maintenance and improvements to its city parks and recreation programs, the city will expand access for these facilities and programs throughout the city.

## **Chapter 3 – Needs and Opportunities –**

**Updated from 2018 and restated as part of the 2023 Plan update.**

The following list of needs and opportunities result from significant and meaningful personal contact with citizens of the community as well as the priority concerns of Brunswick’s leadership. Needs and opportunities also were identified through planning activities over the past 5 years as well as from Community Input Sessions and feedback at public forums. These needs and opportunities help to create a clear focus for actions and policy to realize the Brunswick vision.

### **Roots**

- Protect the City’s natural resources, including rivers, marshes, and tree cover.
- Increase connections to key natural resources such as the waterfront.
- Keep Brunswick’s small-town charm and friendly character.
- Protect and preserve the City’s historic buildings and character.

### **Community**

- Act to provide a wide variety of affordable housing through a balance of rehabilitation and new construction.
- Maintain a neighborhood focus by placing resources and services in or near neighborhoods and invest in the quality of neighborhood infrastructure.
- Provide adequate and effective public safety and police presence.
- Find new, innovative, and participatory methods for preventing and reducing crime.
- Increase community involvement and capacity in poor and disenfranchised communities including immigrant communities through the city’s Neighborhood Planning Associations.

### **Growth**

- Encourage the creation of greater employment opportunities and entrepreneurship for citizens throughout workforce development and small business development.
- Address the risks associated with coastal flooding through improved drainage and flood protection facilities and encouraging emergency preparedness for its citizens.

- Achieve the long-standing goals of successfully completing the redevelopment of the Oglethorpe Hotel property and take steps to promote and assist in the planning and development of Liberty Harbor.
- Support mobility of all citizens, especially low-income citizens and senior citizens, by implementing a public transportation option.
- Develop and implement a comprehensive network of bicycle and pedestrian pathways throughout the city linking neighborhoods to the city core and area services.
- Strengthen coordination and communication between city and county governmental entities.

### Image

- Continue to improve the appearance of the city's major gateways and program of wayfinding throughout the city.
- Continue to address the City's large inventory of dilapidated, substandard, and vacant buildings throughout the city. Following removal, incentivize the development of new affordable housing.
- Continue to address existing pollution within the community and promote the clean-up and redevelopment of brownfields.
- Continue to invest in the restoration and improvement of facilities in the City's squares and parks.
- Ensure new and infill development is compatible in scale and character with existing neighborhoods.

## Chapter 4 – Economic Development –

Updated based on 2022 CEDS and updated plans for other projects.

The Coastal Regional Commission (CRC) serves as the staff consultant for the Economic Development District (EDD) comprised of the region's six coastal counties and four inland counties as designated by the U.S. Department of Commerce, Economic Development Administration (EDA). In accordance with EDA, a Comprehensive Economic Development Strategy (CEDS) is updated and submitted every five years. This important document sets the regional economic development planning process for 2022 - 2027. The CEDS brings together public and private sectors to create an economic road map to strengthen Coastal Georgia's regional economy. **The City of Brunswick is a party to this plan and contributes and supports efforts toward its implementation.**

The CEDS document provides an analysis of the region's economy which was used as the guide for establishing regional economic goals and objectives, developing and implementing a plan of action, and identifying investment priorities and funding sources to meet the area's needs for infrastructure necessary to support desirable economic growth.

Coastal Georgia's eastern shore stretches almost 100 miles from Savannah at its northern tip to St Mary's at its southern tip and is home to historic towns, industries, military installations, major ports, and a thriving tourism trade. Equally important, one finds abundant wildlife, beautiful beaches, and over 2300 miles of tributaries and salt marsh vital to the sustainability of its natural environment.

With a hundred miles of coastline, shipping has always been a unique resource for the region's economy. Georgia's accessible ports remain a major advantage for manufacturing and distribution companies located throughout the region. Georgia's ports combine industry innovation with proven flexibility to create new opportunities along the entire global logistics pipeline, while continuing to meet the market demand. The Port of Brunswick is one of the largest "roll on – roll off" automobile and heavy machinery ports in the Nation and is currently expanding its capacity which will make it the largest such facility on the East Coast.

In addition to Georgia's ports, the presence of military installations has proven to be an asset for the region and a major economic driver. The State of Georgia is currently the sixth largest recipient of defense related funding in the Nation. The Federal Law Enforcement Training Center (FLETC) is located in Glynn County just north of the City of Brunswick and is a major contributor to the region's economic health.

Tourism which is closely tied to coastal resources through our coastal waterways and the natural, historic, and cultural resources is a major driver of Coastal Georgia's economy and certainly to Brunswick which boasts three islands which attract thousands of tourists which contribute greatly to the region's economy.

Although the Georgia Department of Labor’s 2021 profile for the region reports the unemployment rate as significantly lower than the figures during the COVID Pandemic, the Georgia Coast still faces numerous economic challenges. Glynn County, along with the rest of the region, continues to face a loss of working age population in the 35-44- and 45–54-year-old age groups. This can be attributed, in large part, to lower-than-average weekly wages as compared to the rest of the State of Georgia. Recently, the announcement of a new automobile assembly plant to be built in the coastal region should help the labor force retain more workers in these income groups with the prospects of much higher average weekly wages.

Other factors affecting income disparity in the region and specifically Brunswick:

- Education attainment levels in Brunswick are likewise lower than the state and national level despite the presence of a 4 -year state college and two-year technical school.
- Median household income has not kept pace with the rise in living costs, particularly housing costs. Finding decent affordable housing is particularly difficult.
- Approximately 22.3 percent of the primary jobs within the region are held by workers commuting from outside the county or community.
- 22.2 percent of employed Coastal Georgia residents leave the region for employment – a relatively high percentage compared to workforce investment areas around the state.
- In Brunswick, nearly 80 percent of its employed labor force works outside the city despite two heavily concentrated employment centers at the Port AND Medical Center.

The startup of a public transportation system is envisioned as playing a major role in connecting the underemployed in Brunswick to job training and higher paying jobs inside and outside the city.

Workforce development issues also threaten quality economic development in the region and include:

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

These factors present the risk of disinvestment among existing companies in the region. These factors also pose difficulty in recruiting new firms to the area. This is an area of attention for not only Brunswick and Glynn County but the region as a whole.

As a performance-based strategic plan, the 2022-2027 CEDS serves an important role in the region’s efforts to grow the economic base in the face of accelerated growth, economic dislocations, competition, and other events challenging the economic vibrancy of the region.

**[The Current 2022-2027 Comprehensive Economic Development Strategy \(CEDS\), Appendix E, for the region can be found at this website:](#)**

## **Tax Allocation District #1.**

The City of Brunswick adopted a Redevelopment Plan outlining the rationale, boundaries, fiscal data, and potential projects that could result from the formation of the Tax Allocation District (TAD) #1: Historic Core. The TAD #1 consists of 687 parcels totaling 481 acres. The TAD area is comprised of properties within the Downtown Historic Core and the surrounding area with redevelopment/ infill potential that are along the commercial corridors coming into downtown and which the City believes have the potential for future redevelopment.

The opportunity for the City of Brunswick is to leverage private reinvestment through targeted public improvements that will:

- Implement the vision set forth in the 2007-2027 Glynn County Joint Comprehensive Plan, adopted by the City of Brunswick in October 2008
- Help to re-activate the City's historic downtown core, its unique waterfront, and the Gloucester, Norwich and Highway 17 corridors.
- By stimulating investment in the TAD area, offset the decline in property values in the city.

Since the TAD District tax assessment certification in 2021, the district has generated over \$800,000 in funds. to be invested in the district. Consideration is being given to expanding the TAD #1 Boundary and possibly creating a second TAD #2 to help fund housing programs and neighborhood revitalization in other areas of the city.

**[The City of Brunswick Tax Allocation District #1: Historic Core Redevelopment Plan, Appendix F, can be found at this website.](#)**

### **Mary Ross Waterfront Park – Downtown Brunswick:**

Brunswick's waterfront has served as one of the economic backbones of the City's commerce for more than 200 years. Its deep waterways and shelter from the open sea, have contributed to its success as a thriving seaport. In addition to its international seaport, Brunswick's waterfront was instrumental in World War II as it was a manufacturing facility for the famed Liberty Ships that supplied the U.S. Navy with wartime supplies throughout the war.

Today, the waterfront is predominately industrial with sporadic pockets of private developments and marinas fronting the Brunswick and East Rivers. Mary Ross Waterfront Park resides along the East River and is the terminus for one of Brunswick's prominent streets, Gloucester Street. The waterways surrounding Brunswick are truly one of the environmental gems of the Golden Isles area. Mary Ross Waterfront Park has a front-row seat of this magnificent natural resource but doesn't currently embrace its full potential as a waterfront destination.

Separated by US341 (Bay Street) and many industrial uses, it has an undeniable disconnect from the hub of activity that is occurring in Downtown Brunswick just blocks away. With its waterfront location and close proximity to the downtown core, Mary Ross Waterfront Park stands to be an iconic destination, waterfront gateway to Brunswick, and a much needed physical and cultural connection to downtown. This master plan is the first step in helping the park live up to its full potential. The City of Brunswick was awarded a Coastal Incentive Grant by the Department of Natural Resources which funded this effort.

Mary Ross Waterfront Park should be a regional destination and a local amenity that links downtown Brunswick to the sea at the East River. It should bring the community together and provide places that celebrate the region's history, culture, natural resources, and people.

The Mary Ross Water Park (MRWP) Master Plan looks to the future of the park as a vibrant expression of the region and a valuable asset to the City of Brunswick. A redesigned and upgraded riverfront park will provide both active spaces for entertainment and passive spaces for reflection. It will also become a catalyst for redevelopment in downtown Brunswick.

While there have been various changes and improvements to the park over the years, there has not been a comprehensive master plan to provide direction for the park's future until now.

Phase I of the overall master planning process involved completing a structural study on the major infrastructure within the park to determine their integrity and to establish a preliminary cost for deficient items. The Structural Assessment Report of Mary Ross Waterfront Park was conducted by H+K Engineering Group out of Savannah, Georgia and completed in March of 2014. The report was a separate contract than the MRWP Master Plan but provided a baseline assessment of the park and was referenced through - out the master plan project.

The Mary Ross Waterfront Park Master Plan (Phase II) began months after the completion of Phase I and was the more comprehensive plan of the park as a whole. It defined specific uses, developed concepts around those uses, conducted public outreach, established development priorities, and defined costs and potential sources of revenue for a future revitalized park. The resulting master plan is a comprehensive look at the future of the park as it looks to serve Brunswick, the community, and visitors of the Golden Isles for the next several decades.

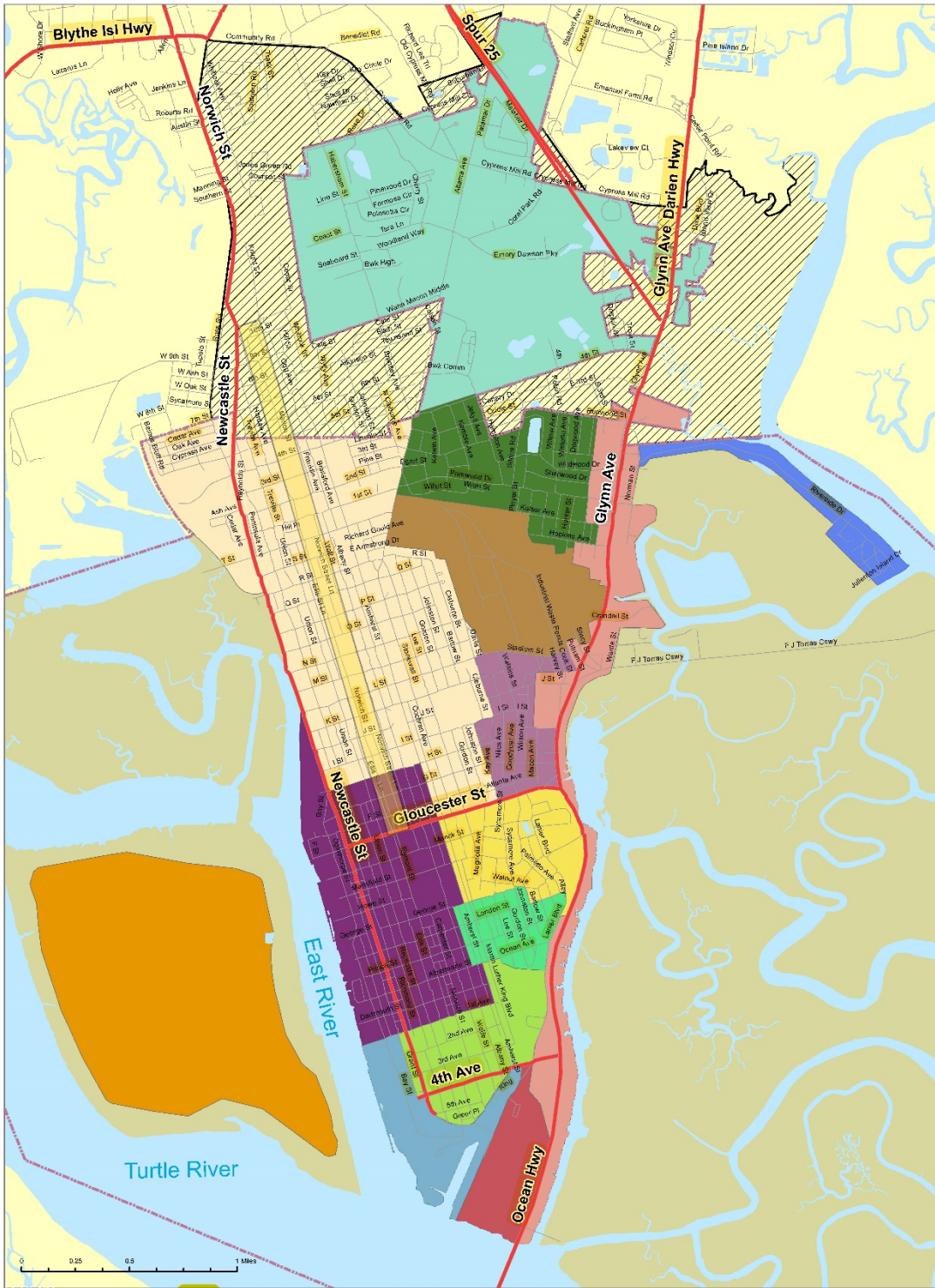
Phase II is now under construction. Subsequent phases of improvements in the Master Plan will be included in the 5 – year Work Plan.

## **Chapter 5 – Land Use (Character Area Plan)**

### **Character Areas Map & Defining Narratives**

There have been no changes to the Character Area Map and only minor updates to the narrative for each Character area. Map delineating each Character Area follows.





LEGEND	
Brunswick Boundary	Character Areas
Water	Andrews Island
Industrial Waterfront	Dixville/Habersham Park
Liberty Harbor	Hercules Plant
Marsh	Medical/Parkwood
New Town/Town Commons	Potential Annexation
North Brunswick	Riverside
Old Town	South End Brunswick
US 17 Commercial Corridor	Windsor Park
Urbana/Mayhew	Norwich Street Corridor

City of Brunswick, Georgia  
COMPREHENSIVE PLAN

CHARACTER AREA MAP  
AUGUST 2018



The Defining Narrative for each Character area follows, and each define a vision and preferred development patter for each Character Area in the City. The Defining Narratives are both the basis for land use regulation and for implementation projects that address the specific needs of each area of the community. This method works best for the City of Brunswick because it is a historic and established City that is mostly developed with many areas needing re-development.

Character Areas govern future land use by permitting a variety of land uses and generally, where appropriate in core areas of the city, promoting a mixed-use approach to planning. Within Character Areas, issues of scale, massing, building placement, architectural style, and performance issues such as traffic volume and waste handling are just as important as permitted land use categories. Character Areas do, however, restrict land use to those on the list of appropriate uses, and some of these uses may be restricted to certain areas within the Character Areas such as parcels along major roadways.

The Character Areas map was originally developed through an interactive process between the planning team and the community in January 2008. For the Comprehensive Plan Update in 2018, the Character Areas were again discussed and the map and description for each Character Area were further refined through a rigorous community outreach program.

For this 2023 Comprehensive Plan update, similar discussions were held at Stakeholder and Public Meetings to determine if further adjustments in Character Area Boundaries was warranted. Only minor suggested changes in the narratives for several of the Character Areas were suggested. Consideration to modifying the North Brunswick and the Medical Parkwood Character Areas by combining them into an Institutional Character Area. However other factor relating to residential development patterns and large areas being outside the city, were considered and no changes were made.

### **Character Area: North Brunswick**

This northern portion of the city includes an irregularly shaped area primarily centered on Altama Avenue but also with frontage on Community Road/ Cypress Mill Road, and the Spur 25. The development pattern here is very mixed with no one type of development predominating. The campus of the College of Coastal Georgia and Brunswick High School comprise mayor civic uses in this area. Linear, auto-oriented commercial uses with scattered building sites and large parking areas are found along Altama Avenue, Community Road/ Cypress Mill Road, and the Spur 25.

Two newer residential neighborhoods with curvilinear connected street systems, Magnolia Park and College Park, are also part of this area. These neighborhoods have well defined boundaries and consistent single-family development patterns but also offer proximity to nearby commercial and institutional services.

