

**DEVELOPMENT OF REGIONAL IMPACT
DETAILED ANALYSIS REPORT**

**For The
City of St. Marys
DRI #2524, Port of St. Marys Industrial & Logistics Center**



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1. APPLICATION INFORMATION

1.1 Jurisdiction

City of St. Marys
DRI #2524
Port of St. Marys Industrial & Logistics Center

1.2 Applicant

Port of St. Marys, LLC
c/o Worldwide Group, LLC
Chris Ragucci
31 Hylan Boulevard, 14th Floor
Staten Island, NY 10305

1.3 Intent

The Owner(s) own in fee simple 722 acres located in the City of St. Marys, Georgia. The Developer proposes a Planned Development - Industrial use development. The project is 722 acres, located in downtown St. Marys. The project applicant requests a **rezoning amendment** from Planned Development – Mixed Use (PD-M) for 722 acres to Planned Development – Industrial (PD-I).

The following uses are planned for the site:

- Marine facilities
- Conservation Area (CA)
- Neighborhood Commercial (C-1)

2. PROJECT DESCRIPTION

Summary

The Port of St. Marys Industrial and Logistics Center is the former Durango Paper Mill site. It was rezoned as Planned Development – Mixed Use in 2006; however, development did not occur.

The current developer proposes Planned Development – Industrial. Potential uses include:

- Marine facilities – barge dock and ship berths, cargo handling and rail intermodal facilities, and shore based infrastructure.
- Conservation area – wildlife habitat protection to limit encroachment of development into an environmentally sensitive area where the North River Wood Stork Colony has been documented as nesting since 1998.
- Neighborhood Commercial – office space, shopping, eating establishments, and other commercial activities that may serve as a buffer between the downtown area and the proposed industrial uses.

3. PARCEL DATA

3.1 Size of Property

The total property is 722 acres. The entire project is located within the City of St. Marys.

3.1 Parcel Identification Number

A-149004 and B-149004

3.2 General Location

The property is located in southeast Georgia, in the area referred to as the Coastal Region. Camden County is one of six coastal counties within the Coastal Region. The total land area of Camden County is approximately 629 square miles. Camden County is bounded by Glynn County to the north, Charlton County to the southwest, Brantley County to the northwest. Nassau County in the State of Florida is to the South.

The subject site is adjacent to State Road 40 (S. R. 40) (Osborne Road) right of way and approximately eight (8) miles east of I-95 and Exit 3. The site is bounded to the north by the North River Marshes Subdivision and marsh, to the east by the North River and marsh, and to the south by Meeting Street, and to the west by State Road 40 and Point Peter Road. According to the 2014 Census Estimate, the current population of St. Marys is 17,949. <http://quickfacts.census.gov/qfd/states/13/1367984.html>

3.2 Frontage

Approximately 2,000 feet of road frontage on Meeting Street, approximately 3,600 feet of road frontage on Osborne Road, and approximately 3,600 feet of road frontage on Point Peter Road.

3.3 Access

Primary access to the Port of St. Marys Industrial and Logistics Center will be from S. R. 40 (Osborne Street) at the intersection with St. Patrick Street, with possible secondary access from Point Peter Road and Meeting Street.

4. LAND USE INFORMATION

4.1 Aerial Photograph

An aerial photograph is provided as **EXHIBIT 1**.

4.2 Built Features

The site is the former Durango-Georgia Paper Company mill.

4.3 Future Development Map Designation

According to the *Joint Comprehensive Plan 2007-2027: Camden County, City of Kingsland, City of St. Marys, City of Woodbine*, the subject site has future development

map designations of Neighborhood Infill Areas, Suburban Developing Areas, and Conservation Areas. **EXHIBIT 2**

4.4 Zoning District

According to City of St. Marys Zoning Ordinance, the zoning designation for this property is a Planned Development – Mixed Use.

4.5 Current Zoning Designations

The subject property is zoned PD Planned Development – Mixed Use allowing for Single-family residential (attached and detached), and Mixed-use. The purpose of this District is to provide a unique, planned community with residential and mixed-use components based upon Traditional Neighborhood Development Standards.

4.6 Land Uses in Adjacent Parcels

The Port of St. Marys Industrial and Logistics Center project is bounded by a variety of uses, including residential, institutional, and commercial.

4.7 Proposed Zoning – PD - Industrial

The proposed amendment from Planned Development – Mixed Use to Planned Development - Industrial. The purpose of this district shall be to create a rail service industrial and maritime logistics facility.

4.8 Other Major Development Projects Planned that Impact Public Facilities

The table below demonstrates other approved DRI’s within Camden County since 2004.

