

Chapter 5: Community Facilities and Services

Introduction

The availability and location of community facilities and services plays an important role in shaping the future growth of the county. One of the major impediments, or facilitators, of growth is the existence of community infrastructure. We have come to expect our local governments to provide us with a certain level of service and as growth increases so too do the demands for services. Many of the initiatives discussed in the economic development, housing, and land use sections of the plan rely on the expansion or construction of additional community facilities and services for their successful implementation. This chapter inventories the existing infrastructure and identifies needs related to accommodating future growth.

Purpose

The purpose of this section is to examine the inventories of existing facilities and services and to determine how adequately they are serving the existing population. Based on this assessment, future needs can be quantified relating to the expected population growth. The section attempts to illustrate the linkages between growth and the availability of community facilities and services. Rapidly growing municipalities, such as Braselton, are experiencing a strong demand for new infrastructure in the form of roads, water, sewer, and public protection. This increased demand, combined with the requirements for periodic maintenance and expansion of existing facilities, creates an increasing financial burden on the local government. The comprehensive plan's intent is to carefully coordinate future infrastructure expansion with each section of the plan to provide for the orderly growth of the town.

Organization

This element is divided into ten sections discussing each of the community facilities and services identified in the Department of Community Affairs Minimum Planning Standards. These include:

- Transportation;
- Water supply and treatment;
- Sewer and wastewater;
- Solid waste management;
- Public safety;
- Hospitals and other public health facilities;
- Recreation;
- General government;
- Educational facilities; and
- Libraries.

Each of these sections describes the presence and adequacy of the facility or service and the final section outlines the community needs, goals and policies.

Transportation

The purpose of this section is to inventory the existing transportation network and assess its adequacy for transporting the current and future population. The road network is a key element in determining the town's ability to grow and function. Adequate transportation facilities are necessary not only for the transport of people, but also of goods and services. The efficiency of the network has a direct impact on the land use through its ability to disperse increased traffic levels as a result of new residential, commercial and industrial development.

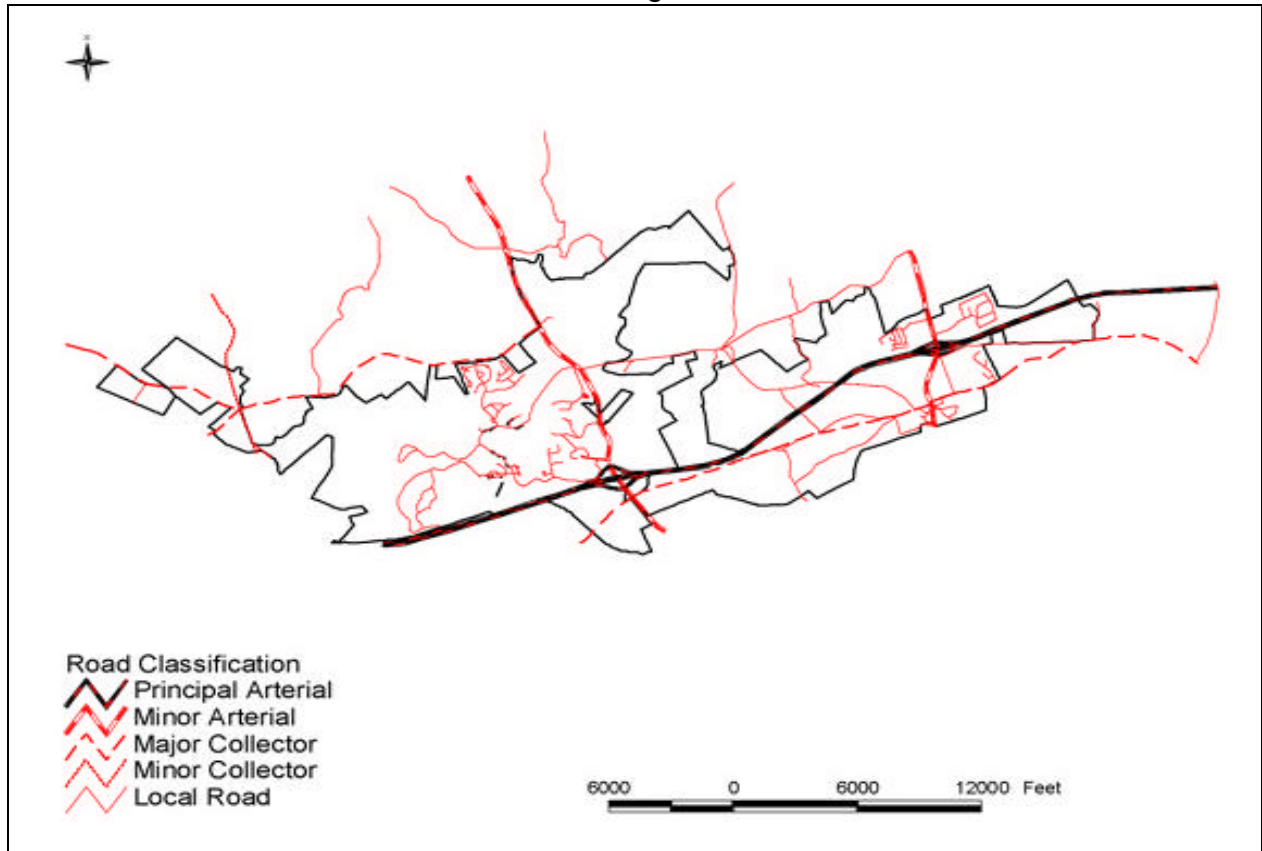
Existing Road Network

Braselton is located in northeast Georgia and lies partly in Barrow, Gwinnett, Hall, and Jackson counties. Interstate 85, and GA highways 53, 124, 211, and 347 all intersect a portion of the town. All other roads not designated as thoroughfares are considered as solely locally serving and are not designed to accommodate high levels of through traffic.

Roads are classified by the U.S. Department of Transportation based on their function within the local highway network. The general highway map of each of the four counties was used to determine functional road classification and is presented in Figure 1. Each classification category is defined in the following paragraph according to the U.S. Department of Transportation standards.

- 1. Principal Arterials:** These roads, which include interstates and rural freeways: serve "substantial" statewide or interstate trips, as defined by high mileage or volume; connect most urban areas of 25,000 or more and virtually all urban areas of 50,000 or more; and provide an integrated network without stub connections except where geography dictates otherwise.
- 2. Minor Arterials:** With the principal arterial system, these roads form a rural network that links other cities, larger towns, and other traffic generators, such as major resort areas, capable of attracting travel over similarly long distances; links all developed areas of the state; and serve corridors with trip lengths and travel density greater than those predominantly served by rural collector or local systems. Minor arterials therefore constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to through-movement.
- 3. Major Collectors:** These roads, with minor collectors, primarily serve the county rather than state traffic. Consequently, more moderate speeds are typical. They serve any county seat or larger town not on an arterial route, and other traffic generators of equivalent intra county importance, such as consolidated schools, shipping points, county parks, and important mining and agricultural areas; link the latter places with nearby larger towns or cities, or arterials and freeways; and serve the more important intra county travel corridors.
- 4. Minor Collectors:** Also serving county-wide traffic, these roads should evenly collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road; provide service to the remaining smaller communities; and link the locally important traffic generators with the hinterland.