## Vision

The vision for the North Brunswick area is multi-layered, reflecting its land use diversity. For the single-family neighborhoods of Magnolia Park and College Park, the vision is to continue to preserve the character and boundaries of these suburban, single-family neighborhoods. For Altama and Community Road/Cypress Mill Road corridors, the vision is for new, mixed-use, urban boulevards with active, pedestrian-oriented streetscapes. For Spur 25, the vision is for a continuation of major commercial development. It is also important to the North Brunswick community that it retain its institutional assets – the Coastal Georgia Community College, and Brunswick High School. These institutional assets should be better connected with nearby neighborhoods and knit together with a connected framework of pedestrian and bicycle paths. Commercial redevelopment along Altama is also important to provide goods and services to the college professionals and its students as well as the nearby medical center employing 2700.

## Appropriate Land Uses

- Existing single-family residential development within Magnolia Park and College Park
- Community-scale commercial, institutional, multifamily, and mixed-use development along Altama Avenue to support the college, high school and medical complex and traditional commercial with perhaps some mixed residential use along Community Road/ Cypress Mill Road
- Light Industrial development on the western portions of Habersham

## Recommended Development Patterns

- Multi-story mixed-use development with retain on the ground floor along major corridors where appropriate and a new building form can logically be introduced.
- Potential housing for college students developed in traditional neighborhood patterns along Altama Avenue.
- Clustering high-density development at nodes along major corridors
- Greyfield redevelopment that converts vacant or underutilized commercial strips to mixed-use assets.
- Development that has easy access to nearby transit, shopping, schools, and other areas where residents travel daily.
- Single-family residential areas with strong boundaries and consistent massing, setbacks, and front yards.
- Preservation and enhancement of existing major institutions, the high schools and the Coastal College of Georgia.

## Recommended Transportation Patterns

- New greenways and pedestrian/ bicycle paths to connect residential areas to commercial areas, employment areas and transit stops.

- Landscaped buffers between the roadway and pedestrian walkways
- Landscaped raised medians separating traffic lanes.
- Restrictions on the number and size of signs and billboards
- Landscaping of parking areas to minimize visual impact on adjacent streets and uses.
- Parking lots that incorporate on-site stormwater mitigation or retention features such as pervious pavements or detention drainage systems which temporarily store stormwater in basins where inlets are located.
- Locations of parking at rear or side of buildings to minimize visibility from the street.
- Shared parking arrangements that reduce overall parking needs
- Driveway consolidation and inter-parcel connections between parking lots
- Garages located to the rear or side of each residence.

### Recommended Implementation Measures

- Design a new street section for Altama Avenue that includes a wide pedestrian promenade, street trees, lighting, street furniture, bicycle lanes, travel lanes, (possible) bus shelters, and, if possible, a landscaped median. Ensure that all modes of transportation are adequately planned per the City’s Complete Streets Policy.
- Engage in a comprehensive upgrade of all residential streets in a phased and systematic fashion throughout the character area. Focus infrastructure improvements on drainage, curb, gutter, sidewalks, and streetlights on major streets.
- Stay actively involved in strategic and master planning for the Coastal Georgia Community College. Ensure that the college retains its technical training mission and seek to better integrate the college into the community through joint activities and initiatives.
- As land becomes available for purchase, pursue opportunities for purchase of future parks or nature preserves in this area.

\*



**Figure 2.1** Mixed-use development helps to activate public streets



**Figure 2.2** Single-family ranch home on wooded lot

- Seek to increase recreational opportunities for North Brunswick residents by encouraging public access to recreational areas that are part of the middle school and high school campuses.

- Change the zoning along Altama and Community Road/Cypress Mill Road to permit mixed-use development and require pedestrian streetscapes and street-oriented urban design with parking to the rear.

The Brunswick-Glynn County Archway Partnership identified Planning for Growth as one of the community’s top priorities and created a Growth Task Force (GTF). One area identified by the GTF as ripe for revitalization is the neighborhood along Altama Avenue reference as the Altama Community Transformation (ACT) District. In 2012, a Plan was adopted that created a design for the Altama Avenue Corridor and an implementation plan outlining the strategies and actions necessary to implement the design. Research and analysis of previous planning efforts were conducted as well as extensive stakeholder input and engagement to best inform the development of the corridor design and implementation plan.

The Altama Community Transformation District Corridor Plan, updated most recently in 2018, focuses on:

- Corridor design addressing
  - Zoning and land use issues
  - Streetscape, including street trees, lighting, sense of entry, way-finding signage, sidewalks, and pedestrian crossing.
  - Architectural building design concepts and sample standards (materials, styles, heights, fenestration, etc.)
  - Historic preservation
  - Greenspace and recreation
  - Infill construction (residential and commercial)
  - Right-of-Way design and use (lane layout, access and traffic design, control and calming alternatives)
  - Alternative transportation including pedestrian accessibility and safety, transit, and bicycles.
- Housing
  - Uses, single family and/or multifamily.
  - Condition issues and solutions
- Economic Development
  - Redevelopment opportunities
  - Businesses best suited for the corridor given the traffic flow, College of Coastal Georgia and Southeast Georgia Health System growth, the Brunswick High School campus, and residential areas.

**The ACT District Corridor Plan, Appendix G, can be found at [this website](#):**

## Character Area: Medical/Parkwood

The center of the Medical/ Parkwood Character Area is the Southeast Georgia Health Systems Brunswick Campus, which is surrounded by related medical uses, particularly east of Hampton Avenue. East, west, and south of the hospital are 1960's single-family neighborhoods with regular block patterns and predominantly single-story ranch style homes. These residences benefit from their central location within the City of Brunswick, with easy access to the hospital, the community college, and commercial services. There are also some 1970's era townhouses in this neighborhood south of Kaiser Avenue. The Medical/ Parkwood Character Area is bounded by the US Highway 17 Corridor on the east, the Hercules Plant on the south, and Altama Avenue on the west.

### Vision

The Medical/Parkwood Character Area should retain its single-family character while allowing the hospital to serve its important public service mission. In order to balance the competing needs of the neighborhood and the hospital, clear boundaries should be set on the hospital's future expansion to keep it from gradually eroding the stability of surrounding neighborhoods.

### Appropriate Land Uses

- Single-family residential
- Medical related commercial development and parking areas east of Hampton and along parts of Shine Road in the area south of the Hospital and north of Hercules and in the area between the park and the Hospital
- Multifamily development in existing locations of multifamily
- Mixed-use and multifamily development at the intersection of Parkwood Drive and Altama Avenue



**Figure 5:3** Medical land uses are an important part of the Parkwood character area.



**Figure 5:4** Single family neighborhoods with consistent setbacks for homes

## Recommended Development Patterns

- Single-family houses in residential neighborhoods with off-street parking
- Medical-related commercial development and parking areas east of Hampton and along parts of Shrine Road – in the area south of the Hospital and north of Hercules and in the area between the park and the Hospital
- Existing multifamily developments should be permitted to redevelop into configurations that better support Brunswick’s traditional urban forms and block patterns.
- Mixed-use and multifamily development at the intersection of Parkwood Drive and Altama; this is an important intersection for the community and should have a quality appearance.
- Suburban-style single-family residential areas with strong boundaries and consistent massing, setbacks, and front yards
- Clustered high-density development at nodes along major corridors
- Greyfield redevelopment that converts vacant or underutilized commercial strips to mixed-use assets.

## Recommended Transportation Patterns

- Shared parking arrangements that reduce overall parking needs
- Location of parking at rear or side of buildings to minimize visibility from the street.
- Parking lots that incorporate on-site storm-water mitigation or retention features such as pervious pavements
- Garages located to the rear or side of each residence.
- Facilities for bicycles, including bikeways or bike lanes, frequent storage racks, etc.
- Landscaped buffers between the roadway and pedestrian walkways

## Recommended Implementation Measures

- Establish clear boundaries in the character area for the expansion of medical uses and parking areas that serve medical uses. Encourage additional medical development to occur along the US 17 or Altama corridors.
- Engage in a comprehensive infrastructure upgrade of all residential streets in a phased and systematic fashion throughout the character area. Focus infrastructure improvements on drainage, curb, gutter, sidewalks, and streetlights on major streets.
- Create a master plan for pedestrian and bicycle paths connecting the neighborhoods with the Southeast Georgia Health Systems Brunswick Campus, the Coastal Georgia Community College, and major commercial corridors.
- Stay actively involved in strategic and master planning for the Southeast Georgia Health Systems Brunswick Campus.
- Consult with the neighborhoods about the potential need for traffic calming to discourage cut-through traffic.

## Character Area: Riverside

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

### Vision

The Riverside Character Area should retain its single-family character and attractive natural surroundings. The Riverside area is distinguished by its location on a peninsula, which provides marsh views and water access to these high-end single-family homes. The goal for this area should be to maintain its current amenities and to protect the character of the existing single-family neighborhood.

### Appropriate Land Uses

- Single-family residential neighborhood

### Recommended Development Patterns

- Single-family residential development with off-street parking
- Undeveloped marshland and wetlands
- Preserved views of marshlands and river
- New development should minimize disturbance of marshes and wetlands.
- Development that is compliant with FEMA regulations consistent with established LIMWA zone through residential elevation, etc.

### Recommended Transportation Patterns

- No recommended transportation patterns for this area

### Recommended Implementation Measures

- No recommended transportation patterns for this area



**Figure 5:5** Single-family homes in Riverside display a variety of modern coastal styles.



## Character Area: US 17/ Glynn Ave Corridor

The US Highway 17 Corridor is one of the two highest-visibility corridors that lead into the city (the other being US 341/Newcastle Street). The US Highway 17 Corridor serves not just as the gateway to the City of Brunswick, but also as the primary gateway to the Golden Isles as well. The northern portion of the US Highway 17 Corridor is primarily comprised of low-density, highway-oriented commercial uses, while the southern portion is characterized by views of open space and marshlands. Some of the commercial areas along US Highway 17 are deteriorating and suffering from disinvestment, but there is new redevelopment activity along the corridor. There is an overlay in the City's zoning code that is intended to help shape the appearance of new development on US Highway 17.

### Vision

The US Highway 17 Corridor should be a true gateway to the City of Brunswick and the Golden Isles region. This means the appearance of the corridor is paramount. Preserving views of and access to the marsh front is essential, particularly along the southern, "natural," part of the corridor. The corridor would benefit from reduced visual clutter in terms of billboards, signs, and overhead utility wires. Architectural styles should reflect the native traditions of Brunswick and the Golden Isles, and existing historic structures, such as the visitor center, should be preserved. New and improved wayfinding and the visual definition of gateways are important to the corridor as it is the entrance point for so many visitors. If possible, a new cultural heritage site, for example a site that reflects on the Gullah/Geechee heritage of the area, should be developed along the corridor. The corridor should be truly multimodal with bicycle, pedestrian, and transit facilities as well as the roadway. Pedestrian and bicycle facilities should integrate into the overall vision for the East Coast Greenway where feasible. Development on the corridor should be multi-story, street-oriented, and predominantly mixed-use, with parking and service areas to the rear so that the architecture, the median landscaping, and the marsh form the dominant features of the corridor. Redevelopment along the northern portion of the corridor can help to reshape US 17 from a regional throughway into a new center of activity for the community.

### Appropriate Land Uses

- Multi-story mixed use development with commercial uses on the first floor
- Multifamily residential development including senior housing.
- Tourism and cultural facilities
- Hotels and resorts
- Protected greenspace, wetland, and wildlife habitats

## Recommended Development Patterns

- Structures (shopping, warehouses, offices, etc.) located near the street front with parking in rear of buildings, making the corridor more attractive and more pedestrian friendly.
- Vertical, multi-story mixed-use development with retail on the ground floor
- Developments that take advantage of marsh-front views such as restaurants or hotels
- Clustering high density development at nodes along major corridors
- Developments that have easy access to nearby transit, shopping, schools, and other areas where residents travel daily.
- Greyfield redevelopment that converts vacant or underutilized commercial strips to mixed-use assets.
- Site plans, building design, and landscaping that are sensitive to natural features of the site including topography and views.
- Recognition that FEMA regulations and the LiMWA zone will play a major role in design and use decisions, especially in the area north of the Torras Causeway east of US 17.

## Recommended Transportation Patterns

- Multimodal streetscapes with ample room for pedestrians and amenities to draw people to the corridor.
- Landscaped buffers between the roadway and pedestrian walkways
- Landscaped raised medians separating traffic lanes.
- Location of parking at rear or side of buildings to minimize visibility from the street.
- Shared parking arrangements that reduce overall parking needs
- Landscaping of parking areas to minimize visual impact on adjacent streets and uses.
- Parking lots that incorporate on-site stormwater mitigation or retention features such as pervious pavements
- Pedestrian connections between development on the corridor and residential areas behind the corridor
- New greenways and pedestrian/ bicycle paths to connect residential areas to commercial areas, employment areas, and transit stops.
- Facilities for bicycles including bikeways or bike lanes, frequent storage racks, etc.
- Driveway consolidation and inter-parcel connections between parking lots
- Restrictions on the number and size of signs and billboards

## Recommended Implementation Measures

- Continue to work with property owners and developers to implement the Glynn Avenue Design Guidelines.
- Examine opportunities for the city to implement TAD#1 funding within the corridor to foster redevelopment.

The Glynn Avenue Design Guidelines Appendix H, can be found at this website:



**Figure 5:6** Buildings adjacent to the sidewalk enliven a corridor.



**Figure 5:7** Wide sidewalks and street trees make a street inviting for pedestrians.

## Character Area: Hercules/ Pinova

The Hercules/ Pinova plant, which processes tree stumps into resins and related materials, occupies a large piece of land in the northern sector of the city, highly visible from US Highway 17 and the Torras Causeway. The appearance of the site is typical for a heavy industrial use with large machinery, chain link fences, and a smokestack over the central plant. If the plant closes in the future, environmental constraints may restrict future development on the site. Nearby Brunswick residents complain of air, water, and soil pollution from the Hercules/ Pinova site.

### Vision

The city should be prepared in the case of plant closure to conduct an environmental assessment of the site and explore redevelopment possibilities. In the meantime, the city should view the Hercules/ Pinova plant as a valuable source of employment for the community and should continue to monitor and address the environmental impacts of past and present plant operations.

On June 28, 2023 Pinova announced that it will cease operations immediately and over the next 12 – 18 months take the necessary steps to cease all operations and dismantle the plant facilities and equipment. It is possible that some environmental remediation will be involved.

The City will diligently monitor the plant closure and hopefully be involved in determining the appropriate reuse of this prominent site in the community.

**News article regarding plant closure may be found in Exhibit C in this Report.**

## Character Area: New Town/ Town Commons

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

There are three major corridors that help define the New Town area. MLK Boulevard runs north-south through the New Town area. The MLK area is somewhat underdeveloped. It has a very wide right-of-way in comparison with its traffic volume, and the corridor contains a large median with a tall utility corridor down its center. The Norwich corridor also runs north-south through the New Town area. Land uses along the Norwich corridor tend to be commercial or institutional in nature with some outdoor storage such as automobile sales, and buildings are generally situated directly adjacent to the corridor as characteristic of a 'main street'. Along the western edge of New Town is the Newcastle/US 341 corridor, which functions as a main Gateway to Brunswick (along with US 17). Due to the waterfront and the rail line running adjacent to Newcastle, land uses, and architectural styles are quite diverse, with commercial, industrial, institutional, and residential land uses scattered in an incoherent fashion on the corridor.

### Vision

The vision for the New Town/Town Commons area is a revitalized, diverse, urban single-family neighborhood with quality infrastructure. The neighborhood will be improved through a variety of infrastructure investments, including drainage improvements, curb and gutters, streetlights, and sidewalks. Neighborhood parks will be improved by additional amenities such as benches, lighting, walking paths, and playgrounds. Dilapidated housing will be renovated, and new infill housing will be developed on vacant lots. The neighborhood will continue to be mixed-use with schools and churches as part of the neighborhood, and neighborhood-oriented commercial development will occur along Norwich. Newcastle will become a gateway into the city with new, street-oriented redevelopment and an improved streetscape. The City's waterfront will become more accessible to neighborhood residents.

### Appropriate Land Uses

- Single-family residential development
- Neighborhood scale commercial development along Norwich St, developed in a *Main Street* fashion with the building fronting the streetscape and parking to the rear.

- Community facilities such as schools, parks, museums, and libraries predominantly located on the major corridors of Norwich St, MLK Jr Blvd, and Newcastle St
- Multifamily development along the MLK Jr Blvd and Newcastle St corridors but compatible in scale with single-family surroundings
- Townhouse development along the Norwich St and Newcastle St corridors
- Mixed-use development along the Newcastle St corridor south of P Street

### Recommended Development Patterns

- Houses located near the street with front porches that encourage interaction with neighbors.
- New residential development that matches the mix of housing types and styles of the community
- Accessory housing units that provide rental opportunities for small households
- Addition of neighborhood commercial centers on appropriate infill sites that serve surrounding neighborhoods.
- Greyfield redevelopment that converts vacant or underutilized commercial strips to mixed-use assets.
- Structures (shopping, warehouses, offices, etc.) located near street front with parking in rear of buildings, making the corridor more pedestrian friendly.
- Emphasizing and protecting views of the river for development along Newcastle St

### Recommended Transportation Patterns

- Improved streetscaping for Norwich St, MLK Jr Blvd, and Newcastle St with the introduction of pedestrian and bicycle facilities and other streetscape amenities
- Facilities for bicycles including bikeways or bike lanes, frequent storage racks, etc.
- Restrictions of the number and size of signs and billboards on MLK Jr Blvd, Newcastle St, and Norwich St

### Recommended Implementation Measures

- Develop new design guidelines for the Norwich corridor that guide height and massing, include a build-to line and a pedestrian streetscape.
- Design and implement a new streetscape for Norwich entering downtown.
- Design and implement new street sections for MLK Jr Blvd, Norwich St, and Newcastle St. Include pedestrian and bicycle facilities on all corridors and include transit facilities along MLK Jr Blvd. Include a landscaped median on MLK and Newcastle.
- Conduct an accessory housing study to determine potential configurations for accessory housing units that would leave the neighborhood character intact.
- Ban any new billboards and minimize free standing signs along the Newcastle/ Norwich corridors and require that old billboards be removed as a condition of development/redevelopment permitting.