Table 1: Approved DRIs in Camden County since 2004

Project	Type	Size
Lake Forest Phase IV #694	Housing	72 acres with 164 DU
River Place Plantation Subdivision #699	Housing	386 acres with 295 DU
Winding River Subdivision #770	Housing	350 acres with 572 DU
Bay Tree Plantation #813	Housing	200 acres with 391 DU
Laurel Landing Ph. 1-6 #821	Housing	364 acres with 1102 DU
Estates at Harriett's Bluff #822	Housing	275 acres with 1605 DU
Bridge Pointe at Jekyll Sound #823	Mixed Use	10 acres commercial with 1000 DU
Westhaven Subdivision #867	Housing	328 acres with 730 DU

Fiddler Cove and Commercial Site #882	Mixed use	60 acres commercial with 644 DU
The Landings at White Oak Creek #884	Mixed use	3016 acres with 5998 DU with 250,000 sq ft commercial
The Paddocks #898	Housing	116 acres with 477 DU
Satilla River Bluffs #899	Mixed Use	1,558 acres with 586,200 sq ft commercial
Waters Edge #917	Housing	107 acres with 159 DU
Timberland Estates #933	Housing	1,814 acres with 232 DU
Winding Cove Subdivision #942	Housing	254 acres with 254 DU
Cannon Forrest #946	Housing	73 acres with 391 DU
Kings Bay Pro-3 Townhomes #965	Housing	46 acres with 250 DU
Marsh Landing @ Crooked River #969	Housing	162 acres with 249 DU
Lake Victoria #975	Housing	195 acres with 230 DU
Maiden Creek Landing #984	Mixed Use	212 acres with 318 DU
Scrubby Bluff Development #1017	Housing	319 acres with 1007 DU
Timberland Estates #1044	Housing	1,814 acres with 100 DU
Timucua #1082	Mixed Use	137 acres with 312 DU with 425,000 sq ft commercial
Bay Tree #1140	Housing	24 acres with 312 DU
Cypress Point #1141	Housing	141 acres with 273 DU
Kingsland West #1142	Housing	141 acres with 236 DU
Osprey Cove Phase IV #1158	Housing	93 acres with 181 DU
Durango Paper Mill Project #1160	Mixed Use	581 acres with 3020 DU with 250,000 sq ft commercial
Lake Oleander West #1302	Housing	145 acres with 285 DU
Kingsland Plantation #1333	Housing	763 acres with 695 DU
Sail Cove # 1351	Commercial	51 acres
South Grove Multifamily Development #1369	Housing	XX acres with XX DU
Driggers Kingsland Southern Tract #1422	Mixed Use	155 acres with 481 DU with 135,000 sq ft commercial
Lampadoshia Planned Development #1525	Mixed Use	10,735 acres with 14,750 DU with 2,250,000 sq ft commercial

Villages of Kingsland #1584	Mixed Use	14,898 acres with 40,000 DU with 13,500,000 sq ft industrial and 9,500,000 commercial
River Trail Planned Development #1608	Mixed Use	5,340 acres with 12,400 DU with 1,400,000 sq ft commercial
Haven Park #1794	Housing	46 acres with 358 DU
Brant Creek #1795	Housing	17 acres with 252 DU
Cabin Bluff #1905	Mixed Use	15,501 acres with 42,931 DU with 5,000,000 sq ft commercial and 11,970,000 sq ft industrial
Kingsland Business Park #1980	Industrial	972,160 sq ft industrial
Kingsland Royal Estates #2027	Mixed Use	550 acres with 2,365 DU with commercial
Kingsland I-95 West #2066	Mixed Use	565 acres with 1,600 DU and 1,650,000 sq ft commercial and 220,000 sq ft industrial
Kingsland TownCenter #2077	Mixed Use	297 acres with residential and 1,700,000 sq ft commercial
Eagle Bluff Industrial Park #2141	Industrial	409 acre planned industrial park with +/- 2.5 million sq ft of building/warehouse plus commercial outparcels
Kingsland Entertainment & Adventure Resort #2299	Attractions & Recreational Facilities	Regional destination resort featuring interactive attractions, lodging, restaurants, retail, etc.

5. BASIC DATA

5.1 Current Zoning Designation City of St. Marys PD Planned Development – Mixed Use

The following text identifies the permitted uses within the current zoning designation of Planned Development:

PD, Planned Development District.

District intent.

This district is reserved for establishment of shopping centers, planned residential areas, planned industrial developments, and similar types of large-scale compatible use developments, as well as cemeteries. The regulations are designed to permit the greatest latitude possible with respect to internal site planning considerations, and location of these developments within the city in the interest of long-range development. This district encourages innovations in residential and nonresidential development so that growing demands for housing and commercial areas may be met by a greater variety in type, design and layout of buildings and by the conservation and more efficient use of open space, as well as other natural amenities.