Figure 1
Braselton Thoroughfare Network



Source: Georgia Department of Transportation

Roads classified on the map represent both major thoroughfares, as well as locally serving roads. Table 1 identifies the total mileage of each route classification.

Table 1
Total Mileage by Route Type

Type of Road	Mileage
Principal Arterial	7.40
Minor Arterial	4.35
Major Collector	8.43
Minor Collector	0.93
Local	44.99
Totals	66.10

Source: Northeast Georgia RDC

Level of Service

The quality of service provided by the road network requires a quantitative measure of the operational efficiency of the roads. A method of analysis is to determine the Level of Service (LOS) of the major thoroughfares within the network (Illustrated in Table 4.). According to the Highway Capacity Manual, LOS is a measure describing operational conditions of a roadway in terms of average speed, travel time, maneuverability, and traffic interruptions. There are six LOS categories, ranging from A to F (described in Table 2), each describing the operating conditions associated with them.

**Table 2
Level of Service Definitions**

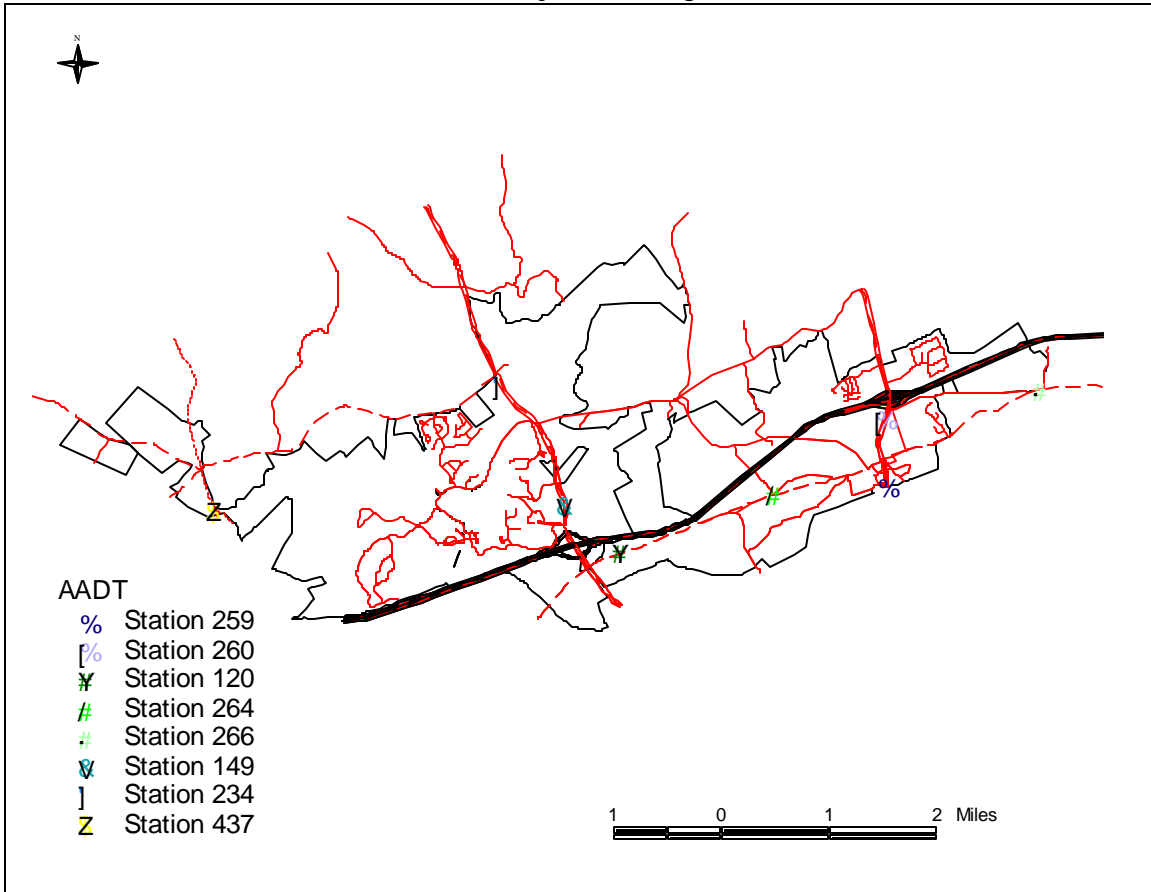
Level of Service	Quality of Traffic Operation
A	Free flow, minimum delay at signalized intersections.
B	Occasional short delays that may require waiting through one red light.
C	Stable flow with intermittent delays at signalized intersections (typical design level). Backups may develop behind turning vehicles.
D	Approaching unstable flow and may require waiting through two or more red lights.
E	Unstable flow. Roadway is operating at capacity with high levels of congestion that may result in lengthy delays.
F	Forced flow through jammed intersections. Excessive delays resulting in extremely high levels of congestion.

Source: Transportation Research Board Highway Capacity Manual, 2000

The LOS indicates the roadway conditions during the peak hour of traffic, generally those associated with the morning and evening “rush hours” (7:00-8:00am and 4:00-5:00pm). It is calculated by determining the ratio of traffic volume to roadway capacity for segments of individual roadways based on accumulated flow from collector roads within its “trafficshed”. A trafficshed operates in a similar fashion to a watershed, assuming that vehicular traffic will flow from rural collector roads onto larger arterial roads.

As indicated in Table 2, the typical design level of a road represents an operational LOS C. This indicates that roads are designed to adequately handle 65% of the road’s capacity while maintaining a stable flow of traffic. According to the most recent traffic count data (2001 counts from the Georgia Department of Transportation) the heaviest traveled roads in town, excluding Interstate 85, are GA Highways 211 and 53. Figure 2 illustrates the traffic count station locations, and Table 3 illustrates the counts at each of the stations for 1997 and 2001.

Figure 2
AADT of Major Thoroughfares



Source: Georgia Department of Transportation

***Note:** All traffic counts report on two-way traffic totals.
Station points do not reflect actual locations and are estimated based on GDOT maps.

Table 3
Average Annual Daily Traffic Counts

Route Name	Station No.	1997 Count	2001 Count	Percent Change
State Route 53	259	7,870	9,939	26.3
State Route 53	260	9,984	10,325	3.4
State Route 124	120	1,849	2,636	42.6
State Route 124	264	1,791	3,693	106.2
State Route 124	266	1,785	2,571	44.0
State Route 211	149	5,649	7,918	40.2
State Route 211	234	6,984	8,500	21.7
Spout Springs Road	437	NA	3,500	NA

Source: Georgia Department of Transportation

*Station No.: Refers to the number illustrated on Figure 2.

*Data was not collected at Station No. 437 in 1997.

The total Annual Average Daily Traffic (AADT) estimates increased for each of the major roads. The AADT is derived from the yearly traffic count data and estimates the average total daily traffic on identified segments of all major roads in the county. Segments of GA Highways 124 and 211 had the highest percentage increase between 1997 and 2001. The largest increase was along GA Highway 124, which recorded a 2001 count of 3,693. Total daily traffic increased 106% from a 1,791 count in 1997. This can be attributed to the increase in industrial development along the GA 124 corridor between GA 53 and GA 211. Because of this increased industrial development, particularly the Haverty’s Distribution center and Mayfield Dairy Production plant, the majority of this increase can be attributed to large truck traffic.