- Engage the neighborhood in planning charrettes for the public squares in the area in order to plan for park amenities.
- Engage in a comprehensive infrastructure upgrade of all streets in a phased fashion throughout the character area, starting with major streets. Focus infrastructure improvements on drainage, curb, gutter, sidewalks, and streetlights.
- Require the screening and landscaping of commercial outdoor storage areas.
- Engage in a “block-by-block” strategy for reclaiming neighborhoods by phasing in public & private investment and coordinating infrastructure investments with community development and policing initiatives.
- Explore the designation of key structures or districts within the New Town Character Area for eligibility for the National Register.
- Continue to implement the policies and ideas outlined in the Historic Norwich Corridor Development Plan and the Revitalizing Norwich Corridor Study (2018) to foster redevelopment. (Appendix XXX)



**Figure 2.10** Single-family houses with porches could provide good infill for New Town



**Figure 2.11** Corner stores contribute to a sense of place

## Character Area: Urbana/Mayhew

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

## Vision

The Urbana-Mayhew Character Area should retain its predominantly single-family character. A small neighborhood surrounded by commercial and industrial uses; it is important to maintain the physical integrity of this neighborhood's boundaries. There is a significant amount of multifamily development in the character area, and while this is currently compatible with the character area, multifamily development should not be permitted to expand significantly in land area or scale. It is important to restore the connectivity of the street grid or to at least restore pedestrian pathways to the east, west, and north where possible. Increasing connections with the US 17 corridor is of particular value. The neighborhood should continue to benefit from schools and parks that are part of its fabric. As with other Brunswick neighborhoods, there is a crucial need to improve infrastructure, especially drainage infrastructure.

## Appropriate Land Uses

- Single-family residential development
- Neighborhood scale commercial, institutional, and mixed-use development along Gloucester St, developed in a *Main Street* fashion with buildings fronting the streetscape and parking in the rear.
- Community facilities such as schools, parks, museums, and libraries built to a neighborhood scale.
- Multifamily residential in existing areas of multifamily development – of compatible scale to the single-family areas surrounding and in traditional regional architectural styles.

## Recommended Development Patterns

- Houses located near the street with front porches that encourage interaction with neighbors.
- Infill residential development on vacant sites; these sites, with existing infrastructure in place, are to be used for development, matching the character of the surrounding neighborhood.
- Accessory housing units that provide rental opportunities for small households and income generation for homeowners to increase affordability.
- Multifamily developments that face the street, broken into a series of smaller masses that mimic single-family development and preserve the historic block structure.
- Structures (shopping, warehouses, offices, etc.) located near the street front with parking in rear of building – making the corridor more attractive and more pedestrian friendly.
- Greyfield redevelopment that converts vacant or underutilized commercial strips into mixed-use assets.

- Community facilities such as schools developed in a way that the entire community can share facilities such as meeting rooms, libraries, and playgrounds.

### Recommended Transportation Patterns

- Facilities for bicycles including bikeways or bike lanes, frequent storage racks, etc.
- Landscaped buffers between the roadway and pedestrian walkways
- Garages located to the rear of each property or on-street parking to be used for residents' automobiles.
- Maximum size for parking lots in neighborhood commercial areas
- Parking lots that incorporate on-site stormwater mitigation or retention features such as pervious pavement

### Recommended Implementation Measures

- Promote affordable infill development and accessory housing units along with housing rehabilitation programs in the area.
- Engage in a comprehensive infrastructure upgrade of all streets in a phased and systematic fashion throughout the character area, starting with major streets. Focus infrastructure improvements on drainage, curb, gutter, sidewalks, and streetlights.



**Figure 5:11** Typical single-family residential in Urbana/Mayhew Character Area

### Character Area: Windsor Park

Windsor Park is a 1930's-1940's subdivision developed on the site of a former City golf course. Windsor Park is distinguished from surrounding neighborhoods by its curvilinear street pattern and its circular (as opposed to rectangular) central park. Single-family homes in Windsor Park include a wide variety of architectural styles and larger lot sizes than are found in most of Brunswick's other neighborhoods. The Windsor Park Character Area also includes Howard Coffin Park. This character area is bounded by Gloucester to the north, US Highway 17 to the east, and Lee Street to the west.

### Vision

The Windsor Park Character Area should retain its single-family, relatively low-density character. Howard Coffin Park is a major community amenity, with its swimming pool, gym, tennis courts, and other recreational facilities. The park should continue to respond to evolving community needs and concerns. As with other Brunswick neighborhoods, there is a crucial



need to improve infrastructure, such as the addition of sidewalks, streetlights, and especially drainage infrastructure.

### Appropriate Land Uses

- Single-family residential development
- Neighborhood scale commercial, institutional, and mixed-use development along Gloucester Street – developed in a *Main Street* fashion with buildings fronting the streetscape and parking to the rear.
- Community facilities such as parks, museums, and libraries built to a neighborhood scale.

### Recommended Development Patterns

- New residential development that matches the mix of housing types and styles of the community
- Open space, environmental protection lands and parks

### Recommended Transportation Patterns

- Facilities for bicycles including bikeways or bike lanes, frequent storage racks, etc.
- Landscaped buffers between the roadway and pedestrian walkways
- Garages located to the rear or the side of each residence.

### Recommendation Implementation Measures

- Revise the zoning code for Windsor Park to ensure than new single-family development is compatible in scale, massing, and placement with traditional development patterns. The code should ensure that new residences put their ‘face’ to the street, with parking to the side or rear, and that front yards are preserved.



**Figure 5:12** Windsor Park, the heart of the Windsor Park Character Area

## Character Area: Dixville/ Habersham Park

These historic neighborhoods date back to the period just after the close of the Civil War. Historic and newer single-family homes are mixed in this character area. The neighborhood is predominantly single-family with small parcel sizes and a wide variety of architectural styles. There are scattered commercial and industrial properties along MLK Boulevard as well as some scattered multifamily development. The area is bounded by US Highway 17 on the east, Albany Street on the west, and includes some industrial land uses on its southern end. The new Glynn Middle School is planned for just south of this area.

The Dixville neighborhood was added to the Georgia Register of Historic Places and the National Register of Historic Places in 2017. It is credited for being a largely residential neighborhood developed primarily from c. 1880-1919 as a cohesive African American community. The district is a good example of a planned residential community for Brunswick's working-class, African American population, consisting of a variety of early house types typical for Georgia.

### Vision

The Dixville/Habersham Park Character Area should retain its predominantly single-family character. The Dixville/Habersham Park Character Area will see significant infill development and revitalization, as well as improved neighborhood infrastructure. It will remain a tightly knit community with affordable single-family housing and committed longtime residents. Commercial, industrial, and multifamily areas will be redeveloped into neighborhood commercial and low-density multifamily developments that enhance the character and vitality of the neighborhood.

### Appropriate Land Uses

- Single-family residential development
- Community facilities such as schools, parks, museums, and libraries built to a neighborhood scale.
- Multifamily redevelopment in existing areas of multifamily development – of compatible scale to the single-family areas surrounding and in traditional regional architectural styles.

### Recommended Development Patterns

- Infill development on vacant sites closer to the center of the community; these sites with existing infrastructure in place are to be used for new development – matching the character of the surrounding neighborhood.
- New residential development that matches the mix of housing types and styles of the community

- Houses located near the street with front porches that encourage interaction with neighbors.
- Accessory housing units that provide rental opportunities for small households and income generation for homeowners to increase affordability.
- Well-designed development that blends into existing neighborhoods by disguising its density (small scale apartment buildings, multifamily that looks like single residence from the street, etc.)
- Reuse of existing vacant or underutilized structures (commercial centers, office spaces, warehouses) to accommodate new community facilities.
- Revitalization of existing neighborhood commercial centers to capture more market activity and serve as community focal points.
- Greyfield redevelopment that converts vacant or underutilized commercial strips to mixed-use assets.
- Community facilities such as schools developed in a way that the entire community can share facilities such as meeting rooms, libraries, and playgrounds.

#### Recommended Transportation Patterns

- Garages located to the rear of each property or on-street parking to be used for residents' automobiles.
- Facilities for bicycles including bikeways or bike lanes, frequent storage racks, etc.
- Landscaped buffers between the roadway and pedestrian walkways
- Improved streetscaping for MLK Jr Blvd with the introduction of pedestrian and bicycle facilities and other streetscape amenities

#### Recommended Implementation Measures

- Promote affordable infill housing development along with housing rehabilitation programs in the area.
- Engage in a comprehensive infrastructure upgrade of all residential streets in a phased and systematic fashion throughout the character area. Focus infrastructure improvements on drainage, curb, gutter, sidewalks, and streetlights on major streets.
- Revise the zoning code for Dixville/ Habersham to ensure that new single-family development is compatible in scale, massing, and placement with traditional development patterns. The code should ensure that new residences put their 'face' to the street, with parking to the side or rear and front yards preserved.
- Conduct an accessory housing study to determine potential configurations for accessory housing units that would leave the neighborhood character intact.

## Character Area: Old Town

Old Town is the oldest part of the City of Brunswick, planned from before the Revolutionary War. Old Town displays a regular block structure with small blocks. Some of its historic squares are still preserved as open space, while others have been disturbed by private development, institutional development, or intervening streets. The Old Town Character Area exhibits the widest mix of land uses of any part of the city, with civic and governmental structures, retail and business establishments, and a variety of historic and modern single-family homes. The downtown area has seen recent revitalization, with restored historic structures, new streetscapes, and a variety of new businesses opening on Newcastle Street. Most of Old Town is covered by the Old Town Historic District, within which new development and renovations are overseen by the City's Historic Preservation Board. Parts of the character area, particularly the Newcastle, Gloucester, Norwich, and MLK corridors, are covered by the Downtown Development Authority and are eligible for its programs.

### Vision

The Old Town Character area is the historic, civic, and cultural center of the Brunswick community. Although recent years have seen revitalization of both its commercial and residential areas, much work remains to be done. One of the highest priorities is to reconnect the City with its historic waterfront, with improved public access, commercial activities along the waterfront, a publicly accessible pedestrian riverwalk, increased public spaces and parks, and new mixed-use development along the waterfront to capitalize on this high-value property. Additional streets should serve to better connect the riverfront with downtown and views to the water should be preserved where possible. The Blueprint Brunswick plan provides a detailed urban design strategy for fulfilling this vision for infill development in the waterfront area. In addition, historic squares need to be restored to their original dimensions and filled with community-friendly amenities such as walking paths, lighting, and benches. Neighborhoods in Old Town need to see continued renovation of homes and infill on vacant lots. Glynn Academy needs to be made more pedestrian-friendly, with sidewalk improvements connecting the school with surrounding neighborhoods. Downtown should see a continued revitalization and a wider variety of activities and entertainment for all ages, but particularly for young adults and community youth.

### Appropriate Land Uses

- Single-family residential development
- Multifamily development in existing locations of multifamily development
- Community scale commercial, institutional, and mixed-use development along Gloucester St and Newcastle St downtown
- Multi-story mixed development or condominium development along the Newcastle St and Bay St corridors and in the waterfront area with publicly accessible boardwalks along the waterfront

- Hotels, resorts, and hospitality developments in the downtown area and along Newcastle and Bay Streets
- Tourism and cultural facilities in the downtown area and along Newcastle, Gloucester, and Bay Streets
- Protected greenspace, parks, wetlands, and wildlife habitats
- Public marinas and associated uses

### Recommended Development Patterns

- Mixed-use or hospitality developments of human scale with retail on the ground floor to activate the waterfront.
- Commercial structures (shopping, warehouses, offices, etc.) of human scale located near the street front with parking in the rear of buildings – making the community more attractive and pedestrian friendly.
- Greyfield redevelopment that converts vacant or underutilized commercial areas to mixed-use assets.
- Major institutions, such as government buildings, churches, and schools, particularly along major corridors
- Houses located near the street with front porches that encourage interaction with neighbors.
- Accessory housing units that provide rental opportunities for small households and income generation for homeowners to increase affordability.
- New residential development that matches the mix of housing types and styles in the community
- Redevelopment of existing multi-family developments into configurations that better support Brunswick’s traditional urban form and block patterns.
- Prohibition of land uses that have outdoor storage.
- Prohibition of industrial uses in high value areas

### Recommended Transportation Patterns

- On-street parking in front of retail development on Norwich St, LMK Jr. Blvd, Gloucester St, Newcastle St, and Bay St
- Small blocks and continued street grid patterns throughout the downtown area
- Facilities for bicycles, including bikeways or bike lanes, frequent storage racks, etc.
- Restrictions on the number and size of signs and billboards on MLK Blvd and Newcastle St
- Maximum size for parking lots in neighborhood commercial areas

### Recommended Implementation Measures

- Design a new street section for Gloucester Street that includes sidewalks, street trees, street furniture, bus shelters, bicycle lanes, travel lanes, and if possible, a landscaped

median. Ensure that all modes of transportation are adequately planned for per the City's Complete Streets policy.

- Ban any new billboards and minimize free standing signs along the Newcastle and Norwich corridors and require that old billboards be removed as a condition of development/redevelopment permitting.
- Engage in parking management strategies to make the best use of available parking.
- Require that new development along Brunswick's riverfront dedicate adequate land for continuous public access per the City's waterfront design plans as a condition of development approval.
- Develop a common long-term plan for the City's waterfront with the Georgia Ports Authority.
- Plan for a complete network of sidewalks, bicycle lanes, and bicycle paths throughout downtown and connecting to other areas of the city.
- Continue to work on sidewalk improvements throughout Old Town, with a focus on the Glynn Academy area.
- Conduct design charrettes for the City's squares and parks to plan for future amenities and increase community stewardship of parks.
- Promote evening entertainment activities for young adults and youth in the Old Town area, such as concerts and movies.



*Figure 5:14* Civic uses should have traditional architecture and be pedestrian friendly.

## Character Area: South End Brunswick

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

## Vision

The vision for the future of South End Brunswick is a tree-covered, quiet urban neighborhood convenient to downtown and waterfront parks. Much of this vision is currently true today, except for the desired parks along Brunswick's waterfront. This is a stable, single-family neighborhood with little cut-through traffic, and these are characteristics the area would like to maintain. One issue of concern to the neighborhood is employee parking for the nearby King and Prince facilities, which residents would like to see accommodated with on-site parking. Increased parking enforcement could help to mitigate this issue.

## Appropriate Land Uses

- Single-family residential development
- Community facilities such as schools, parks, museums, and libraries built to a neighborhood scale.
- Open space, environmental protection lands, and parks

## Recommended Development Patterns

- Houses located near the street with consistent massing, setbacks, and front yards.
- New residential development that matches the mix of housing types and styles in the community
- Open space, environmental protection lands, and parks

## Recommended Transportation Patterns

- New greenways and pedestrian/ bicycle paths to connect residential areas to commercial areas, employment areas, and transit stops.
- Facilities for bicycles, including bikeways or bike lanes, frequent storage racks, etc.
- Landscaped buffers between the roadway and pedestrian walkways
- Garages located to the rear or the side of each residence.

## Recommended Implementation Measures

- Design a new street section for 4th Avenue that includes sidewalks, street trees, street furniture, bus shelters, bicycle lanes, travel lanes, and if possible, a landscaped median. Ensure that all modes of transportation are adequately planned for per the City's Complete Streets policy.



**Figure 5:15** Great neighborhood streets have ample tree cover and good sidewalks.



**Figure 5:16** Single-family housing typical of South End Brunswick

## Character Area: Industrial Waterfront

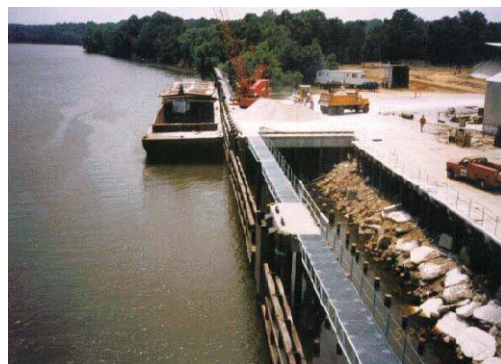
Industrial land uses line the East River west of Bay Street and south of 4th Avenue. Many of these industrial uses have a lengthy history with the city dating back to when it was a hub for processing timber-related products and seafood. One of the current major industrial operations in this area is King and Prince Seafood, which is to this day a thriving and productive operation. An occasionally active rail line runs along the waterfront and provides rail access to several of these parcels. Many industrial properties have access through Bay Street, but because Bay Street discontinues, some of the southernmost properties have relatively poor access and must rely on Newcastle Street, which is predominantly residential in character.

### Vision

The City of Brunswick encourages viable industrial enterprises to remain in the city along its southern waterfront (south of 1st Avenue) and seeks to maintain a collaborative relationship with these employers.

### Appropriate Land Uses

- Industrial land uses
- Parking areas
- Open space, environmental protection lands, and parks



**Figure 2.23** Industrial waterfront with pier



## Recommended Development Patterns

- Industrial land uses with rail, road, and waterfront *Figure 5:17 Industrial Waterfront and pier*
- Parking areas for employees

## Recommended Transportation Patterns

- Adequate off-street parking to accommodate area employees.
- New greenways and pedestrian/ bicycle paths to connect residential areas to commercial areas, employment areas, and transit stops.
- Facilities for bicycles, including bikeways or bike lanes, frequent storage racks, etc.
- Landscaped buffers between the roadway and pedestrian walkways

## Recommended Implementation Measures

- Collaborate with the Brunswick Glynn County Development Authority to retain industries in this area.
- Develop a plan to manage industrial and truck traffic routes and speed.

## Character Area: Liberty Harbor

Liberty Harbor is a master-planned resort community that was began construction at the southern tip of the City of Brunswick near the landing for the Sydney Lanier Bridge. Liberty Harbor was planned to include single-family residences, condominiums, a shopping village, recreational amenities, and a variety of public spaces all connected within a highly walkable framework. Residential development was to include single-family homes, up to 20-story condominiums, and townhouses. Liberty Harbor is master planned in the “New Urbanist” framework with buildings fronting public streets and high-quality streets and public spaces. Liberty Harbor was planned to include a marina and public waterfront access through a pedestrian promenade.

Due to the Great Recession of the late 2000s, the Liberty Harbor development was halted in 2008 and construction has not resumed since. Since the master plan for the Planned Development was developed and approved and much infrastructure has been built, the property has the potential to be developed as originally intended.

## Vision

Liberty Harbor is planned to be a high amenity, master planned resort community with views and connections to Brunswick’s waterfront and marshes. A mixed-use master planned community is appropriate for this location.

### Appropriate Land Uses

- Land uses in Liberty Harbor are governed by the approved master plan for the development.
- Any deviation from the approved master plan should apply for an updated Planned Development with the City Commission

### Recommended Development Patterns

- Development in Liberty Harbor is part of a mixed-use, master planned community with a variety of residential types, recreational community amenities and open space, and some neighborhood retail.

### Recommended Transportation Patterns

- Improve connectivity between Liberty Harbor and downtown.
- Continued public access through Liberty Harbor to the riverfront.

### Recommended Implementation Measures

- Seek out the right developer to develop the approved master plan or an updated Planned Development at this location.
- Connect Liberty Ship Park with the rest of the city through bicycle and pedestrian paths.



**Figure 5:18** Liberty Harbor future development site

## Character Area: Andrews Island

Andrews Island is located in the middle of the East River across from the downtown waterfront. The island is currently used as a collection area for the dredged soils which result from harbor deepening. The Georgia Department of Transportation currently has the island under lease. Andrews Island is currently in public sector ownership, with portions owned by the City of Brunswick, the Brunswick- Glynn County Development Authority, and the Georgia Ports Authority.

### Vision

Andrews Island was not much discussed during the comprehensive planning process however various suggestions in past planning efforts included creating a hub for port/ industrial development, protecting the island and enhancing access as open space, or utilizing the island as a location for new residences. As the City is seeking to reclaim some of its waterfront from other uses, one suggestion was to reclaim certain port uses from the waterfront to Andrews Island. In any of these scenarios, the city would seek to make use of the island and not leave it as a mere receptacle of dredged soils. The city prefers appropriate land uses that take advantage of the island's location in the middle of the East River and are compatible with the City's vision for its downtown waterfront.

### Appropriate Land Uses

- To be determined by future planning processes but potentially industrial, transportation, residential, lodging, and open space land uses are appropriate for Andrews Island.



*Figure 5:19* Andrews Island, East River

## Character Area: Marsh

The marshes and wetlands surrounding the Brunswick peninsula provide many environmental and economic functions and they are a defining characteristic of our city as well as the region. Without the marshes and wetlands, our area would not be known as the Golden Isles and would certainly be lacking in many elements that make Brunswick significant.

### Vision

The marshes and wetlands should be preserved in their natural state to retain as much of their ecological, economic, and storm protection functions as possible. Public views of our marshes and wetlands should be promoted and the connection to our waterways, wetlands, and marshes can be improved without affection these important resources negatively.

### Appropriate Land Uses

Conservation Preservation Districts, as described in the City's Zoning Ordinance, were established and maintained to preserve and/ or control development within certain land, marsh, and/or water areas of the City which serve as wildlife refuges; possess great natural beauty or are of historical significance; area utilized for recreational purposes; provide needed open space for the health and general welfare of the City's inhabitants; or are subject to periodic flooding. Regulations apply within this district designed to reserve such areas and to discourage any encroachment by residential, commercial, industrial, or other uses capable of adversely affecting the relatively undeveloped character of the district.



**Figure 5:20** View of the Marsh and Tidal Creeks adjacent to US 17 and Overlook Park

## Core Area Plans

Following are listed other core area plans completed by the city to guide growth and development within its core area. These plans were designed to function over an extended period of time and are still relevant.

The Brunswick Downtown Development Authority, in collaboration with the Carl Vinson Institute of Government of the University of Georgia assisted the City of Brunswick in a three-step process for downtown Brunswick identifying 1) where are we now; 2) where are we going? and 3) how do we get there? The greatest benefit from the RSVP program is the answer to the question “How do we get there?”. The final report included a work plan made up of step-by-step action items that each assigned to a community member who can assist in the implementation of these items.

Elements of the Plan include:

- Gloucester Street
- Bay Street
- Mary Ross Waterfront Park
- Newcastle Street
- Norwich Street
- Coastal Greenway
- Promotion/ Other

## City of Brunswick Urban Redevelopment Plan | 2016

The Brunswick Urban Redevelopment Plan outlines the best practices that will help Brunswick redevelop those areas of the community that have suffered from blight or are otherwise threatened. It underscores Brunswick’s commitment to protect and preserve those things which have always made Brunswick a unique place; to fulfill responsibilities to the environment; to create upward mobility for citizens and enhance their quality of life; to encourage investment; and to realistically plan for inevitable growth.

Components of the Plan include:

- Boundaries of the redevelopment area
- Evidence that the area on the whole has not been subject to growth and development through private enterprise and would not reasonably be anticipated to be developed in the near future without approval of the plan.
- Explanation of proposed uses for urban redevelopment purposes and proposed method of financing any construction, reconstruction, expansion, renovation, rehabilitation,

repair, demolition, alteration, or remodeling of property for such uses and estimated cost thereof

- Description of proposed construction, reconstruction, expansion, renovation, rehabilitation, repair, demolition, alteration or remodeling of any public works, public housing, or other public facilities, estimates of cost thereof, and explanation of proposed method of financing same
- Description of proposed construction, reconstruction, expansion, renovation, rehabilitation, repair, demolition, alteration, or remodeling of privately owned property, estimates of cost thereof, and explanation of proposed method of financing same
- Description of contracts, agreements and other instruments creating obligations of more than one year which are proposed to be entered into by the City of Brunswick to implement the plan.
- Description of type of relocation payments proposed to be authorized by the plan and estimates of cost thereof.
- Statement of conformity of plan to master plan, zoning ordinances and building codes of the City of Brunswick and exceptions thereto.
- Summary of estimated expenditures from public and private financing sources for each of the first ten years following implementation of this plan
- Historic Property within the redevelopment area that will be sought to be preserved.

**The City of Brunswick Urban Redevelopment Plan, Appendix I can be found at this website:**

#### **Historic District Parking Plan:**

A parking demand assessment for downtown Brunswick was commissioned in 2007. The intent of the study was to assess existing and forecast parking needs within the downtown core. With recently completed projects and an agenda of new development, the downtown is poised to become even more of a vibrant bustling destination for the surrounding area. The primary parking study area is centered along Newcastle Street which is Brunswick's commercial core. A relatively narrow road reflecting the historic nature of the downtown, the relatively low speed of traffic along Newcastle Street contributes to the walkability of the downtown as pedestrians can easily cross the street to destinations on opposite blocks.

The downtown itself is a mixture of financial, retail, office, restaurant, and some public use facilities such as the Glynn County Library and Old City Hall. The building mix is a combination of older historic buildings and new construction. At the time that the Parking Plan was written, and now, the only publicly provided parking supply within the downtown core consists of on-street parking. All off-street parking is privately owned and controlled. The majority of the on-street parking is provided along Newcastle St with some along intersecting cross streets and streets or lanes that parallel Newcastle St. The lanes paralleling Newcastle St between Gloucester and Howe Streets are very narrow.

In completing the analysis, the Parking Plan used surveys of downtown business owners and employees plus actual utilization data of the downtown parking. The Parking Plan was able to accurately assess the needs and reasonably project future parking demand using anticipated growth projects provided by the city for new development projects.

Shortly after the Parking Plan was completed, the US economy dramatically fell in what has been called the Great Recession of 2008. The resulting loss of wealth led to sharp cutbacks in consumer spending and the City of Brunswick felt those cutbacks for many years. Now in 2018, the city seems to have recovered from the Great Recession and is seeing tourism and spending similar to what it was in 2007 when the Parking Plan was written.

In 2007, the current demand analysis showed that overall, there was a surplus of more than 500 parking spaces downtown.

### **Sidney Lanier Park Improvements Conceptual Master Plan**

A conceptual master plan was created to enhance the Sidney Lanier Park located at the south end of the city. Proposed Park features include:

- pier cover.
- park.
- new parking.
- docks.
- terraced seating.
- interpretive signs; and
- kayak launch.

This preliminary study also gave cost estimates for improving the waterfront park.

The Sidney Lanier Park Master Plan, Appendix J, can be found at this website:

## Chapter 6 – Transportation

### Updated Brunswick Area Transportation Plan (BATS) 2045

The Brunswick Area Transportation Study (BATS) as designated in MAP-21, is the 20-year plan that identifies the vision, goals and objectives, strategies, and projects that promote mobility within and throughout the region of which Brunswick is a part for both people and goods. This long-range plan, which is required to be updated every five years, is focused on addressing the changing conditions and transportation needs of the Metropolitan planning area to a planning horizon year of 2045.

The BATS contains recommendations for various types of surface transportation including streets and roads, transit routes, and bicycle and pedestrian facilities. It also contains descriptions and assessments of conditions or factors affecting the surface transportation of persons, and the movement of freight.

Another important requirement of the BATS is its ability to demonstrate financial feasibility, by reconciling that anticipated revenues over the designated planning period will be adequate to cover the proposed project costs. The plan is divided into horizon years, or “cost bands,” of either five or ten years. Within each of the cost bands, the project costs and anticipated revenues must be identified by year of expenditure. Cost bands are defined as calendar years, beginning January 1 and ending December 31, and must not be more than 10 years apart. For the BATS 2040 MTP, the cost bands are: ♣ 2015 – 2020; ♣ 2021 – 2030; and ♣ 2031 – 2040.

By conducting a financial analysis, and demonstrating financial feasibility, or fiscal constraint, the BATS plan meets the federal long-range planning standards, and presents a list of proposed projects that can realistically be anticipated over the life of the plan. In addition, those projects for which funding is not anticipated to be available is also captured in an unfunded project list, or Illustrative/Vision Plan.

### Public Transportation Study 2018 and Recommended Alternative 2021

After receiving and reviewing a Public Transportation Plan in 2018, The City of Brunswick has received and acted on a recommended Public Transportation Plan Option. The city is currently seeking financial support from Glynn County and the private sectors that will benefit from the implementation of the plan.

The recommended plan essentially links all areas of the city and adjacent Glynn County to Brunswick’s neighborhoods and growth areas in adjoining Glynn County to employment centers and areas where its population can obtain medical and other services.

**The Updated Brunswick Area Public Transportation Study and Recommended Alternative, Appendix K, can be found at this website: <https://www.glynncounty.org/303/Metropolitan-Planning-Organization-MPO-a>**



## Complete Streets

In addition to the Transportation Plan, the City of Brunswick is a Complete Streets Community. Adopted by the city in 2017, the Complete Streets Program is designed to reduce congestion, increase the transportation network capability, and increase consumer choice while decreasing consumer transportation costs and improving air quality and community health. The Program also strives to enhance community aesthetics, augment economic growth, and increase community stability by providing accessible and convenient connections between home, school, work, recreation, and retail destinations.

Complete Streets are Rights-of-Way that are planned, designed, constructed, operated, and maintained in such a way as to enable safe, comfortable, and convenient access by users of all ages and abilities. This includes pedestrians, bicyclists, transit riders, motorcyclists, emergency, freight, and vehicle operators.

**The City of Brunswick Complete Streets Ordinance, Appendix L, can be found at this website:**

## Bay Street Corridor Plan

The city, with the assistance of GDOT, completed a corridor study of Bay Street between its intersection with Newcastle in Downtown Brunswick, and 4<sup>th</sup> Street to the south. One objective was to improve traffic flow at major intersections including installation of round-a-bouts at Newcastle and 4<sup>th</sup> Streets. Improved pedestrian crossings from downtown to the waterfront area were recommended and two have been stalled.

Implementation of the plan for intersection improvements is to occur in 2024 and 2035 once GDOT approval is obtained.

**Bay Street Corridor Plan, Appendix M, can be found at the following website:**

## Glynn Isles Wayfinding Plan

Navigation from place to place is a fundamental and integral part of everyday life. Wayfinding serves the purpose of informing people of the surrounding areas in the unfamiliar built environment. In a tourist-potential coastal city like Brunswick, it's imperative for visitors and locals to be able to navigate easily.

To improve wayfinding in the City and surrounding Glynn County, a field analysis was completed which included a detailed investigation of existing environmental conditions and streetscape plans. The Plan also inventoried and analyzed existing signage and traffic patterns and developed a summary report.

The analyses resulted in the design of a wayfinding sign system and associated elements that will include directional, identity, entry, and functional signage as well as the design of

associated features such as logos, fonts, color schemes, and other artwork developed in support of the project.

The Wayfinding Plan continues to be implemented each year through funding in the city's annual budget.

Additionally in late 2017, One Hundred Miles, a local organization whose mission is to preserve, protect, and enhance Georgia's 100-mile coast coordinated a Safe Routes to School Walking Audit in a citywide effort to identify barriers that students encounter when walking and biking to school in Brunswick.

An analysis and subsequent recommendations are expected to provide greater walkability and bikability throughout the community.

## **Trails**

The Coastal Georgia Greenway is envisioned as a 155-mile trail system which will connect South Carolina to Florida through Georgia's six coastal counties. This alternative transportation network will link the towns, attractions, recreational sites, historic and cultural sites, waterways, and natural habitats of the coast. A series of trails suitable for bicyclists, joggers, equestrians, canoeists, kayakers, and other non-motorized users will be built. The centerpiece of the Coastal Georgia Greenway is a continuous trail connecting South Carolina to Florida as part of the East Coast Greenway along various north-south routes including the U.S. Highway 17 corridor, abandoned rail corridors, and historic canal corridors, from which visitors can sample coastal imagery.

[Coastal Georgia Greenway Plan, Appendix N](#), can be found at this website:

## **Chapter 7 – Housing**

The city's Department of Planning, Development and Codes was recently tasked with completing and analysis of housing conditions within its neighborhoods as well as the obstacles for the development of affordable housing. Based on the analysis of data collected an Affordable Housing Plan was completed as an element for tis updated Comprehensive Plan.

### **The Executive Summary of the Housing Study and Affordable Housing Plan follows:**

The issue of affordable housing has never been as prominent as it now is across our Nation, partially due the COVID 19 Pandemic which impacted materials cost and labor supply as well as timing and cost issues relating to transportation. The result has been the cost of housing increasing in most areas of the country by 40 – 50%. Since the pandemic abated a year ago, that increase has dropped somewhat but home

construction costs remain higher by as much as 25% in most areas and rent increases of about the same percentage.

From the socio-economic and housing data gathered and analyzed for this report, one can easily see that there are real challenges for families living in the City of Brunswick to find affordable housing opportunities. Yet there are also opportunities for the city to address those needs by providing leadership and public investment in programs that will facilitate the development of affordable housing while revitalizing the community's neighborhood and core city areas. The physical and historic character of the city will benefit from both.

Much of City's population of around 15,000 does not have the financial capacity to either rent or purchase adequate and standard condition housing in today's market. The gap between available income capacity and housing costs is as much as \$10,000 per year for many of the city's Median Family Income family and non-family households. Following are some of the challenges Brunswick's families have in seeking adequate affordable housing:

- As many as 1500 or 45% of the city's family households are currently "housing cost burdened" (spending more than 30% of family income for total housing expense) as well as 1100 non-family households including single elderly persons living alone.
- 64% of all occupied dwelling units are rented and 60% of those units are single family or duplex homes, a high percentage of which require substantial rehabilitation. Few affordable apartment dwellings are available in the city.
- 9% of all single family and duplex housing structures are rated in poor condition requiring substantial rehabilitation or demolition (unfit for human habitation); 40 % are rated in only fair condition indicating a need for modest to major rehabilitation. Another 43 % are rated in only average condition, requiring modest rehabilitation. Only 8% of all single family and duplex housing is in good or excellent condition.
- As many as 2,000 families and individuals are currently living in inadequate, costly, and substandard housing.
- Current sales and rental data indicate that some families and individuals are forced to leave the city because of inadequate housing opportunities. Many are relocating into developing Glynn County or even nearby Brantley or McIntosh Counties.