The other major increase occurred on GA Highway 211, north of the Interstate 85 interchange. The 2001 traffic count was 7,918, a 40% increase over the 1997 count of 5,649. This increase is directly related to the increase in residential development in Chateau Elan, as well as the tourist traffic that the resort generates.

Because of the lack of numerical data for roadways within each of the thoroughfare trafficsheds, it is difficult to quantify the level of service. However, approximations can be generated using the Highway Capacity Manual Urban Street Concept, which formulates peak-hour service volumes based on a standardized set of assumptions. Table 4 illustrates the directional design-hour peak volume, which factors peak-period traffic flows (a.m. rush hour statistics) and directional distribution.

**Table 4
LOS Estimates for Major Thoroughfares**

Route Name	Class	Station No.	2001 Count	DDHV	LOS
SR 53	3	259	9939	603	D
SR 53	2	260	10325	627	C
SR 124	2	266	2571	156	A
SR 124	1	120	2636	160	A
SR 124	3	264	3693	224	B
SR 211	2	149	7918	481	C
SR 211	1	234	8500	516	B
Spout Springs Rd.	1	437	3500	213	A

Source: Highway Capacity Manual: Urban Street Concepts

*Class: Determined by the free-flow speed vehicles are able to travel under low-volume conditions when all signals are green throughout the entire trip.

*Station No.: Refers to the traffic count station number from Figure 2.

*DDHV: Direction Design-Hour Volume. Illustrates the peak hour trips traveling in the same direction.

Formula: 2001 Count*Directional Distribution for Urban Radials (0.66)*Peak-Hour Traffic Flow for Urbanized Areas (0.92).

*LOS: Level of service estimate based on estimated volume capacities for different classes of roads.

The estimates indicate that congestion has already become an issue, entering town along SR 53. The estimated LOS of D illustrates the existing problems, which without mitigation are expected to worsen as development continues along the corridor.

Planned Road Improvements

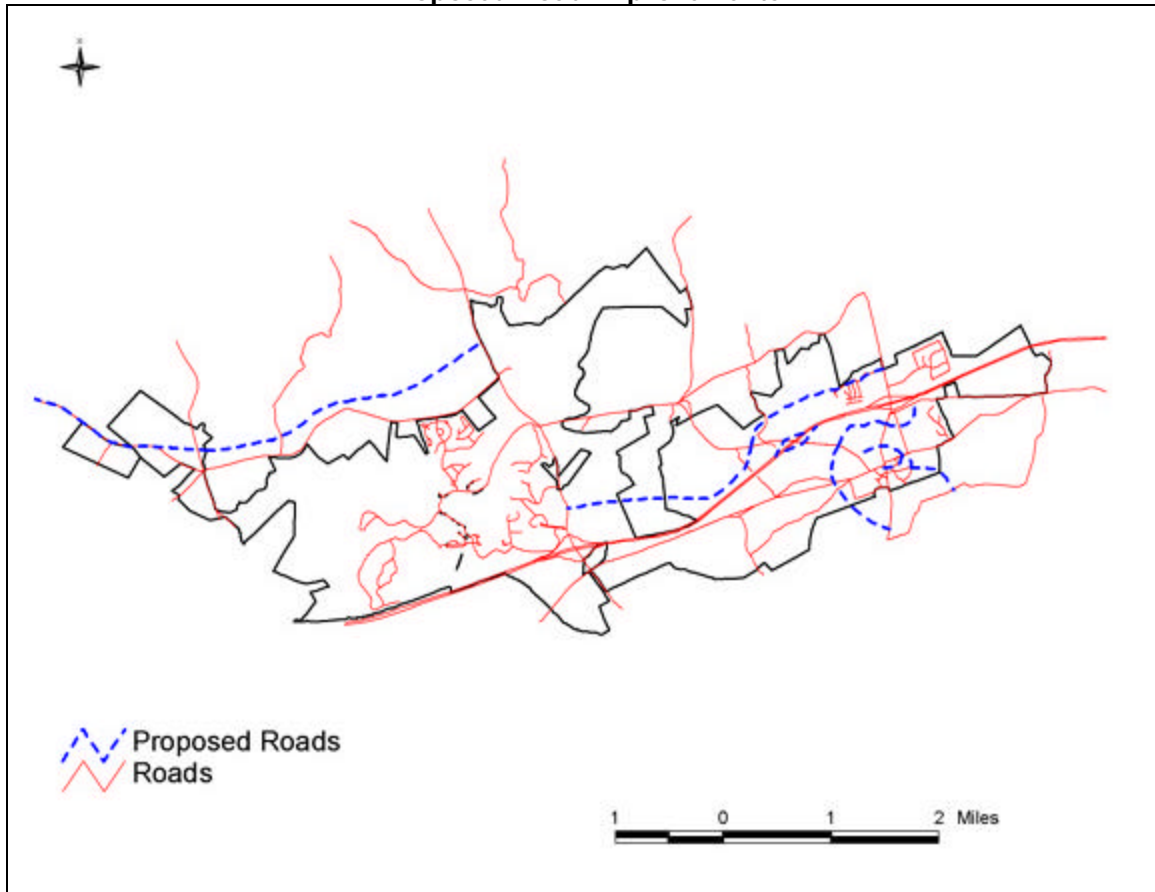
The town does not operate its own Roads and Bridges Department. The majority of the major thoroughfares are state routes and operated and maintained by the Georgia Department of Transportation (GDOT).

The town has proactively identified potential problematic areas within its transportation system and has proposed a number of transportation improvement projects to better direct traffic through town, particularly within the downtown core. The town is also participating in a Tri-County Thoroughfare Plan, involving Banks, Jackson, and

Franklin counties. These, and other, road improvements shall be given greater consideration within the thoroughfare plan.

Figure 3 illustrates the proposed road improvements within the town. Currently the only GDOT scheduled project is the extension and widening of Friendship Road, illustrated in the northwest section of town, running parallel to Thompson Mill Road. Preliminary engineering has been authorized with Right-of-Way acquisition scheduled for 2005 and Construction for 2011.

Figure 3
Proposed Road Improvements



Source: Franzman/Davis & Associates: Community Vision Plan
Georgia Department of Transportation

As illustrated by Figure 3, the majority of transportation improvements are intended to relieve the traffic burden placed on the downtown district. Bypass routes eliminate the need for unnecessary travel through downtown and should alleviate the majority of large truck traffic, intended mainly for Interstate 85 or the Braselton Industrial area along Highway 124. The small connection routes eliminate dead end roads and provide alternative exits, again minimizing traffic flow within the downtown.

The proposed exit ramp off Interstate 85, located between the two existing exits, is meant primarily for truck traffic. This allows access to the town industrial area from that section of Interstate 85, decreasing the level of industrial traffic on Highways 211 and 53.

The road parallel, and north, of Interstate 85 provides another industrial access road for the, as of now undeveloped, industrial land north of the Interstate. This road also provides connection between the eastern and western portions of town without requiring a trip either along, or across the Interstate.