Most new housing since 1970 has been built outside the city with most of it being multi-family or townhome rental communities. Within the city, only 8 new single family housing units have been added over the past 10 years. In addition, consider the following current market conditions in the City:

- Currently, there are an average of only 35 - 40 homes on the market for sale inside the city with an average list price of \$172,450. These homes normally remain on the market for less than 60 days.
- There are virtually no rental apartments available within the city and those now being developed in the county have rents starting at \$1,250 for a one-bedroom unit and \$1,450 for a two-bedroom unit. Many families and individuals renting these units must devote as much as 40% – 50% of family income for housing expense. 30% - 35% is considered normal.
- New single family “starter homes” are located outside the city now priced at \$175,000 compared to under \$150,000 a few years ago and are beyond the reach of most families.
- Federally subsidized rental housing in the city, including public housing, Section 8 voucher certificates and other tax incentivized affordable housing have waiting lists of well over 1,000 families and individuals.

From this summarized data, it is easily seen that the City of Brunswick, like many communities facing affordable housing needs, has real challenges to overcome.

Yet, there are opportunities for the city to not only begin to address and meet those challenges, but by doing so, begin the transformation of many of its declining neighborhoods through innovative housing programs. Consider these opportunities:

- There is a large supply of older 2- and 3-bedroom homes, in poor condition, which can be rehabilitated and offer opportunities for affordable housing for many families.
- There are numerous incentive programs for development of affordable rental housing using Federal tax incentive programs. Two such projects have been completed in Brunswick during the past 5 years.
- Through aggressive pursuit of tax foreclosed properties using the recently created Land Bank Authority, sites can be made available for both new homeowner single- family, townhome, or duplex housing or for the development of small rental complexes of 8 or more units.
- Expand the use of Federal programs like CDBG, CHIP, and the HOME Program to name a few to help with home repair and rehabilitation as well as the construction of new housing.

By implementing these and other measures, the City of Brunswick can assure that the on-going efforts to revitalize its downtown, historic core area, and its neighborhoods will continue and flourish.

An Affordable Housing Plan which, adopted and implemented, can help assure the success of a revitalized city.

From Stakeholders and community input offered throughout the development of the plan, there is probably no higher priority than the implementation of an Affordable Housing Plan.

The city has an ongoing housing repair program funded by a portion of its CDBG annual entitlement. This program provides around \$10,000 to homeowners for repairs including roof, porch, stairs, handicap access and site improvements and reaches 10 – 12 homes each year. This program is included in the city’s 5 – year Consolidated Plan recently approved in 2022.

[Brunswick’s Affordable Housing Plan dated May 25, 2023, can be found in Appendix D in this Plan.](#)

## **Chapter 8 – Resiliency, Stormwater, Flood Control and Hazard Mitigation**

### **Resiliency**

Brunswick is a low lying urban coastal community area that is impacted by rainfall, tide changes and storms, including tropical storms and hurricanes. In recent years, the effects of climate change and rising sea levels have compounded the challenges the city faces to plan and implement actions that will mitigate the danger to its citizens and damage to their property.

Over the past five years, the city has taken steps to execute plans that will begin to mitigate these impacts through the formation of a stormwater utility and management program, planning improvements that will provide long term mitigation after completion and continuing to manage its resiliency programs for the long term.

Two recently completed studies; South Atlantic Coastal Study – Glynn County Focus Area (Corps of Engineers 2022) and the Shoreline Assessment and Implementation Resiliency Plan (Glynn County 2022) along with earlier studies help provide guidance to the city in its stormwater and flood control facilities planning and design. Factors such as climate change, projections of sea level rise are consistently monitored and included in project development and design.

At the present time Glynn County is in the process of updating the multi-jurisdictional Hazard Mitigation Plan which, when completed will also provide the city with guidance and project selection.

### **Stormwater Management and Flood Control Program**

The city presently owns and operates its stormwater management systems and facilities which have been developed over many years. The future usefulness and operational function of the systems and the additions and improvements thereto, rest with the city. To do so, the city must have both a stormwater management program as well as an adequate and stable funding strategy for its stormwater management program operation and drainage-related capital improvement needs.

In 2018, a Stormwater Utility was established which is responsible for stormwater management services throughout the City, and provides for the management, protection, control, regulation,

use, and enhancement of the City's stormwater management systems and facilities and stormwater management program services. It will also interface with and consider the Regional Water Plan and all Environmental Planning Criteria established for Coastal Georgia as it implements its work plan.

Soon after creation of the Stormwater Utility, the city prepared and adopted a Stormwater and Flood Control Master Plan to guide the design and construction of projects over a 5 – year period. Funding for implementation of the projects came from passage of a SPLOST measure passed in 2021. Four highest priority projects are currently underway. Future projects and plan implementation will also be dependent on the passage and availability of SPLOST funds.

As projects are completed, the Master Plan will be updated to provide plans and priorities for the next five years beginning in 2025. In preparing the new Master Plan, the City will be mindful of recommendations to be contained in the 2023 update of the joint Hazard Mitigation Plan (HMP) currently being prepared by Glynn County and including all municipalities and participating entities within the County. Likewise, the city will be mindful of new data relating to climate change and sea level rise that will be included in the HMP 2023 – 2028 as well as guidance by FEMA and other State and Federal Agencies.

Storm Water and Flood Prevention Master Plan can be found at this website:

### **Hazard Mitigation Plan**

The City of Brunswick participated in the preparation of the 2018 (2015) Glynn County Hazard Mitigation Plan. Many of the recommendations and Work Plan items contained in the plan for the city were implemented by the preparation and adoption of the 5–year Stormwater and Flood Control Master Plan.

The City has begun an acquisition program of properties subject to frequent and recurring flooding. One such property was just recently acquired, and the city has identified other properties which have experienced frequent flooding for similar action. The city has access to a listing of properties that have had repetitive property damage and losses due to flooding. These properties have and will continue to be mapped by GIS and data maintained for other possible property acquisition and/ or areas determined to be too hazardous for development.

Additionally, the City has created a website of information on areas subject to frequent flooding and its building department has started maintaining a file of Certified Flood elevations of properties for which they issue permits. These are recorded and mapped by GIS.

The Glynn County Hazard Mitigation Plan update for 2023-2028 is currently underway and is expected to be completed in early Fall. The city will implement the actions contained in the plan indicated a being ne.

[The 2918 Stormwater and Flood Control Master Plan, Appendix O](#) can be found at website:  
[Information regarding Stormwater Hazards](#) can be found at this website:  
[Stormwater Utility Ordinance | 2018](#) can be found at this website.  
[Shoreline Assessment and Implementation Resiliency Plan – 2020](#) can be found at this website:  
[Corps of Engineers South Atlantic Coastal Study, Glynn County Focus Area – 2022](#) can be found at this website:

## Chapter 9 – Parks and Recreation

In 2018, by mutual agreement the city turned over the programming operation, maintenance and improvements of its parks and recreation facilities to Glynn County. In 2022, the city decided to re-take control of its parks and provide the needed programming, operation, maintenance, and capital improvements.

Just recently, the city hired a Director of Parks and Recreation to head the Department of Parks and Recreation and by Spring of 2024 will be in complete control of all city parks. The initial focus of the Department is to assume the responsibilities for programming, operations, and maintenance. As the city begins the full operation of its park program and facilities, a long-range plan for needed facilities improvements and expansion will be undertaken beginning in 2024. This will be included in the city's Short Range Work Program.

## Chapter 10 – Urban Redevelopment Plans

Within the structure of city government is the city's Urban Redevelopment Agency (URA) whose board is appointed by the City Commission.

The Brunswick Urban Redevelopment Plan adopted by the city in 2018 outlines the best practices that will help Brunswick redevelop those areas of the community that have suffered from blight or are otherwise threatened. It underscores Brunswick's commitment to protect and preserve those things which have always made Brunswick a unique place; to fulfill responsibilities to the environment; to create upward mobility for citizens and enhance their quality of life; to encourage investment; and to realistically plan for inevitable growth.

Components of the Plan include:

- Boundaries of the redevelopment area
- Evidence that the area overall has not been subject to growth and development through private enterprise and would not reasonably be anticipated to be developed soon without approval of the plan.
- Explanation of proposed uses for urban redevelopment purposes and proposed method of financing any construction, reconstruction, expansion, renovation, rehabilitation, repair, demolition, alteration, or remodeling of property for such uses and estimated cost thereof

- Description of proposed construction, reconstruction, expansion, renovation, rehabilitation, repair, demolition, alteration or remodeling of any public works, public housing, or other public facilities, estimates of cost thereof, and explanation of proposed method of financing same
- Description of proposed construction, reconstruction, expansion, renovation, rehabilitation, repair, demolition, alteration, or remodeling of privately owned property, estimates of cost thereof, and explanation of proposed method of financing same
- Description of contracts, agreements and other instruments creating obligations of more than one year which are proposed to be entered into by the City of Brunswick to implement the plan.
- Description of type of relocation payments proposed to be authorized by the plan and estimates of cost thereof.
- Statement of conformity of plan to master plan, zoning ordinances and building codes of the City of Brunswick and exceptions thereto.
- Summary of estimated expenditures from public and private financing sources for each of the first ten years following implementation of this plan
- Historic Property within the redevelopment area that will be sought to be preserved.

The URA has been tasked by the City Commission to specifically concentrate on the following two redevelopment initiatives that have been on the agenda for many years.

1. **Redevelopment of the Oglethorpe Hotel Block.** This property acquired more than 20 years ago was to have become the site of a long-anticipated convention center and hotel. Largely as the result of expanded similar facilities on the nearby islands, the project lacked economic feasibility and was officially abandoned two years ago.

Numerous proposals for the development of the property were received from developers by the city, however none proved to be viable. The URA has been tasked with determining the appropriate and marketable use(s) for the property and the needed public financial support (if any) for such a development(s) to be successfully completed and become an economic benefit to the city and its downtown core area.

The URA is in the initial stages of selecting professional marketing and development assistance to guide it and prospective developers in successfully developing and marketing the site.

2. **Complete the Development of Liberty Harbor:** Originally conceived as an outgrowth of Blueprint Brunswick in the early 2000's, the project was halted due to the severe housing recession of the period between 2007 through full recovery around 2021. By then, the developer was not able to financial recover and resume marketing and developing the site. The URA has been tasked with determining the appropriate market and development plan for the property and to unravel the diverse property ownership issues so that the prominently located and historic site can be completed.



## **Chapter 11 – Preparation of Future Plans for Specific Short- and Long-Range Projects: 2023 - 2028**

Currently, the Department of Planning, Development and Codes have the following items on their agenda to complete in the coming months and years:

1. Final update of the Zoning Ordinance: The second phase of the city's zoning ordinance update and revisions was just recently completed. A complete review of the Official Zoning Map needs to be undertaken to correct property zoning throughout the city that is no longer appropriate.
2. Annexation Study: There are areas adjacent to the existing City Limits that need to be examined and, working with Glynn County, develop a mutually acceptable annexation of Glynn County property into the city. This is particularly true in the vicinity of the Coastal College of Georgia and the SE Georgia Medical Complex and areas along US 17 south of the GA 25 Spur. This study is particularly important for the successful development of property in the Altama Ave Corridor in uses which can serve the school and hospital facilities and their employees and students in the area.
3. Both the Coastal College and SEGHS are in the process of developing Master Plans to guide their future development. The city has been invited to review and discuss the implications of their future development of public infrastructure and development needs in the vicinity of the institutions to support their growth.
4. As the city begins to implement the housing and neighborhood revitalization plan within various Character Areas within the city, the Department may need to develop Redevelopment Area Strategy Plans to guide the development of new housing or other appropriate uses within housing focus areas as well as preliminary plans for infrastructure development.

## **Chapter 12 – Report on Status of Work Program for 2018 - 2023**

A report of the status of the 2018 Five Year Work Plan is highlighted on following Chart 1.

Chart No. 1

Progress Report for the 2018 - 2023 Work Program

Completed Underway Not Completed - Deferred

ID	Project	Start End		Responsible Entity	Estimated Cost	Funding Sources	NOTES
		Date	Date				
<b>Economic Development Projects</b>							
1	Develop a strategy for the remediation and redevelopment of brownfield sites assessed from 2008-2013.	2018	2020	Brownsfield Task Force/Comm. Dev./ Fanning	\$30-100K	EPA, CDBG	No Action - Cleanup of Hercules Plant still underway
2	Implement selected projects from the Blueprint Brunswick Master Plan to revitalize and redevelop key catalyst sites throughout the City.	2018	2023	Comm. Dev./ Planning/ DDA/URA	\$100K	Various	Perry School Completed.
3	Promote minority-owned business enterprises through a study of MBE capacity and by initiating business mentoring programs and business incubators.	2018	2019	SBDC/ DDA/ Comm. Dev.	Staff	City	Implemented Financial Navigator Program
4	Aggressively expand downtown development to the Norwich corridor, through tools such as the CNU Legacy Project, marketing studies, increased parks and public facilities, a unifying streetscape design, and promoting housing redevelopment and infill in adjacent neighborhoods.	2018	2023	DDA/ Comm. Dev./ Planning/URA	\$100K	City	___ of Grants provided totaling \$ ___, however not many applicants
5	Recruit a neighborhood grocery to the downtown area.	2018		DDA/ Comm. Dev.	Staff	City	Schroeder Market opened 1/23
6	Leverage opportunity zone to promote economic and community development.	2018	2023	Planning/ Comm. Dev./ County/ DDA/ Chamber	Staff	City	___ projects approved
7	Leverage TAD zone to promote economic and community development as outlined in 2017 TAD plan.	2018	2023	City/Econ. Development/Planning/URA/DDA/EDA	Staff	City	TAD# 1 re-adopted 2021 to establish assessment baseline. \$800,000
8	Utilize URA to complete the redevelopment of the Perry School Site	2018	2021	URA/Planning/Comm. Development/EDA	Staff	City	Project Completed
9	Utilize URA to complete the redevelopment of the Oglethorpe Block for Conference Center and Hotel use	2018	2020	URA/Planning/Comm. Development/EDA	Staff	City	Conference Center abandoned, focus of comm/residential ppp
10	Utilize URA to assist with redevelopment of Glynn Avenue if appropriate.	2018	2023	URA/Planning/Comm. Development/EDA	Staff	City	No redevelopment projects to date. Awaiting cleanup of

Chart No. 1

ID	Project	Date		Responsible Entity	Cost	Funding Sources	NOTES
		2018	2022				
<b>Cultural &amp; Environmental Projects</b>							
8	Support and assist the African American Historical Commission through development of tourism infrastructure recommended in GDED Tourism Study		2022	City/ County	Staff	private	Refer to GDED Glynn County Tourism Study (Appendix G)
9	Work with Tree Board to continue to develop a tree ordinance for the protection of specimen trees.	2018		Planning/ Comm. Dev./ Park & Tree Board	Staff	City	Public Tree Ord. Completed. Private tree ord. being developed
11	Develop a comprehensive inventory of cultural, archaeological and historic properties and resources, as well as important cultural and historical viewsheds, expanding upon the City's existing historic resource inventory.	2018		Comm. Dev./ DDA/ Historic Board/ Planning/ CRC/ Historic Brunswick Foundation	\$30-100K	City	Not started. Move to 2023 WP
12	Pursue the recognition of New Town as a national historic district.	2018	2020	DDA/ Historic Board/ Planning/ City Manager	<\$30K	DDA	Not initiated. Move to 2023 WP
<b>Housing Projects</b>							
14	Foster partnerships with for-profit and non-profit developers to develop new, affordable infill housing.	2018	2029	Comm. Dev./ Housing Non-Profits/Land Bank	\$30-100K	HUD, DCA, BPHA	Plan Completed. Included in 2023 completed Affordable Housing Plan.
15	Promote development of affordable single family housing in strategic neighborhood revitalization areas by expanding financial assistance to homebuyers and providing incentives to for-profit and non-profit developers.	2018	2020	Comm. Dev./ Planning/Land Bank	Using existing City Comm. Dev. funding sources	City, BPHA, HUD	Plan Completed. Included in 2023 completed Affordable Housing Plan.
16	Design and implement a Community Housing Assistance Plan.	2018	2021	Comm. Dev. /Planning/CHRA/BPHA	Staff	City, BPHA	Plan completed. Included in 2023 completed Affordable Housing Plan.
17	Develop a long range plan for addressing the needs of low- income elderly and handicapped persons.	2018	2020	Coast Georgia Area Agency on Aging/Comm. Dev.	\$30-100K	City, BPHA	Not initiated. Included in 2023 completed Affordable Housing Plan.

Chart No. 1

ID	Project	Start Date	End Date	Responsible Entity	Estimated Cost	Funding Sources	NOTES
30	Establish a stormwater utility to fund drainage improvements, starting with a study addressing a drainage needs assessment, the utility's organizational structure, and fee calculation and assessment.	2018	2019	City Manager/ Finance/ Engineer/ Public Works/ Planning	\$100K+	City	Completed
31	Annually update Capital Improvement Program to plan for future capital expenditures and update annually.	2018		City Manager/ Public Works/ Finance	Staff	City	Completed
32	Improve neighborhood infrastructure - drainage, sidewalks, lighting, curb, gutter, etc - as programmed in the Capital Improvement Program.	2018	2023	Comm. Dev./ Engineering/ BPHA/ JWSC/ Non-Profits	\$30-100K	Stormwater Utility/ MOST/ SPLOST/ One Georgia Equity Fund/ CDBG	Repairing and sidewalk improvements underway and continuing.
33	Develop a Comprehensive Parks Plan to manage the City's green spaces and recreational needs.	2018	2021	Planning/ Parks	\$30-100K	City	City has taken over Parks and recreation. A plan will be completed in 2024.
34	Conduct a feasibility study with regard to increasing funding for the City's infrastructure needs with MOST.	2018	2020	City Manager/ Finance/ Engineer/ Public Works	\$100K+	City	Deferred to 2023-2024
35	Implement improvements to Mary Ross Waterfront Park as waterfront catalyst project as outlined in Mary Ross Park Master Plan.	2013	2020	Planning/ Engineer/ Public Works/URA/DDA	\$100K+	City	Phase II contract was awarded and work has commenced.
	Prepare an action plan for the promotion of the deployment of broadband services into underserved areas within the jurisdiction	2019	2021	City Manager/ Planning/ Engineering/ Public Works/ Economic Development		City	2 new service providers have entered the market and lines are under construction

ID	Project	Start End		Responsible Entity	Estimated Cost		Funding Sources	NOTES
		Date	Date		Cost	Cost		
36	Encourage and support the establishment of neighborhood organizations and foster active participation in civic issues.	2018		Comm. Dev./ Neigh. Organizations/ Churches/ Schools	Staff	City	Most NPA's are functioning with the support of the city's Dept of Neighborhood Services.	
37	Improve FEMA's Community Rating System's class rating to mitigate flooding risks, increase preparedness for storm flooding events & reduce insurance premiums.	2018		Emerg. Manag./ Engineering/ Public Works/ Planning	\$100K	Stormwater Utility	Improved CRS Score to 5	
38	Construct approved City gateway features, wayfinding signs, and/or public art projects at the north and south entrances of US 17 into the City, at the entrance of US 341 into the City, at Gloucester and US 17, at the end of the Torras Causeway, and in other potential locations.	2013	2020	DDA/ Comm. Dev./ Planning/ Golden Isles Arts/ BGIVB	\$100K+	TEA/ General Funds	Installation of wayfinding signage has begun and remains a city priority.	

Chart No. 1

ID	Project	Start End		Responsible Entity	Cost	Funding Sources	NOTES
		Date	Date				
48	Develop policies for permitting Bed and Breakfasts in residential areas.	2013	2019	Planning/ Legal/ Historic Board	Staff	City	Included in Rev ZO
49	Revise the zoning ordinance to increase flexibility with respect to neighborhood commercial development (potential connection with form-based codes)	2013	2023	Planning/ Legal/ City Commission	Staff	City	Included in Revised ZO
<b>Transportation Projects</b>							
50	Update the Long Range Transportation Plan, and reevaluate the boundaries and projections for future Traffic Analysis Zones (TAZs).	2018		BATS/ Planning/ DDA/ Public Works	\$45,000	GDOT/ County/ City	New BATS Plan issued 2022.
51	In cooperation with Glynn County, establish regular transit service per the Glynn County Urban Transit Implementation Plan, connecting residents to employment, shopping, and health care destinations.	2018		BATS/ County	\$230,000 annually	County/ City/ GDOT/ FTA	Transit Plan Complete and Recommended Plan currently in approval and funding stage.
52	Develop a City-wide Street Schematic Design Plan with designations, functional descriptions, and schematic designs for all streets in the City. Ensure that designs for streets include all modes of transportation. Develop specific cross-sections for US 17, US 341, Bay Street, Altama, and MLK Blvd.	2018		Planning/ Engineering/ Public Works	\$35,000	City	Complete Streets Ord. Adopted
53	Develop a City-wide Bicycle and Pedestrian Master Plan with facilities standards for all street types and a phasing strategy for extending pedestrian and bicycle access to the entire City. Place a particular emphasis on access to public schools from residential areas, i.e. "safe routes to school."	2018	2020	Comm. Dev./ City Manager/ Public Works/ CRC/ Schools/ GDOT	\$45,000	Safe Routes to School, GDOT	MLK Bike Corridor Study Completed. Other areas to be planned in conjunction with Neighborhood Revitalization.
54	US 17 Streetscape - Design and construct new streetscapes, on easements or in the public ROW, including new sidewalks, street trees, lights, benches, and a possible median.	2018		Planning/ Engineering/ GDOT	\$8 million	GDOT/ General Funds	To be negotiated with GDOR in 2023 -2028 Plan period.
55	Bay Street Streetscape - Design and construct new streetscapes in the public right-of-way, including new sidewalks, on-street parking, street trees, lights, benches, and a possible median.	2018		Planning/ DDA/ Engineering/ GDOT	\$4 million	GDOT/ General Funds	Corridor Study Completed
56	Gloucester Streetscape - Design and construct new streetscapes in the public right-of-way, including new sidewalks, on-street parking, street trees, lights, benches, and a possible median.	2018		Planning/ DDA/ Engineering/ GDOT	\$4 million	GDOT/ General Funds	Refer to RSVP Plan (Appendix L)
57	Continue to maintain and improve Historic Sidewalks and Streetscape materials in Old Town Historic District as outlined in 1999 study and 2015 update.	2018		Planning/ DDA/ Engineering/ Public Works	\$100k+	SPLOST/ General Funds	Public Works Continues to continue to implement

## **Chapter 13 – 2023 – 2028 Short Range Work Program**

This element of the Comprehensive Plan lays out the specific activities the City of Brunswick plans to undertake during the next five years to address the priority Needs and Opportunities as well as taking steps toward the Community Goals.

The Work Program that follows also includes items from the previous 5 – year Work Program that were deferred.

The 2023 – 2028 Work Plan follows on Chart 2

**Chart 2  
Community Work Program - 2023 - 2028**

ID	Project	Date	End Date	Responsible Entity	Est. Cost	Funding Source	Notes
<b>Affordable Housing Rehabilitation, Development and Neighborhood Revitalization</b>							
1	Prepare a Management Plan for implementing the Affordable Housing Plan.	9/1/2023	1/1/2024	DHNR, DPDC, CDBG - DR	\$25,000	City of Brunswick	
2	Prepare Policies and Procedures and a Relocation Plan. Initiate preliminary home inspections.	1/1/2024	3/1/2024	DHNR	\$25,000	City of Brunswick	
3	Identify at least 3 target areas for concentrated housing inspections. Solicit applications from homeowners. Initiate and complete initial home inspection.	3/1/2024	6/1/2024	DHNR, DPDC, CDBG - DR	\$25,000	City of Brunswick	
4	Select first "package of 3 - 6 homes for rehabilitation. Complete work write up and bid packages. Award bid(s).	6/1/2024	9/1/2024	DHNR	\$180,000 - 360,000	City of Brunswick and CDBG	
5	Continue Housing Repair Program City Wide			DHNR	\$200,000	City and CDBG	
6	Begin second and succeeding years of program	9/1/2024	9/1/2028	DHNR, CDBG - DR, DPDC	\$1,800,000	City, CDBG, CHIP	
7	Start and complete neighborhood infrastructure evaluation and improvement plan.	9/1/2024	1/1/2025	DPW, DPDC	\$25,000	City	
8	Begin implementation of neighborhood revitalization plan.	1/1/2025	9/1/2025	DPW, DPDC	\$250,000	City	
9	File HOME - CHIP Application with DCA for New Affordable Housing Construction. \$600,000	1/1/2024	3/1/2024	DHNR	\$25,000	City	
10	Re-constitute GHIC Committee	1/1/2024	4/1/2024	City	Staff	City	

DHNR - Dept. of Housing and Neighborhood Revitalization  
DPDC - Department of Planning, Development and Codes, CDBG - DR Staff

**Chart 2  
Community Work Program - 2023 - 2028**

ID	Project	Start Date	End Date	Responsible Entity	Est. Cost	Funding Source	Notes
	Resiliency, Stormwater, Flood Control and Infrastructure Improvements						
10	Complete first 4 Master Plan stormwater and flood control projects.	Underway	12/1/2024	DPW		SPLOST	
11	Update Stormwater and Flood Control Master Plan	6/1/2024	12/1/2024	DRW	\$50,000	City	
12	Continue priority street repaving program	Underway	10/1/2028	DPW	\$1,000,000 annually	City / SPLOST	
13	Assist DHNR with neighborhood revitalization planning and infrastructure improvements	1/1/2025	10/1/2028	DPW, City Engineer, DPDC	Staff	City	
14	Participate in Park Improvements Planning	1/1/2024	12/1/2024	City Engineer	\$50,000	City and Consultant	
15	Complete Master Plan Improvements for Mary Ross Park	6/1/2024	12/1/2024	City Engineer		City and Consultant	
16	Complete NCRF Project Study	Underway	6/1/2024	City Engineer	Grant	NFWF	
	Transportation						
17	Secure funding from public and private sources and Implement recommended public transportation alternative in phases	Underway	6/1/2024	City Manager, City Engineer	\$	City, County, GDOT, Private sources	
18	Develop pedestrian and cycling connection plans from revitalized neighborhoods as Affordable Housing Plan is being carried out	1/1/2024	10/1/2028	DHNR, DPDC, PW	Staff	City	
19	Continue Historic District sidewalk and streetscape maintenance and development	11/1/2023	10/1/2028	SPDC, PW	\$100,000	Annual City Budget	

DHNR - Dept. of Housing and Neighborhood Revitalization  
DPDC - Department of Planning, Development and Codes, CDBG - DR Staff



**Chart 2  
Community Work Program - 2023 - 2028**

ID	Project	Start Date	End Date	Responsible Entity	Est. Cost	Funding Source	Notes
20	Implement intersection and pedestrian crossings in the Bay Street Corridor Plan.	1/1/2024	12/1/2025	DPW, GDOT	\$	City, GDOT	
<b>Cultural and Environmental Projects</b>							
21	Continue to assist the African American Historical Commission to develop tourism infrastructure in the city	Continued	10/1/2028	City/County AAHC/Forward Brunswick	Staff	Foundation and Private Contributions	
22	Continue to advocate for a city-wide tree ordinance for all property to protect legacy tree species	Continued	10/1/2028	DPDC	Staff	City	
23	Pusue recognition of New Town as a National Historic District	Continued	12/1/2025	DPDC	\$30,000	City	
24	Develop an inventory of cultural, historic and archaeological resources as well as cultural and historic viewsheds.	Continued	12/1/2026	Historic Board, Tour	\$100,000	Grant	
<b>Economic Development Initiatives</b>							
25	Consider amending the boundary of TAD #1 to include areas on US 17 and the Norwich and MLK corridors.	1/1/2024	12/1/2024	DPDC	Staff	City	
26	Consider creating TAD # 2 centered around the Medical / College Complex and including several declining neighborhoods	1/1/2024	12/1/2024	DPDC	Staff	City	
27	Consider creating a small business incubator program in downtown Brunswick	7/1/2024	6/30/2025	DPDC and Coastal College	Staff	City/College	
28	Consider a building trades apprenticeship program	7/1/2024	10/1/2028	City/GC Schools, Coastal Tech School	Staff	City/GCSS/ Technical College	

DHNR - Dept. of Housing and Neighborhood Revitalization  
DPDC - Department of Planning, Development and Codes, CDBG - DR Staff

**Chart 2  
Community Work Program - 2023 - 2028**

ID	Project	Start Date	End Date	Responsible Entity	Est. Cost	Funding Source	Notes
29	Re-visit the Altama Corridor Plan and develop a strategy for implementation along with Annexation of key areas.	1/1/2024	12/1/2026	DPDC/Glynn County PD	Staff	City/County	
30	Update Urban Redevelopment Plan to add focus in target housing and neighborhood revitalization areas	1/1/2024	7/1/2025	DPDC, DHNR, URA	Staff	City	
31	Consider a re-use plan for Liberty Harbor using ULI/UGA and other outside resources	7/1/2024	7/1/2025	DPDC, URA	Staff	City	
32	Re-visit US 17 Overlay District and consider modifications	1/1/2024	12/1/2024	DPDC	Staff	City	
33	Complete review of all city codes dealing with development, land use and code enforcement	7/1/2024	7/1/2025	DPDC	Staff	City	
34	Complete a short and long range annexation program	1/1/2024	12/1/2025	DPDC	Staff	City	
35	Combine the Master Plans for College of Coastal Georgia and SEGMC for long range land use plan for new Institutional Zone	7/1/2024	7/1/2026	DPDC	Staff	City	

DHNR - Dept. of Housing and Neighborhood Revitalization  
DPDC - Department of Planning, Development and Codes, CDBG - DR Staff

**OFFICIAL MINUTES  
BRUNSWICK CITY COMMISSION  
REGULAR SCHEDULED MEETING  
WEDNESDAY, JUNE 21, 2023  
AT 6:00 P.M.**

**1229 NEWCASTLE STREET, 2<sup>nd</sup> FLOOR**

**&**

**STREAMED LIVE AT THE BELOW WEB ADDRESS:**

<https://www.facebook.com/citybwkga>

**PRESENT:** Honorable Mayor Cosby Johnson, Mayor Pro-Tem Julie Martin, Commissioner John Cason III, Commissioner Felicia Harris, and Commissioner Kendra Rolle, ~ (*attended virtually*).

**CALL TO ORDER:** Mayor Johnson ~ *meeting began at 6:00 p.m.*

**INVOCATION:** Mayor Johnson

**PLEDGE OF ALLEGIANCE:** Recited in unison by all in attendance.

**APPROVAL OF AGENDA**

1. Adoption of June 21, 2023 Regular Meeting Agenda.

Mayor Pro Tem Martin made a motion to adopt June 21, 2023 agenda; seconded by Commissioner Harris. Motion passed unanimously.

**PUBLIC COMMENT(S)**

- 1) Robbie Tucker, 11 Wassaw Circle, addressed commission regarding Airbnb next door to his residence.
- 2) Nancy Wilkes, 606 Gloucester Street, addressed commission regarding homelessness and how it's affecting her business.

**RECOGNITION(S), PRESENTATION(S), & AWARD(S)**

2. Presentation of a Check from Georgia Pacific for \$20,000.00 to Support the Installation of Fitness Court at Goodyear Park. (*R. McDuffie*)

C. J. Drake, Public Affairs Manager with Georgia Pacific presented the commission with a check for \$20,000.00 in support of upgrades to Goodyear Park.

**ANNOUNCEMENT(S)**

3. Public Safety and Community Violence Reduction Strategies Grant Awarded in the amount of \$978,450 from Governor's Office of Planning and Budget. (*R. McDuffie*)

City Manager McDuffie announced the above-referenced grant awarded to the City of Brunswick from the Governor's Office of Planning and Budget in the amount of \$978,450 for public safety and community violence reduction.

**PUBLIC HEARING – NEW ALCOHOL BEVERAGE LICENSE(S)** (*A. Brown*)

4.

Name of Business	Business Owner/Manager	Business Address	Permit Type
J E and N Inc., DBA Five Points Mini Mart	Owner: Rajendraprasad Patel	2806 Altama Ave., Brunswick, GA	Retail sales of beer and wine.
Pie Guys Pizza	Owner: Hugo Acero-Espinoza	710 Glynn Isle, Brunswick, GA	On premise consumption of beer and wine.
Danny's Corner	Owner: Dharmeshkumar Desai	2432 Newcastle St., Brunswick, GA	Retail sales of beer and wine.

Mayor Johnson opened the floor for anyone wanting to speak in favor or opposition of the new alcohol license for J E and N Inc., DBA Five Points Mini Mart.

The following individual(s) addressed the commission:

- 1) Neighborhood Planning Assembly Chairman Kamau Dickerson Oppose
- 2) Shy'Keira Veals, U.S. Hwy. 82, asked for clarity on the public hearing process.

Commissioner Rolle made a motion to deny the new alcohol license for J E and N Inc., DBA Five Points Mini Mart; seconded by Commissioner Harris. Motion passed unanimously.

\*\*

Mayor Johnson opened the floor for anyone wanting to speak in favor or opposition of the new alcohol license for Pie Guys Pizza.

No one came forth to address the commission.

Commissioner Cason made a motion to approve the alcohol license for Pie Guys Pizza; seconded by Commissioner Harris. Motion passed unanimously.

\*\*

Mayor Johnson opened the floor for anyone wanting to speak in favor or opposition of the new alcohol license for Danny's Corner.

The following individual(s) addressed the commission:

- 1) Neighborhood Planning Assembly Chairman Kamau Dickerson In Favor

Commissioner Cason made a motion to approve the alcohol license for Danny's Corner; seconded by Mayor Pro Tem Martin. Motion passed unanimously.

**APPOINTMENT(S)**

5. Authorities (*N. Atkinson*)

- 1) Brunswick-Glynn Development Authority – Three Appointments – (Joint Brunswick/Glynn County Appointments)

Mayor Pro Tem Martin made a motion to appoint Daren B. Pietsch, Greer Anderson and Richard B. Nixon, Jr., to the above referenced authority as a joint Brunswick/Glynn County appointment; seconded by Commissioner Harris. Motion passed unanimously.

**ITEM(S) TO CONSIDER FOR APPROVAL**

6. Consider Approval of June 7, 2023 Regular Scheduled Meeting Minutes. (*subject to any necessary changes.*) (*N. Atkinson*)

Commissioner Cason made a motion to approve June 7, 2023 regular scheduled meeting minutes; seconded by Commissioner Harris. Motion passed unanimously.

7. Consider Approval of Resolution 2023-12 ~ Adoption of Fiscal Year 2023/2024 Budget. (*R. McDuffie*)

Mayor Pro Tem Martin made a motion to approve the above-referenced resolution; seconded by Commissioner Harris. Motion passed unanimously.

8. Consider Approval of Pay Incentives for Public Safety and Public Works Personnel. (*R. McDuffie*)

Commissioner Harris made a motion to approve the above-referenced pay incentives recommendation of City Manager McDuffie; seconded by Mayor Pro Tem Martin. Motion passed unanimously.