The proposal illustrates the realignment of Highway 124, at the Highway 53 intersection. This intersection is currently cumbersome and creates unnecessary delays for through traffic along both roads. The realignment of this intersection should resolve many of the delay issues currently experienced and help improve the LOS along Highway 53.

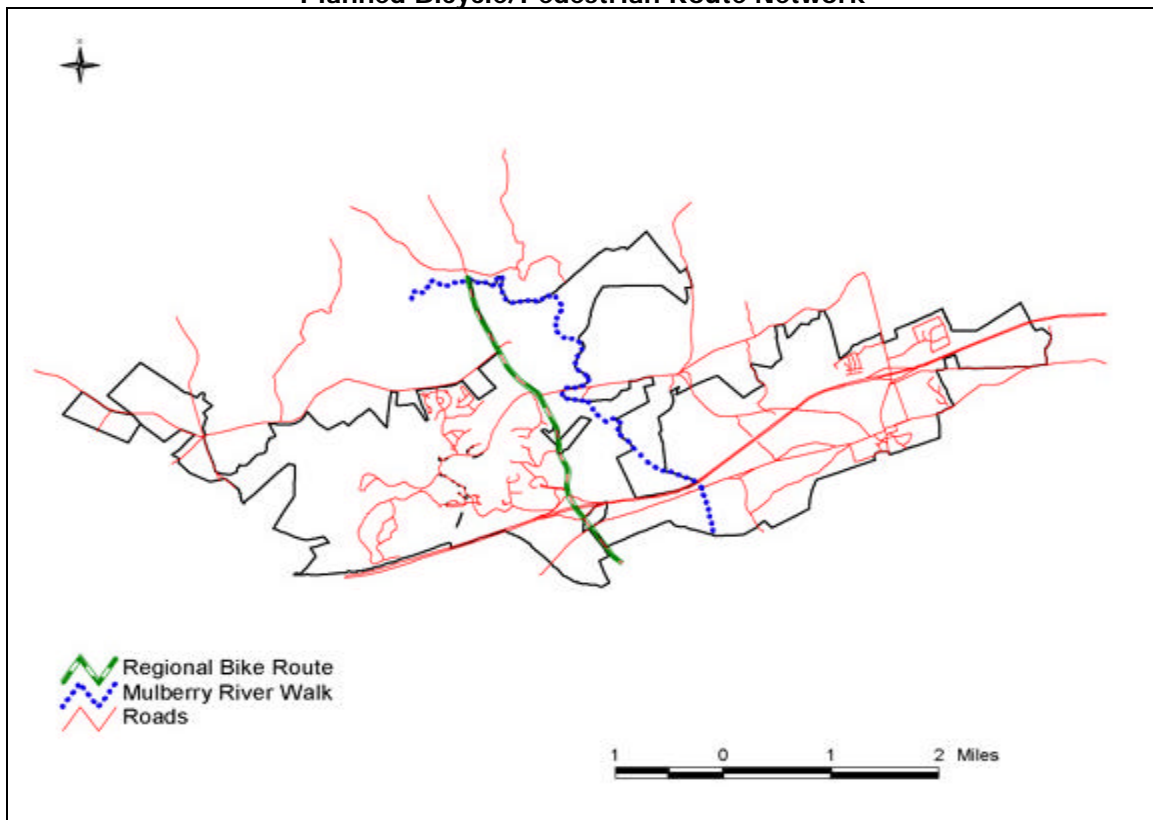
Pedestrian and Bicycle Facilities

There is currently no comprehensive inventory of existing pedestrian or bicycle facilities in the town. Many of the new suburban developments throughout the region are not built to the pedestrian or bicyclist scale and lack the necessary facilities to encourage their maneuverability. One of the largest impediments to pedestrian and bicyclist movement is today's development pattern. Suburban development has become more scattered and further away from retail and service outlets, making it increasingly difficult to walk or ride anything other than a car to do basic everyday household activities. The lack of pedestrian and bicycle facilities is a national epidemic and has been linked to deteriorating health in suburban children by the Center for Disease Control.

There are bicycle and pedestrian facility plans in place involving the location of bicycle lanes and trail construction in Braselton. The first is the Northeast Georgia Regional Bikeway Plan that links the entire region through an interconnected bikeway network along existing roads. The second is the town's desire to create a trail system along the Mulberry River for recreation purposes. The Regional Bikeway Plan has a route that runs through Braselton along Highway 211, connecting to Winder. The regional plan was created in 1992 and is intended to complement the planned statewide bicycle route network. Figure 4 illustrates the location of both of these envisioned corridors.

In addition to these defined corridors, the town has a strong desire to increase the accessibility of the downtown district to both pedestrians and bicyclists. The implementation of the downtown revitalization goals, as discussed in Chapters 2 and 5, will allow greater access for alternative modes of transportation.

**Figure 4
Planned Bicycle/Pedestrian Route Network**



Source: Northeast Georgia RDC

Public Transportation

There is currently no public transportation available in Braselton, and it is not in the immediate plans. The population totals and density is not conducive to implementing a public transportation system, and until the number of locally employed residents increases there will not be a large demand for it.

Railroads

There is no rail service through the town of Braselton. The closest rail service is the CSX Transportation System lines operating in Jefferson and Winder.

Aviation

There is no direct aviation service to the Town of Braselton. The closest local-serving airports are the Winder-Barrow and Jackson County airports. There is commuter air service at the Athens-Ben Epps Airport, and full commercial air service at Atlanta-Hartsfield International Airport.

Transportation Assessment

Overall the transportation system is adequately serving the existing population, however there is a current deficiency in the availability of pedestrian and bicycle facilities. These problems are being addressed through the implementation of the Mulberry River Walk, and the downtown revitalization plan. Increased pedestrian and bicycle access to the downtown will help to revitalize downtown businesses and encourage downtown activities.

The road network adequately serves the existing population. However, problems arise at peak-hour traffic periods because of Braselton's role as an employment center, as discussed in Chapter 2, and the location of major thoroughfares through the downtown district. The implementation of the proposed road improvements alleviates many of the existing problems but only the Friendship Road extension and widening is scheduled for construction within the next ten years. The downtown traffic issues must be addressed to fully revitalize the district and to increase the use of alternative forms of transportation.

The future land use patterns play a large role in the efficiency of the transportation network, particularly in a rapidly expanding municipality dominated by single-family residential development. A typical single-family detached home generates an average of 9.54 vehicle trips per day, according to the Institute of Traffic Engineers. According to 2000 figures, there are now approximately 2 passenger vehicles per household, as opposed to approximately 1.3 per household in 1990, and 27.9% of households reported they had three or more vehicles. Within the existing transportation network, without implementation of the proposed improvements, new development will create LOS deficiencies on many of the road segments. Each new residential development is assumed to create one peak-hour trip (according to the 2000 Highway Capacity Manual). There are currently 2,123 single-family residentially homes scheduled for development, not to mention the remaining undeveloped residential zoned land along with anticipated commercial and industrial development. Each of these homes deposits a peak-hour automobile trip onto the road network, which will create LOS deficiencies, particularly along Highway 211 where the majority of the new development has been approved.

The Tri-County Thoroughfare Plan will allow a better understanding of the local network and increase the town's ability to develop specific strategies for mitigating the potential deficiencies. This will help to better coordinate road improvements with expected growth and minimize the future impacts on traffic flow.