**EXECUTIVE SESSION**

There was not an executive session held during this meeting.

Commissioner Cason made a motion to adjourn; seconded by Commissioner Harris. Motion passed unanimously.

**MEETING AJOURNED** – *meeting adjourned at 7:26 p.m.*

/s/Cosby H. Johnson  
Cosby H. Johnson, Mayor

Attest: /s/ Naomi D. Atkinson  
Naomi D. Atkinson  
City Clerk



**SUBJECT: Workers Compensation Policy Renewal for 7-1-2023**

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**COMMISSION ACTION REQUESTED ON:** \_\_\_\_\_

**PURPOSE: Renewal of the Workers Compensation Policy**

**HISTORY:**

**FACTS AND ISSUES: The excess workers compensation policy provides coverage above the \$750,000 Self Insured Retention per occurrence.**

**The Policy reimburses the City for claim payments that exceed the SIR**

**BUDGET INFORMATION:**

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**OPTIONS:**

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**DEPARTMENT RECOMMENDATION ACTION:**

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**DEPARTMENT: Human Resources**

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Prepared by: Sagrario Thomas

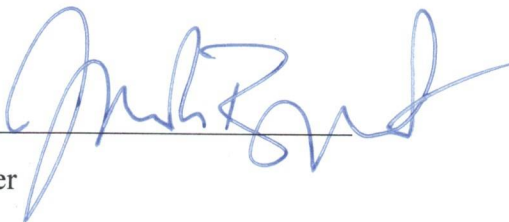
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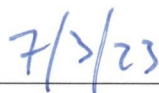
**ADMINISTRATIVE COMMENTS:**

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**ADMINISTRATIVE RECOMMENDATION:**

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ASST   
City Manager

  
Date

Oakbridge Insurance Agency, LLC  
(formerly McGinty Gordon & Associates)  
225 Marina Dr  
St Simons Island, GA 31522

June 28, 2023

Ms Sagrario Thomas  
City of Brunswick  
601 Gloucester St  
Brunswick, GA 31520

Re: Workers Comp Excess Policy Renewal

Sagrario,

We have a renewal proposal from Midwest Employers Casualty for the City's excess work comp insurance. The City is self-insured for workers compensation, and utilizes a Underwriters Safety & Claims to administer and pay worker comp claims.

The excess workers compensation policy provides coverage above the \$750,000 Self Insured Retention (SIR) per occurrence. The policy reimburses the City for claim payments that exceed the SIR.

The renewal premium is \$118,914, the policy provides Statutory limits of coverage for benefits under the Georgia Workers Compensation Act and \$1,000,000 for employer's liability. Statutory limits means the policy pays whatever benefits are required under the Act, including unlimited medical costs.

The \$750,000 Self Insured Retention is the same as it has been for the past two years. The renewal premium is increased from \$ 103,757 last year due to the estimated total payroll increasing 10% from \$8,532,989 to \$9,361,853 in addition rates increased 4.5% to reflect inflationary medical costs. The rate increase is in line with what the market is requiring of similar accounts.

As you know the policy is issued based on the estimated annual payroll you provided us and it is adjusted up or down after policy expiration based on actual total payroll during the policy period.

This is the best option we have. There are very few insurance companies that will consider excess workers compensation coverage for a small city that has police and fire departments and Midwest is the only one we are aware of with an superior AM Best rating.

Sincerely,



Fred W. McGinty, CPCU



**AGREEMENT TO CONDUCT  
MUNICIPAL ELECTIONS PURSUANT TO  
GEORGIA ELECTION CODE SECTION 21-2-45(c)**

THIS AGREEMENT TO CONDUCT MUNICIPAL ELECTIONS PURSUANT TO GEORGIA ELECTION CODE SECTION 21-2-45(c) (the “Agreement”) is made and entered into this \_\_\_\_ day of \_\_\_\_\_, 2023 (the “Effective Date”), by and between the **City of Brunswick**, a municipal corporation organized and existing under the laws of the State of Georgia (hereinafter referred to as the “City”), and **the Glynn County Board of Elections and Registration** (hereinafter referred to as the “BOER”). This Agreement is joined by **Glynn County, Georgia**, a political subdivision of the State of Georgia (hereinafter referred to as the “County”) to the fullest extent required by the laws of the State of Georgia.

**WITNESSETH:**

**WHEREAS**, under the provisions of the Georgia Election Code, particularly Section 21-2-45(c) thereof, the City may by ordinance authorize the County to conduct such elections as the City deems necessary and expedient, and the City has previously adopted such an ordinance; and

**WHEREAS**, the City and the County are also authorized by Art. IX, Sec. III, Par. I of the Constitution of the State of Georgia to enter into such an agreement for the conduct of municipal elections; and

**WHEREAS**, the Georgia General Assembly created the Glynn County Board of Elections and Registration having jurisdiction over the conduct of primaries and elections (Ga. Laws 1994, p. 3977, *et seq.*), and provided that the BOER shall, with regard to the preparation for, conduct and administration of primaries and elections, succeed to and exercise all duties and powers granted to and incumbent upon the election superintendent pursuant to Title 21 of the Code of Georgia; and

**WHEREAS**, the BOER is authorized by its enabling legislation to contract with any municipality located in Glynn County for the holding of any primary or election by the BOER; and

**WHEREAS**, the corporate limits of the City are located within Glynn County; and

**WHEREAS**, the City desires to continue the voting practice of contracting with the BOER and the County to conduct all elections for the citizens of the City, including general elections, general primaries, referenda, bond issues, special elections, special primaries, second elections pursuant to O.C.G.A. § 21-2-520 *et seq.*, and run-off elections (hereinafter referred to as an “Election”, “Elections”, or “Election Events”); and

**WHEREAS**, the BOER is willing to conduct Elections for the City under the terms and conditions contained herein; and

**WHEREAS**, by virtue of an affirmative vote by the City Commission at its regular meeting held \_\_\_\_\_, the City authorized the Mayor to execute this Agreement.

**NOW THEREFORE**, in consideration of the mutual covenants contained herein and for other good and valuable consideration, the City, the BOER, and the County hereby mutually agree to the following:

**SECTION 1.** The BOER shall supervise and conduct the City’s Elections, beginning with the 2023 City Election, in the manner established in Title 21 of the Official Code of Georgia Annotated and all other applicable laws, including but not limited to providing the services listed on Exhibit “A”, which is attached hereto and incorporated herein by reference (the “Election Services”). The City shall adopt Election Resolutions and calls for City Elections as required by Title 21 of the Official Code of Georgia.

**SECTION 2.** The City shall pay the County all costs incurred in the BOER’s performance of those functions conducted under this Agreement, including but not limited to any and all usual, standard charges incurred by the County and the BOER during a given Election. Such standard charges include, but are not limited to, the cost of poll workers, staff compensation for hours worked on City Election Events, the printing of ballots, the publishing of legal notices, the renting of polling locations, and the cost of training poll workers and BOER staff for the conduct of municipal Elections. The BOER shall submit an invoice of Election expenses to the City within ninety (90) days after the conclusion of any municipal-involved Election conducted by the BOER. The City shall, within thirty (30) days after the City’s receipt of an invoice of Election expenses from the BOER, reimburse Glynn County, Georgia, for any and all expenses reasonably incurred by the BOER in performing the responsibilities required by this Agreement.

**SECTION 3.** To the extent permitted under Georgia law and not underwritten by insurance, the City shall be solely responsible for any liability resulting from any claims or litigation arising from or pertaining to actions or misdeeds by the City Commission or City employees, or both, as to any City Election, except claims of negligence or willful misdeeds of agents or employees of the County or BOER as to the performance of their duties under this Agreement. The City agrees to reimburse the County for all costs, including but not limited to court costs and attorney fees, incurred by the County as a result of any such claim or litigation as to the actions or misdeeds of the City Commission or City employees, or both.

In the event that a City Election is contested as to actions or misdeeds by the City Commission or City employees, or both, the City shall bear all costs incurred in responding to the Election challenge as it relates to the actions or misdeeds by the City Commission or City employees or both. If there is a City Election contest, the City will cooperate with the BOER and the County in responding to such a contest. If there is a City Election contest or challenge regarding the lawfulness or application of the City’s election laws, the City will be responsible for defending such a contest or challenge regarding the lawfulness or application of the City’s election laws. If insurance coverage has not been obtained for such challenge, then the parties hereto shall select a mutually acceptable attorney to defend such action, and the City shall be responsible for all costs associated therewith as provided herein. If a second election is required because of a City Election contest, such election will constitute a City Election under this Agreement and shall be conducted in accordance with the terms of this Agreement, unless the second election is due solely to the willful misconduct of agents and employees of the County or BOER, in which event the County will bear the costs of the second election.

**SECTION 4.** The City agrees to provide BOER with the use of certain of the City's facilities to enable BOER to utilize such facilities as polling locations for any Elections. The City and BOER will collaborate to determine which facilities will be used as polling locations, and the City will not unreasonably withhold its approval of BOER's use of City facilities. The City agrees that one facility that can be used for any Elections pursuant to this paragraph is Howard Coffin Park, located at 1402 Sonny Miller Way, Brunswick, Georgia 31520.

**SECTION 5.** The parties are independent contractors performing public functions provided by law, and each will act according to its own responsibility.

**SECTION 6.** The term of this Agreement shall commence on the Effective Date and shall, unless otherwise terminated as provided by this Agreement, renew automatically July 1 of each year, continuing for a period not to exceed ten (10) years from July 1, 2023.

**SECTION 7.** Any party may terminate this Agreement, for any reason or no reason, by providing written notice to the other parties one hundred twenty (120) days prior to the date of termination. This Agreement shall then terminate and expire on the final day of the one hundred twenty (120) day period and each party's obligations hereunder shall cease therewith, except for any payment obligations as provided in this Section 7. In the event the City: 1) fails to make payment to the County as required by this Agreement; 2) receives written notice from the County of such nonpayment; and 3) fails within thirty (30) days of such notice from the County to make full payment to the County, then the County may, in its sole discretion, terminate this Agreement, effective immediately or as of a date specified by the County, by providing written notice of termination to the City. In the event of termination of this Agreement, any funds due the County by the City for work performed by the BOER through the date of termination shall be paid by the City no later than thirty (30) days following the date of termination of this Agreement. The termination date shall be extended at the request of any party to accommodate completion of an Election cycle.

**SECTION 8.** This Agreement shall be governed by the laws of the State of Georgia. It is the intent of the parties that Elections be conducted in compliance with all applicable federal, state and local legal requirements.

**SECTION 9.** The performance of any party hereunder shall be excused if such party is reasonably precluded from performance by the occurrence of an Uncontrollable Circumstance, which shall be defined as follows: Any act, event, or condition, or any combination thereof, that is beyond the reasonable control of the party relying on the same and that materially interferes with the performance of the party's obligations, to include but not be limited to: a) acts of God; b) fire, flood, hurricane, tornado, and earthquake; c) the failure of any utility provider to provide and maintain utility services through no fault of the party; and d) the preemption, confiscation, diversion, destruction, or other interference in possession or performance or supply of materials or services, by or on behalf of, or with the authority of, a governmental body in connection with a declared or asserted public emergency by an entity other than one of the parties. A party relying on the occurrence of an Uncontrollable Circumstance as an excuse for non-performance shall, as soon as is reasonably possible upon becoming aware of such an event and its consequences, notify the other parties of the occurrence of such event and its consequences, and shall take all reasonable

efforts to eliminate the cause of such non-performance and to resume full performance in accordance with this Agreement.

**SECTION 10.** This Agreement may only be amended by a writing signed by all parties. No party shall assign or transfer this Agreement or any rights or obligations hereunder.

**SECTION 11.** The parties agree that this Agreement supersedes all prior agreements or understandings, whether written or verbal, regarding the subject matter of this Agreement.

**SECTION 12.** Each individual who executes this Agreement agrees and represents that he or she is authorized to execute this Agreement on behalf of his or her respective government and further agrees and represents that this Agreement has been duly passed upon by his or her respective government at an open meeting and spread upon the minutes.

*(This space left intentionally blank; signatures on the following page)*

IN WITNESS WHEREOF, the County, the City, and the BOER have executed this Agreement as of the date shown below.

This \_\_\_\_\_ day of \_\_\_\_\_, 2023.

**GLYNN COUNTY, GEORGIA:**

\_\_\_\_\_  
Wayne Neal, Chairman  
Glynn County Board of Commissioners  
Date: \_\_\_\_\_

Attest:

\_\_\_\_\_  
Ronda Vakulich, County Clerk

**CITY OF BRUNSWICK, GEORGIA:**

\_\_\_\_\_  
Cosby Johnson, Mayor  
City of Brunswick Board of Commissioners  
Date: \_\_\_\_\_

Attest:

\_\_\_\_\_

**GLYNN COUNTY BOARD OF ELECTIONS AND REGISTRATION:**

\_\_\_\_\_  
Keith Rustin, Chairman  
Glynn County Board of Elections and Registration  
Date: \_\_\_\_\_

**EXHIBIT “A”  
ELECTION SERVICES**

The Glynn County Board of Elections and Registration and/or its designee shall perform the following services for Elections under this Agreement:

- 1) Accept qualifications and qualifying fees;
- 2) Select and equip polling places;
- 3) Ensure compliance with the State Election Board rules and general laws;
- 4) Select, appoint and pay all poll managers, assistant managers and clerks required to staff the various voting locations;
- 5) Be responsible for the printing of all ballot labels, absentee ballots, receipt forms and ballot return sheets;
- 6) Prepare and distribute all voting equipment and election materials;
- 7) Receive absentee ballot applications and issue absentee ballots;
- 8) Receive and file Campaign Financial Disclosure Reports as required by law;
- 9) Provide and file any and all necessary documents and forms as required by the Georgia State Ethics Commission;
- 10) Receive, tabulate and consolidate all votes cast in any City Election;
- 11) Conduct any municipal special primary or special election in accordance with Article 14 of Chapter 2 of Title 21 and other applicable law; and
- 12) Any other duties and responsibilities as may be required by law in order to conduct an Election.

**INTERGOVERNMENTAL AGREEMENT  
BETWEEN  
THE CITY OF BRUNSWICK, GEORGIA, THE GLYNN COUNTY SHERIFF’S OFFICE**

This Intergovernmental Agreement (hereinafter referred to as the "Agreement"), is made and entered into as of the day \_\_\_\_\_ of \_\_\_\_\_, 2023, by and between the CITY OF BRUNSWICK, GEORGIA, a municipal corporation of the State of Georgia, acting by and through its duly elected Board of Commissioners (hereinafter the "City") and the GLYNN COUNTY SHERIFF’S OFFICE, acting by and through its duly elected Sheriff, E. Neal Jump (hereinafter the "Sheriff’s Office").

WHEREAS, the City of Brunswick is a municipal corporation of the State of Georgia, acting by and through its duly elected Board of Commissioners; and

WHEREAS, the Glynn County Sheriff’s Office is a constitutionally created office of Glynn County, Georgia; and

WHEREAS, the City and the Sheriff’s Office endeavor to provide mutual aid to each other when requested; and

WHEREAS, the City intends to request, pursuant to O.C.G.A. §§ 36-69-3(a)(1) and 15-16-13, temporary, supplemental police services when necessary to provide additional shifts of sworn Peace Officers (Deputy Sheriffs) within the City Limits in order to assist in the prevention of detection of violations of the law and in the apprehension or arrest of persons who violate a criminal law of this state; and

WHEREAS, the Sheriff’s Office and City desire to enter into an Intergovernmental Agreement as authorized by O.C.G.A. §§ 36-69-3.1 and 15-16-13 to provide temporary, supplemental law enforcement services within the boundaries of Brunswick when requested by the City; and

WHEREAS, the City will provide financial compensation for the temporary, supplemental police services when such services are requested by the City; and

WHEREAS, the Sheriff’s Office and the City wish to establish the cost of temporary, supplemental law enforcement services to be provided by the Sheriff’s Office to the City pursuant to this Agreement; and

WHEREAS, the Sheriff’s Office and the City desire to maintain a mutually beneficial, efficient, and cooperative relationship that will promote the interests of the citizens of both jurisdictions.

NOW THEREFORE, in consideration of the following mutual obligations, and other good and valuable consideration, the receipt, adequacy, and sufficiency of which is hereby acknowledged, the Sheriff’s Office and City agree as follows:

**ARTICLE 1  
PURPOSE AND INTENT**

The purpose of this Agreement is to sustain public safety and protect life and property within the City by providing the City the ability to request mutual aid from the Sheriff's Office for temporary, supplemental police services.

**ARTICLE 2  
DEFINITIONS**

For the purposes of this Agreement, the following terms shall be defined as:

- 2.1 ***Sheriff*** means E. Neal Jump, the duly elected and serving Sheriff of Glynn County, Georgia or his designee.
- 2.2 ***City Police Chief*** means the Chief of the City of Brunswick Police Department.
- 2.3 ***Law Enforcement Services*** means those diverse activities directed toward the attainment of the objectives of enforcing the law, preventing and deterring crime, arresting criminal offenders, maintaining public order, and providing service to the community. Such activities include, but are not limited to: (1) the prevention or detection of violations of any criminal or quasi-criminal law of this state, (2) the prevention or detection of violations of any local criminal or quasi-criminal, (3) conducting criminal investigations of incidents of crime in order to arrest responsible persons for prosecution; (4) directing and enforcing laws, (5) responding to emergency and non-emergency calls for service, (6) conducting field interviews, (7) arresting criminal offenders, (8) directing and controlling traffic, and (9) issuing citations for violations of criminal and quasi-criminal state and local laws, and (10) appearing in court. These activities constitute the comprehensive police services within the City limits provided when such a request is presented by the City to the Sheriff and shall be offered for shifts identified by the City.