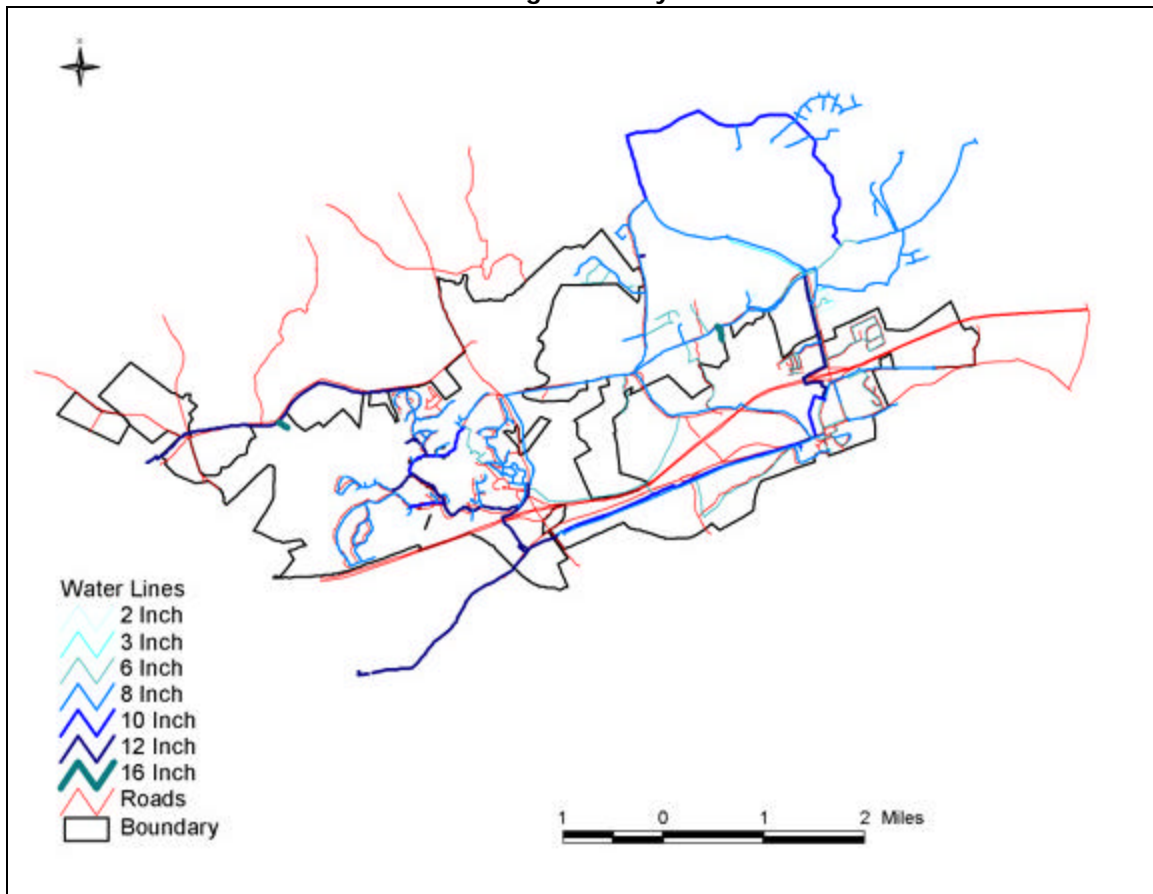
Water Supply and Treatment

One of the most important issues throughout the state is the availability and quality of drinking water. The incredible growth rates experienced in the Atlanta Metro areas have put tremendous pressures on public drinking water sources and have depleted numerous private wells as the groundwater supply continues to decrease.

Inventory of Existing System

Braselton is the public water supplier for all residents of the town and extends its service area north of the town limits into Jackson County. The system currently serves 2,124 (as reported on April, 2003) customers. The system is served by five underground wells and purchased water from Jackson, Barrow, and Gwinnett counties. The town has 1.475 million gallons per day (mgd) of available storage space through the use of four above ground storage tanks. The entire system uses approximately 0.65 mgd, and has a current capacity of 2.43 mgd. Figure 5 illustrates the location of the existing water network, including those customers outside the town limits and within the unincorporated service area.

**Figure 5
Existing Water System**



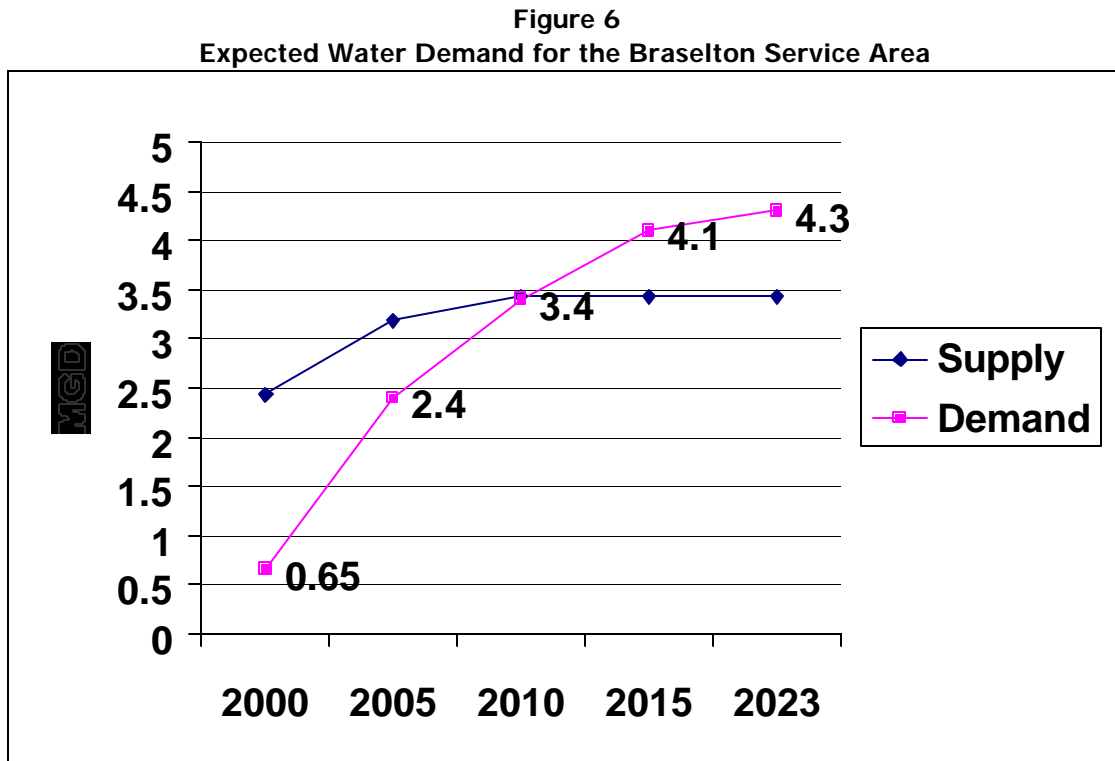
Source: Town of Braselton

Water System Assessment

Initial expansion of the system is planned for 2004, increasing the available capacity to 3.18 mgd. Potential future expansions will increase the available capacity to 3.43 mgd in 2008. The town has implemented an urban water reuse program as a method to increase its water conservation efforts in hopes of maximizing the efficient usage of its available water capacity.

The expected growth in the area requires an increase in both the available and planned capacity. Population and housing forecasts estimate a total of 3,237 new households by the year 2023. Assuming an average consumption of 100 gallons/person/day, and assuming a 2023 population total of 9,116 (as estimated in Chapter 1), the increased growth will require an additional 0.791 mgd of water. This only takes into account estimated housing

units within the town limits, and does not include future annexations, housing development within the unincorporated service area, or future commercial and industrial development. Development is expected to outpace the planned capacity by 2011. Refer to Figure 6 for an illustration of the future water demands.



Source: Town of Braselton Engineer.

The figure uses the existing use rate for 2000 and projects future use rates based on incorporating all future demand into the water system. This illustrates the continued need for capacity expansion to keep up with the expected growth rate. This is merely an approximation of the potential impacts on the water supply based on an estimate of all development.

Public Sewer and Wastewater

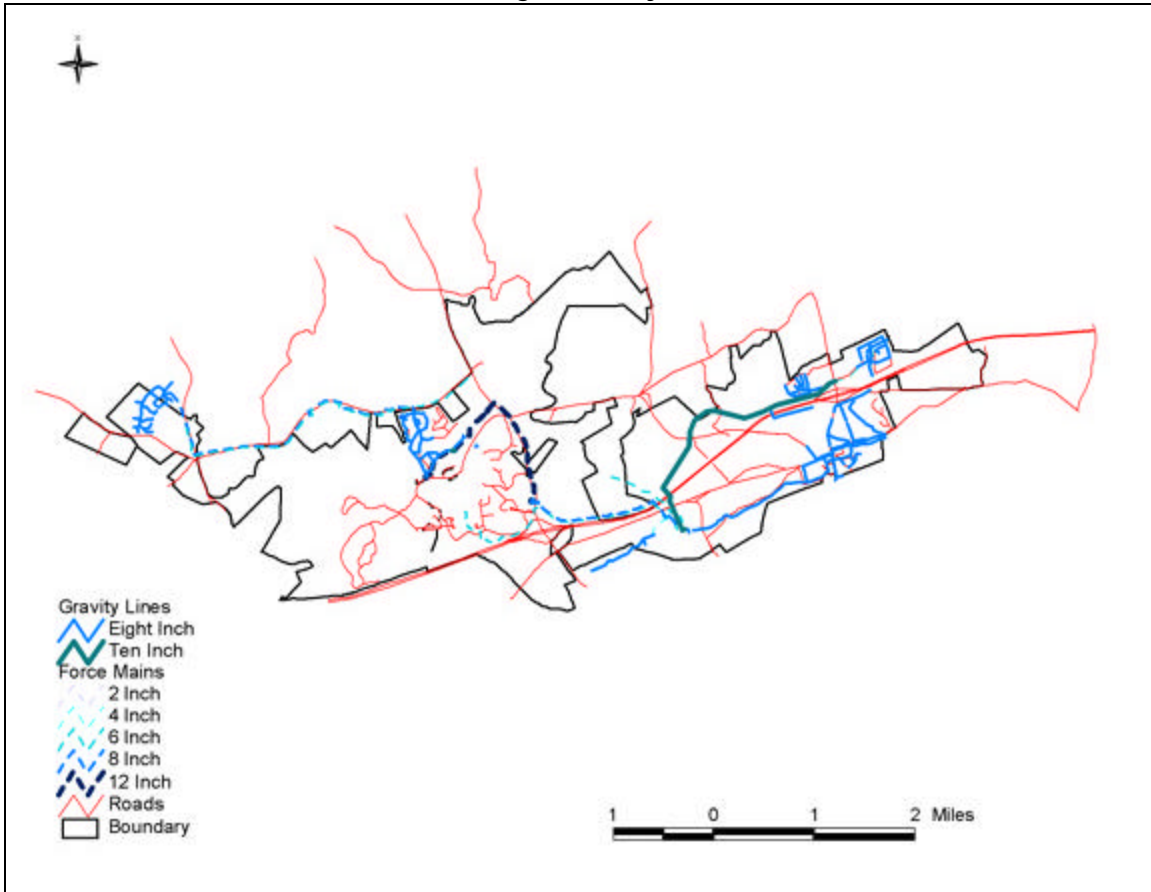
Another major issue concerning the development of Braselton is the adequacy of the public sewerage system to accommodate future growth. The availability of a public sewerage system is an attractive feature of Braselton and has led to its rapid growth as developers have sought to annex into the town because of the lack of infrastructure in the unincorporated area.

Inventory of Existing Systems

The town operates a water pollution control plant with a capacity of 0.50 mgd. The average daily flow at the plant is 0.274 mgd, serving a total of 406 customers. Unlike the water service area, all sewer customers are within the town limits and there are currently no plans for expansion of the sewer service area beyond that.

Figure 7 illustrates the existing sewer network, differentiating between gravity flow lines and force mains that are used to pump the effluent to the treatment plant.

**Figure 7
Existing Sewer Systems**

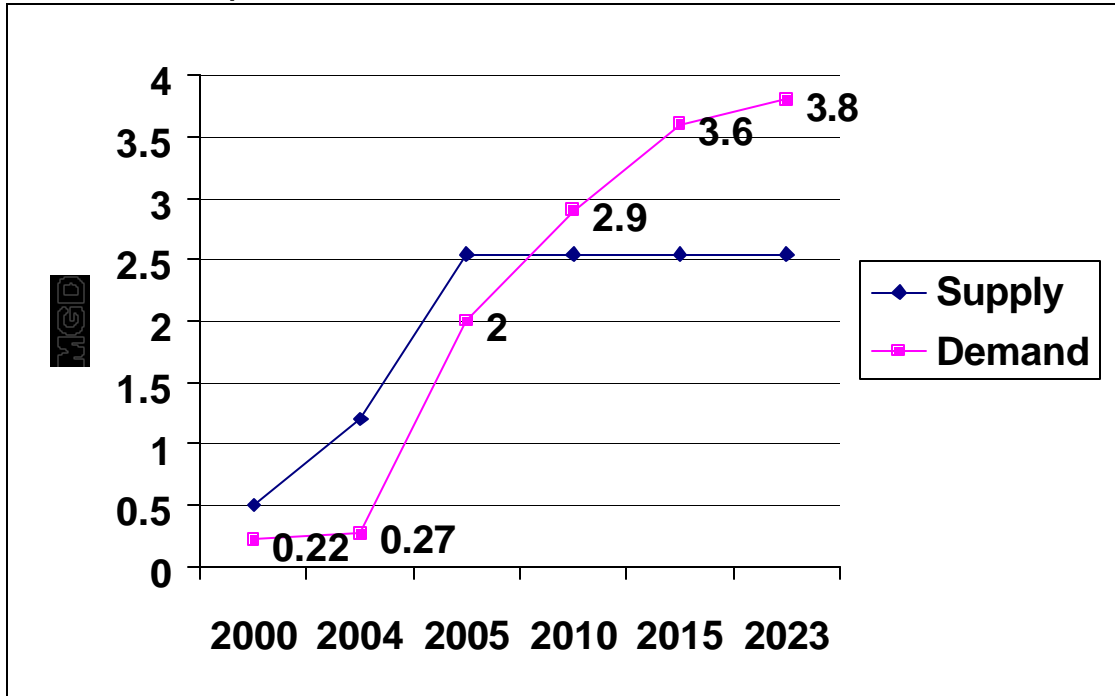


Source: Town of Braselton

Sewer System Assessment

The current system serves only a small percentage of the total residential units in town and the demand for sewer service continues to increase as new development occurs on a yearly basis. Expansion is planned for 2004, increasing capacity to 1.2 mgd. Further expansion planned in 2005 increases the available capacity to 2.54 mgd. The estimated 3,273 additional households generate a 0.672 mgd increase in demand on the sewer system. This is based on an average use rate of 85 gallons/person/day and forecasting the 2023 population as 9,116 (as documented in Chapter 1). As mentioned in the previous section, this only includes estimated residential development. Figure 8 illustrates the potential deficiency in wastewater capacity based on development projections.