**ARTICLE 3  
TERM OF AGREEMENT**

The term of this Agreement is a temporary term, commencing July \_\_, 2023, at 0001 hours and concluding at 2400 hours on \_\_\_\_\_. This Agreement shall automatically renew without further action by the City or the Sheriff's Office on the first of each succeeding month for three (3) additional one (1) month terms unless previously terminated in accordance with the termination provisions of this Agreement. At the conclusion of this term, the City will be solely responsible for providing all police services within its boundaries, unless extended by mutual amendment to this Agreement approved by both parties.



**ARTICLE 4  
COMPENSATION AND CONSIDERATION**

The City agrees to pay to the Sheriff's Office, as compensation for providing the services described in this Agreement above, and the Sheriff's Office agrees to accept the payment as total compensation for providing to the City the services described in this Agreement. The City will submit payment to the Sheriff's Office via the Glynn County Finance Department. Billing for services described in this Agreement above shall be on a monthly basis as shown on Exhibit "A", which is attached and incorporated by reference in this agreement. The Sheriff's Office will provide the City with a monthly invoice for services rendered. The City will submit payment to the Glynn County Finance Department in a timely manner.

**ARTICLE 5  
REQUEST FOR SERVICES**

In the event the City is in need of law enforcement services from the Sheriff's Office as defined in Article 6 of this agreement, the City Police Chief or designee will make the request and identify the number of Deputy Sheriffs requested and the shifts expected to be covered to the Sheriff or his designee. Upon receiving such a request, the Sheriff shall ensure such services are available to the City and notify the City as soon as reasonably practicable.

**ARTICLE 6  
SERVICES**

- 6.1 During the term of this agreement, the Sheriff's Office shall provide the requested law enforcement services to the City if the Sheriff determines that it has the available resources to provide said services. Such law enforcement services shall be clearly identified by the City Police Chief when submitting the request. The law enforcement services provided by the Sheriff shall be considered temporary, supplemental and such Deputy Sheriff shall be only required to cover such shifts as identified by the City and approved by the Sheriff.
  
- 6.2 The parties acknowledge that, during such time as the Sheriff's Office provides law enforcement services as set forth herein, the deputies shall not be considered officers of the City and shall abide by all rules, regulations, and requirements of his/her own employer. The City Police Chief shall be in command as to strategy, tactics, and overall direction of the operations however, Deputy Sheriffs on duty will comply and only be subject to Glynn County Sheriff's Office Policy and Standard Operating Procedures while rendering assistance at the request of the City. All orders or directions regarding the operations of the Sheriff's Deputies shall be relayed to the Field Services Commander of the Office of the Sheriff.

**ARTICLE 7  
EQUIPMENT**

The Sheriff's Office personnel assigned to work within the City will utilize Sheriff's Office equipment, uniforms, and motor vehicles in connection with this Agreement in order to perform

the agreed upon law enforcement services. The parties agree that the risk of loss or damage to all such personnel or equipment shall be born solely by the party providing such assets in support of law enforcement services. Sheriff's Office personnel assigned to provide law enforcement services within the City shall not operate or drive City-owned vehicles.

**ARTICLE 8  
AUTHORITY TO ENFORCE THE LAW IN BRUNSWICK**

- 8.1 Sworn Deputy Sheriffs serving in the City in accordance with the temporary service described herein, shall, as described in O.C.G.A. § 15-16-13 (a) and (b), be empowered to undertake law enforcement duties pursuant to this Agreement and to enforce the ordinances of the City of Brunswick.
- 8.2 Glynn County Deputy Sheriffs hereby are vested with the additional power to enforce the applicable ordinances of the City, to make arrests or issue citations incident to the enforcement of the applicable City ordinances, and to perform other tasks as are reasonable and necessary in the exercise of their powers. This vesting of additional powers to enforce the applicable ordinances of the City is made for the sole and limited purpose of giving official and lawful status to the performance of law enforcement services provided by sworn officers within the City of Brunswick.
- 8.3 Glynn County Deputy Sheriffs, if necessary and/or required, shall enforce applicable City ordinances and violations of City traffic ordinances, and shall appear in the Municipal Court of the City of Brunswick as necessary to prosecute cases made therein. The City agrees to compensate off duty officers for their appearance in the Municipal Court pursuant to state law.

**ARTICLE 9  
EMPLOYMENT STATUS**

- 9.1 All sworn Sheriff's Deputies assigned under this Agreement are and will continue to be employees of the Sheriff's Office for all purposes, including but not limited to duties and responsibilities, employee benefits, grievance, payroll, pension, promotion, annual or sick leave, standards of performance, training, worker's compensation, and disciplinary functions.
- 9.2 All sworn Sheriff's Deputies as well as any other sworn personnel assigned under this Agreement are and will continue to be part of the Sheriff's Office command structure.
- 9.3 Nothing herein is intended or should be construed in any manner as creating or establishing the relationship of co-partners between the entities hereto or as constituting one of the entities as the agent, representative or employee of another entity for any purpose or in any manner whatsoever, whether sworn in or not by such other entity, except as specifically stated otherwise in this Agreement.

**ARTICLE 10  
RECORDKEEPING AND REPORTING**

- 10.1 During the term of this Agreement, the Sheriff's Office will continue to maintain Initial Incident Reports, Supplemental Reports and other reports relating to Sheriff's Office activity in the City.
- 10.2 During the term of this Agreement, the Sheriff's Office will continue to compile, maintain, and submit all law enforcement data for the City, including UCR statistics, to state and federal authorities in the form and manner required of law enforcement agencies in Georgia. The City shall be responsible for creation of any necessary User Agreements with the Georgia Crime Information Center ("GCIC") and the establishment of a unique *ORI* in order for the Sheriff's Office to comply with this paragraph. In addition, the City shall be responsible for any costs incurred with the Sheriff's Office software vendor if software modifications are necessary in order to comply with this paragraph. Otherwise, the Sheriff's Office will continue to report the required crime statistics to the State and Federal governments as a part of unincorporated Glynn County for the duration of this Agreement.
- 10.3 Except as limited by any provision of state or federal law, the City may request, review and access data and Sheriff's Office records at a mutually agreed upon time to ensure compliance with this Agreement.

**ARTICLE 11  
CITY-SHERIFF RELATIONS**

The City Chief of Police will notify the City Manager and the Sheriff (if applicable) in the event of a significant criminal event or emergency situation occurring within the City involving an officer assigned in accordance with this Agreement.

**ARTICLE 12  
TERMINATION AND REMEDIES**

- 13.1 The City may terminate this Agreement with or without cause by giving thirty (30) days prior written notice to the Sheriff's Office.
- 13.2 The Sheriff's Office may terminate this Agreement with or without cause by giving thirty (30) days prior written notice to the City.
- 13.3 The parties reserve all available remedies afforded by law to enforce any term of condition of this Agreement.

**ARTICLE 14  
NOTICES**

All required notices shall be given by certified first class U.S. Mail, return receipt requested

or by electronic mail. Future changes in address shall be effective upon written notice being given by the City to the Sheriff or by the Sheriff's Office to the City Manager via certified first-class U.S. mail, return receipt requested. Notices shall be addressed to the parties at the following addresses:

If to the City:

City of Brunswick, Georgia  
Attn: City Manager  
601 Gloucester Street  
Brunswick, Georgia 31520

If to the Sheriff's Office:

Sheriff E. Neal Jump  
100 Sulphur Springs Road  
Brunswick, Georgia 31520

#### **ARTICLE 15 EXTENSION OF AGREEMENT**

This Agreement may be extended at any time during the term by mutual consent of both parties so long as such extension is approved by official action of the City Council and approved by the Sheriff's Office.

#### **ARTICLE 16 NON-ASSIGNABILITY**

Neither party shall assign any of the obligations or benefits of this Agreement.

#### **ARTICLE 17 ENTIRE AGREEMENT**

The parties acknowledge, one to the other, that the terms of this Agreement constitute the entire understanding and Agreement of the parties regarding the subject matter of the Agreement. This Agreement constitutes the entire understanding and agreement between the Parties concerning the subject matter of this Agreement and supersedes all prior oral or written agreements or understandings. No representation oral or written not incorporated in this Agreement shall be binding upon the City or the Sheriff's Office. All parties must sign any subsequent changes in the Agreement.

#### **ARTICLE 18 SEVERABILITY, VENUE AND ENFORCEABILITY**

If a court of competent jurisdiction renders any provision of this Agreement (or portion of a provision) to be invalid or otherwise unenforceable, that provision or portion of the provision will be severed, and the remainder of this Agreement will continue in full force and effect as if the invalid provision or portion of the provision were not part of this Agreement. No action taken pursuant to this Agreement should be deemed to constitute a waiver of compliance with any representation, warranty, covenant, or agreement contained in this Agreement and will not operate or be construed as a waiver of any subsequent breach, whether of a similar or dissimilar nature. This Agreement is governed by the laws of the state of Georgia without regard to conflicts of law principles thereof. Should any party institute suit concerning this Agreement, venue shall be in the

Superior Court of Glynn County, Georgia. Should any provision of this Agreement require judicial interpretation, it is agreed that the court interpreting or construing the same shall not apply a presumption that the terms hereof shall be more strictly construed against one party by reason of the rule of construction that a document is to be construed more strictly against the party who itself or through its agent prepared the same, it being agreed that the agents of all parties have participated in the preparation hereof.

## **ARTICLE 19 BINDING EFFECT**

This Agreement shall inure to the benefit of, and be binding upon, the respective parties' successors.

## **ARTICLE 20 LIABILITY**

- 20.1 Despite being cross-sworn for the purpose of conducting law enforcement (peace officer) services, each party recognizes and agrees that all such assigned personnel remain solely the employee, officer and/or agent of the assigning party, except as specifically stated otherwise in this Agreement, and that all of the privileges and immunities from liability; exemption from laws, ordinances, and rules; and all pension, insurance, relief, disability, workers' compensation, salary, death, and other benefits which apply to the activity of such officers, agents, or employees of the parties when performing their respective functions within the territorial limits of their respective political subdivisions shall apply to such officers, agents, or employees to the same degree, manner, and extent while engaged in the performance of any of their functions and duties within the municipality of Brunswick.
- 20.2 It is the intent of the parties to be covered under the auspices of any applicable immunity granted by law. Nothing in this Agreement shall constitute a waiver of any available immunities or defenses, and the limits of liability under any property and casualty insurance policy for some or all of the parties may not be added together to determine the maximum amount of liability for any party.
- 20.3 Each party shall obtain and maintain such insurance as it deems necessary to protect itself and its elected officials, officers, agents, volunteers and employees from any liability, claims cause of action, judgments, damages, losses, costs or expenses, including reasonable attorney's fees, arising directly or indirectly from any act or omission of its own officials, officers, employees, agents or volunteers arising from the activities of its own employees, agents, and volunteers. Neither party shall be required to provide or maintain a policy of liability and/or law enforcement insurance covering the employees, agents, and volunteers of the other party even where officers are sworn in by the other party.
- 20.4 Each party to this agreement expressly declines responsibility for the acts or omissions of another party and/or its elected officials, officers, agents, volunteers, and employees,

whether sworn in or otherwise. The parties to this Agreement are not liable for the acts or omissions of another party to this Agreement. Neither party shall be required to protect or indemnify the other party for the activities of peace officers employed by the other party.

- 20.5 Nothing herein shall be construed to provide insurance coverage or indemnification to an officer, employee, or volunteer of any Jurisdiction for any act or omission for which the officer, employee, or volunteer is guilty of malfeasance in office, willful neglect of duty, or bad faith.
- 20.6 Each party shall be responsible for damages to or loss of its own vehicles and equipment. To the extent allowed by law, each waives the right to, and agrees that it will not, bring any claim or suit against any other local governing authority or each other for damages to or loss of its equipment arising out of participation in or assistance with cooperative investigations, even if the damages or losses were caused wholly or partially by the negligence of any other local governing authority or officers, employees, or volunteers assigned to the cooperative investigation by its law enforcement entity.

## **ARTICLE 21 COUNTERPARTS**

This Agreement may be executed in several counterparts, each of which shall be an original, and all of which shall constitute but one and the same instrument.

*Signatures on following page*

IN WITNESS WHEREOF, the City and County have executed this Agreement through their duly authorized officers on the day and year first above written.

**CITY OF BRUNSWICK, GEORGIA:**

By: \_\_\_\_\_  
Cosby H. Johnson, Mayor  
City of Brunswick

Attest: \_\_\_\_\_  
Naomi D. Atkinson, City Clerk

**GLYNN COUNTY SHERIFF'S OFFICE:**

By: \_\_\_\_\_  
E. Neal Jump, Sheriff  
Glynn County Sheriff's Office

**EXHIBIT “A”**

For each Deputy Sheriff and/or higher graded Deputy Sheriff (Deputy Sheriff I through IV) provided by the Sheriff’s Office to the City, the City shall pay the Sheriff’s Office the hourly rate provided in the table below. For purposes of this Agreement, “Patrol Officer” equates to “Deputy Sheriff” and “Patrol Sergeant” equates to “higher graded Deputy Sheriff”. If said Deputy Sheriff or higher graded Deputy Sheriff goes into overtime, the City shall pay the Sheriff’s Office the overtime rate at the Patrol Sergeant rate in the table below for that time during which the Deputy Sheriff or higher graded Deputy Sheriff is eligible for overtime. The hourly rate will be paid pro rata for portions of an hour.

Additionally, for each Deputy Sheriff and/or higher graded Deputy Sheriff provided by the Sheriff’s Office to the City, the City shall pay the County the mileage/vehicle use rate in the table below. The mileage/vehicle use rate shall be charged per officer, per shift. All payments to the Sheriff’s Office under this Agreement shall be delivered to the Glynn County Finance Department.

<b>Flat Hourly Rate for Patrol Officer</b>	
Average hourly rate for Patrol Officer	\$ 24.06
Average benefits cost per hour for Patrol Officer	12.44
Total hourly rate for Patrol Officer	<u>\$ 36.50</u>
Rounded:	\$37/ hour
Average overtime rate for Patrol Officer	\$ 36.09
Average overtime benefits cost per hour for Patrol Officer	6.44
Total overtime hourly rate for Patrol Officer	<u>\$ 42.53</u>
Rounded:	\$43/ hour
<b>Flat Hourly Rate for Patrol Sgt.</b>	
Average hourly rate for Patrol Sgt.	\$ 28.44
Average benefits cost per hour for Patrol Sgt.	13.22
Total hourly rate for Patrol Sgt.	<u>\$ 41.66</u>
Rounded:	\$42/hour
Average overtime rate for Patrol Sgt.	\$ 42.66
Average overtime benefits cost per hour for Patrol Sgt.	7.61
Total overtime hourly rate for Patrol Sgt.	<u>\$ 50.27</u>
Rounded:	\$50/hour
<b>Flat Daily Rate for Mileage/ Vehicle Use</b>	
Average of 75 miles driven per shift per officer @ \$0.60/mile	\$ 45.00



**FIRST AMENDMENT TO INTERGOVERNMENTAL AGREEMENT  
BETWEEN  
GLYNN COUNTY, GEORGIA AND THE CITY OF BRUNSWICK, GEORGIA**

This First Amendment is made and entered into as of the day \_\_\_\_ of July, 2023, by and between the CITY OF BRUNSWICK, GEORGIA, a municipal corporation of the State of Georgia, acting by and through its duly elected Board of Commissioners (hereinafter the "City") and GLYNN COUNTY, GEORGIA, a political subdivision of the state of Georgia, acting by and through its duly elected Board of Commissioners (hereinafter the "County").

WHEREAS, the parties entered into an Intergovernmental Agreement for temporary, supplemental police services dated May 19, 2022, (hereinafter referred to as the "Agreement"); and

WHEREAS, the Agreement had a temporary term but provided for an extension of such term by mutual amendment approved by both parties; and

WHEREAS, the City and the County wish to renew and extend the term of the Agreement for one year beyond the original date of conclusion.

NOW THEREFORE, in consideration of the following mutual obligations, and other good and valuable consideration, the receipt, adequacy, and sufficiency of which is hereby acknowledged, the County and City agree as follows:

- A. The Agreement is amended to renew and extend the conclusion of the term of the Agreement to 2400 hours on March 31, 2024.
- B. The provisions of this First Amendment shall control in the event of a conflict between any provisions of the Agreement and this First Amendment. The City and the County hereby reaffirm all the provisions of the Agreement with changes limited to those contained in this First Amendment.
- C. This First Amendment may be executed in several counterparts, each of which shall be an original, and all of which shall constitute but one and the same instrument.

*Signatures on following page*

IN WITNESS WHEREOF, the City and County have executed this First Amendment through their duly authorized officers on the day and year first above written.

**CITY OF BRUNSWICK, GEORGIA:**

By: \_\_\_\_\_  
Cosby H. Johnson, Mayor  
City of Brunswick

Attest: \_\_\_\_\_  
Naomi D. Atkinson, City Clerk

**GLYNN COUNTY, GEORGIA:**

By: \_\_\_\_\_  
Wayne Neal, Chairman  
Glynn County Board of Commissioners

Attest: \_\_\_\_\_  
Ronda Vakulich, County Clerk