Figure 8
Expected Sewer Demand for the Braselton Service Area



Source: Town of Braselton Engineer

The figure illustrates the existing use rates for 2000, and the expected use rate for 2004. The projections are based on the potential demand generated by incorporating all new development into the sewer system. This illustrates the continued need for capacity expansion to keep up with the expected growth rate. This is merely an approximation of the potential impacts on the sewer capacity based on an estimate of all development.

Solid Waste

The Town of Braselton does not collect solid waste. Private haulers that contract with local homeowners and businesses handle all solid waste collection.

Public Safety

Law Enforcement

The Town of Braselton operates its own Police Department, which is currently located in City Hall and serves the entire town limits. The department staff consists of eight full-time uniformed officers, including the Police Chief, one part-time uniformed officer, and one K9 unit. The department averages upwards of 6,000 calls per year with an average response time of four minutes.

Overall the law enforcement capability of the Police Department adequately serves the existing population. According to the Federal Bureau of Investigation Uniform Crime Report of 2000, the national average of small urban centers under 10,000 people was 3.2 sworn officers per 1,000 residents and 4.1 total personnel per 1,000 residents. According to the staff figures for the Braselton Police Department there are currently 6.6 sworn officers per 1,000 residents, with no clerical support staff. This reflects a lack of administrative support that could be improved to provide an increased level of service.

Because of the expected growth this figure will need constant monitoring to ensure that the department is increasing their staff levels on a consistent basis in order to maintain levels of service for an increasing population. The current average is somewhat misleading, considering it is based on the resident population of the town and not on the daytime population. The daytime population is significantly higher and incorporates all local business employees, many of which do not reside in Braselton, as well as the convention and tourism population generated by Chateau Elan. The approximate daytime population, including the 2,071 employees of local businesses, the approximately 300 residents who maintain residence in the community throughout the day (small children, elderly, etc.), and the approximate 1,500 daily visitors to Chateau Elan, on any given day may reach upwards of 4,000 people. When factoring this population the average staff levels drop to 2.25:1,000.

Varying demographic traits greatly affect the requirements for law enforcement agencies from one jurisdiction to another. Any comparison between communities should be carefully conducted and national averages should only be used as indicators not benchmarks.

Fire Protection

Braselton does not operate its own Fire Department. The town falls within fire protection zones in each of Barrow, Gwinnett, Hall and Jackson counties.

Emergency Medical Services

Braselton does not operate its own emergency medical services. They are available through each of the county fire departments serving the Town of Braselton.

Hospitals and Other Public Health Facilities

Hospitals and Health Centers

Braselton does not have direct access to a hospital located within town limits. The nearest locations are in Winder, Commerce, Athens, Lawrenceville, and Gainesville.

There is a Neighborhood Healthcare Center located in town, adjacent to Town Hall along Georgia Highway 53. The Center is an affiliate of the Northeast Georgia Health Services and provides an array of routine medical services, such as X-rays, immunizations, and sutures. The Center is staffed with a certified family physician and physician's assistant.

Parks and Recreation Facilities

An important aspect of urban development is recreational opportunities, both passive and active. The availability of parks and recreation opportunities plays a large role in the perceived quality of life of one area over another and can make the difference in a relocation decision.

Inventory of Parks and Recreation Facilities

The National Recreation and Park Association has developed a tiered approach in defining a set of standards that communities can use when developing guidelines for parks and recreation facilities planning. The four tiers of parks can be defined as:

1. Neighborhood Park: serves the population of a neighborhood, and is generally accessible by bicycle or on foot. Typical facilities include an equipped play area, multipurpose courts, multipurpose fields, picnic area, and passive recreation area. The customary service area is a one-mile radius.

2. Community Park: located near major roadways and designed to serve the needs of more than one neighborhood. Typical facilities include a large group picnic shelter, swimming pool, lighted or unlighted baseball/softball fields, lighted tennis courts, recreation building, gymnasium, rest room, passive recreation area, and parking. The customary service area is a three-mile radius.
3. Regional Park: developed to serve several communities, population centers, or large portions of the county. Typical features include nature, hiking, riding or exercise trails, nature center, amphitheater, or other specialized building, area for boating or swimming, rest room, passive recreation area, and parking. The customary service area is a twenty-mile radius.
4. Highly Specialized Park: primarily used for athletics or specialized recreational activities. Typical facilities include baseball field, softball field, football field, soccer field, gun range, rest rooms, passive recreation area, and parking. The customary service area is a twenty-mile radius.

-Recreation, Park, Open Space, and Greenway Standards and Guidelines; National Recreation and Park Association, 1996.

There are other areas that may be classified as parks and recreation that do not meet the definitions set forth. Areas that have been set aside within new subdivision developments for common open space may provide passive recreational activities or simply be used for the conservation of naturally sensitive lands. Also, lands adjacent to river and stream corridors may provide passive recreation opportunities. These lands are considered to be Open Spaces, and should increase within Braselton as conservation subdivisions are implemented. Golf courses are not included because they generally do not provide recreation opportunities to the entire population.

Table 5
Existing Park Acreages

Park Type	Acreage	Acres per 1000 Persons
Neighborhood	2.6	2.15
Community	0	0
Regional*	0	0
Highly Specialized	0	0
Open Spaces	0	0
Totals	2.6	2.15

Source: NEGRDC

The only park area currently in Braselton is the Braselton Community Park, located on Harrison Street. The park includes two tennis courts and an open recreation area. The property also houses the town's community center.

Planned Expansion

The town is actively pursuing an increase in park space and is determined to facilitate the use of alternative methods of transportation throughout the town through the implementation of multi-use trail networks. The main trail is designated for the Mulberry River corridor and the town has already received donations of land along the corridor for parks and recreation purposes.

Through implementation of the downtown revitalization plan park and recreation opportunities shall increase. With the realignment of GA Highway 124, as discussed in the Transportation element of this chapter, a section of the previous road's right-of-way is designated as a town green. There are also plans for an amphitheatre and a trail network connecting downtown businesses, residences, greenways, and historic district.

Assessment of Parks and Recreation Facilities

The National Recreation and Park Association has set as a guideline level of service 10 acres of park, recreation, or open space per 1,000 persons. Table 6 breaks down those ten acres and identifies recommended levels of service for each of the identified park categories.

**Table 6
Adequacy of Existing Facilities**

Category	Existing Ratio (Acres/1000 persons)	Recommended Ratio
Neighborhood	2.15	0.7
Community	0	0.9
Regional	0	1.6
Highly Specialized	0	2.3
Open Spaces	0	4.5
Total	2.15acres/1000 persons	10 acres/1000 persons

Source: NEGRDC

As the town increases its involvement in parks and recreation planning and residential development provides recreation opportunities through conservation subdivisions, or planned unit developments, the level of service will increase. This is necessary to meet the expected population expansion in the coming years. In order to accomplish this goal the town intends to undertake a comprehensive study of parks and recreation facilities addressing the supply and location of future facilities. In addition to acquiring additional facilities, the town recognizes the need to upgrade its current facility with the addition of restrooms.

Government Facilities

Inventory of General Government Facilities

This section presents an inventory of general government facilities. Although the local government owns and operates a number of buildings only those that are used for everyday government activity are reported on. The only building currently used for everyday government activities is City Hall, located at the southern entrance to the town limits at 4982 Highway 53. Town Hall houses all of the local government offices and departments and is also home to the Braselton Police Department

Planned Expansion

The town is planning on acquiring additional property adjacent to the existing town hall to construct a municipal annex. The proposed building would house the Braselton Police Department, courthouse, council chambers, and provide additional space for everyday local government activities.

The existing town hall does not provide adequate space to accommodate all of the existing government services and as growth continues to place greater demands on the local government facilities must be expanded.

Educational Facilities

Braselton does not operate a public school system, nor does it house a county public school. The town lies within each of Barrow, Gwinnett, Hall, and Jackson counties public school district, each of which offers elementary, middle and high schools providing pre-kindergarten to grade twelve.

In 2000, Braselton reported a total of 201 students, 176 of whom attended public schools and 25 of whom attended private schools. Enrollment by public school system consisted of 128 enrolled in Jackson County, 25 in Barrow County, and 22 in Gwinnett County. There were no students enrolled in Hall County in 2000, but as residential development continues in that area student populations will increase accordingly.

Libraries and Cultural Facilities

Inventory of Existing Library and Cultural Facilities

Braselton is a part of the Piedmont Regional Library System, that serves a three-county region including, Banks, Barrow, and Jackson. Braselton houses the West Jackson Library, located at the intersection of Harrison and Frances Streets.

Braselton is rich in cultural facilities, as noted in the Historic Resources Section. Some of the major historic resources include, one of the earliest operating roller mills in Northeast Georgia, an early 1920's cotton gin, and a variety of historic structures ranging from residential to agricultural. The Braselton historic district is currently listed in the National Register of Historic Places and contains 52 historic resources.

Assessment of Libraries and Cultural Facilities

The library possesses a total of 2,050 total volumes, which is equal to 1.7-volumes per capita. A standard level of service is 1.5-volumes per capita, indicating that West Jackson Library has an adequate supply of library volumes to serve the existing population.

However, space is limited in the existing facility with little room for expansion. In order to maintain the level of service to an increasing population increased space is needed. The town is working with Jackson County and the Piedmont Regional Library System to construct a new facility adequate to accommodate the necessary expansion to match the expected population growth.

Needs, Goals, and Policies

Transportation

Goal: Provide a safe, efficient, and effective transportation system that reflects both existing and future needs while providing a variety of transportation options.

Need: Upgrade and expand the existing transportation facilities, as needed, to accommodate future growth in the most efficient manner.

Policy: Participate with Jackson County in the creation of a future thoroughfare plan that reflects the transportation needs associated with the future land use map.

Policy: Monitor road conditions and analyze the potential adverse impacts of new development.

Need: Improve the mobility of pedestrians and bicyclists throughout the town, particularly in and around the existing downtown.

Policy: Promote the preservation of Mulberry River corridor for use as a bicycle and pedestrian corridor.

Water Supply and Treatment

Goal: Provide potable water service in a safe, clean, efficient, economical, and environmentally sound manner concurrent with new development.

Need: Increase water conservation efforts.

Policy: Continue development of urban reuse water program as part of water conservation efforts.

Need: Meet environmental criteria and public health rules and guidelines.

Policy: Protect water supply from contamination.

Need: Invest in new infrastructure as needed to ensure the continued provision of an adequate level of service.

Policy: Analyze the ability of existing infrastructure to handle all new development prior to issuing permits.

Policy: Maximize the use of existing infrastructure for potable water service.

Policy: Coordinate new development with the existence and availability of potable water service.

Sewer and Wastewater

Goal: Provide sanitary sewer service in a safe, clean, efficient, economical, and environmentally sound manner, concurrent with urban development.

Need: Continue to maintain and expand existing facilities as required to efficiently meet increasing demands.

Policy: Analyze the ability of existing infrastructure to handle all new development prior to issuing permits.

Policy: Maximize the use of existing infrastructure for sanitary sewer service.

Need: Meet environmental criteria and public health rules and guidelines.

Solid Waste Management

Note: The town does not provide solid waste services to residents. All solid waste collection is done by private enterprise.

Public Safety

Note: The town currently only provides law enforcement services and has no immediate plans to provide either fire or emergency medical services, which are both currently handled by county departments.

Goal: Provide responsive and effective law enforcement ensuring adequate staff, equipment and space is available.

Need: Continued investment in the law enforcement agency to maintain an adequate level of service in the face of increased population.

Policy: Invest in personnel, equipment, training and facility expansion as dictated by growth.

Policy: Increase citizen involvement in crime prevention through public education and neighborhood watch programs.

Hospitals and Other Public Health Facilities

Note: The town does not operate any hospitals or public health facilities and has no immediate plans for facility construction. All public health needs are served through nearby jurisdictions.

Parks and Recreation Facilities

Goal: Provide, protect and maintain a quality, accessible, and economically efficient network of parks, recreation facilities, and open space that serves all residents.

Need: A recreational master plan identifying the most efficient use of existing resources and those areas in need of facility expansion.

Policy: Acquire, maintain and develop parks and recreation facilities in accordance with increased populations.

Policy: Continue implementation of the community greenspace program through expansion of park, and open space accessible to the general public, wherever feasible.

Policy: Coordinate public park expansion with local law enforcement to ensure that they are adequately protected.

Need: Construct Public restroom facilities located within the community park.

General Government

Goal: Provide adequate space, equipment, and technology to local government officials and staff to facilitate the decision making process.

Need: Evaluate the use and efficiency of local government facilities and services.

Policy: Ensure continuing adequate levels of staff, equipment and space are available for local government activities.

Policy: Maintain ongoing communication between county and municipal governments to provide services in a coordinated and efficient manner.

Policy: Continue to solicit and utilize citizen advisory committees to provide public input into all planning activities.

Educational Facilities

Note: The town does not operate a separate school system and relies on the efforts of Barrow, Gwinnett, Hall and Jackson County school systems.

Libraries and Cultural Facilities

Goal: Provide and maintain accessible, economically efficient libraries and cultural facilities to meet the information, educational and recreational needs of all residents.

Need: Facility expansion to ensure adequate levels of service for residents.