(a) Specific requirements.

Specific requirements may be requested by the planning commission upon review of the planned development prior to acceptance of the plot plan and written report.

(b) Amendments to existing PD Districts.

- (1) Any request pertaining to amending a PD District shall be considered an amendment to the Zoning Ordinance and shall be processed in accordance with the regulations set forth in article VII, amendments.
- (2) All information required in subsections (c) and (d) of this section shall be submitted to the planning commission and subsequently forwarded to the city council with the recommendations of the planning commission.
- (3) If the amendment is approved by the city council, all information pertaining to the proposal, presented or agreed to by the applicant shall be deemed conditions of approval. All permits granted in the PD District shall be in conformance with those conditions.
- (4) Before approval of an amended Planned Development District, the city council may require a contract with safeguards satisfactory to the city attorney guaranteeing completion of the development according to the criteria listed herein. Such guarantee may include the submission of a performance bond in an amount set by the city council.

(c) Plot plan for planned development.

The plot plan drawn to scale (1" equals 100' or 1" equals 50') by a registered civil engineer, registered land surveyor, or registered architect shall show the exact dimensions of the parcel or parcels of land under consideration. The plan shall include the following elements:

- (1) General information items:
 - a. Name of the development and developers;
 - b. A north arrow;
 - c. Date of field survey;
 - d. Tract boundary lines, dimensions, bearings and angles;
 - e. Reference points to at least two permanent monuments;
- (2) Proposed building sites and sizes;
- (3) Types of uses proposed for buildings and structures;
- (4) All property dimensions;
- (5) Platting and street systems:
 - a. Proposed reservations or dedications for streets;
 - b. Means of ingress and egress;
 - c. Access and circulation arrangements;
 - d. Off-street parking and loading facilities;

- (6) Means of protecting or screening abutting properties including proposed landscaping;
- (7) Location of proposed reservations, easements, or dedications;
- (8) If requested, two foot vertical contour intervals.

(d) Written report for planned development.

A written report shall explain the type, nature, intent and characteristics of the proposed development, and shall include:

- (1) A general description of the proposal;
- (2) A legal description of the site;
- (3) Proposed standards for development including:
 - a. Restrictions on the use of property;
 - b. Density, yard, and height requirement;
 - c. Restrictive covenants;
- (4) Proposed dedication or reservation of land for public use, including streets, easements, parks and school sites.
- (5) Exceptions or variations from the requirements of this chapter if any are being requested.
- (6) Plans for the provision of utilities, including water, sewer and storm drainage facilities.
- (7) Description of percentage of land within the development to be provided for various uses:
 - a. Residential
 - b. Commercial
 - c. Industrial
 - d. Open space
 - e. Utilities
 - f. Parking and storage
 - g. Others

(e) Permitted uses.

Any use proposed by the developer and considered by the planning commission and city council as being compatible with surrounding districts and the intent of the proposed PD District may be permitted. Thereafter, the uses permitted in the district shall be restricted to those proposed, approved, and adopted according to procedures set forth herein.

(f) General design criteria and development standards.

- (1) Overall site design should be harmonious in terms of landscaping, enclosure of principal and accessory uses, sizes and street patterns, and use relationships.
- (2) Variety in building types, heights, placement on lots and size of open spaces are encouraged if they are conducive to a safe, healthy and aesthetically pleasing living environment.
- (3) The average density for residential dwelling units in a PD District should not exceed those set forth in the R-2 District, although it may be clustered within the PD District.

- (4) A buffer strip with plant cover trees and/or an attractive fence should be provided by the PD District, unless the adjoining use is compatible. For instance, when one family and multifamily dwellings within a PD District are on property adjoining an R-3 District, then no buffer shall be required.
- (5) Within a PD District, the design should include buffers suitable for screening residential areas from commercial or industrial uses when dangers of incompatibility exist.
- (6) The parking regulations of this chapter should be accepted as minimum standards, and therefore creative improvements are encouraged.
- (7) Shopping centers and other types of planned developments shall not have more than two access points to any one public street, unless unusual circumstances dictate the need for additional access points.
- (8) All access points from a PD District should be located at least 100 feet from the intersection of any street.
- (9) Proposed cemeteries must be a minimum of ten acres and must otherwise comply in all respects with O.C.G.A. § 10-14-01 et seq. together with all rules and regulations promulgated by the Secretary of State of Georgia. (Ord. of 9-12-94, § 607; Ord. of 11-10-03, § 3)

5.4 Proposed Zoning – Planned Development Industrial

The applicant is proposing the following Land Use Designation, Development Standards, and Definitions for the proposed Port of St. Marys Industrial & Logistics Center Planned Development – Industrial project.

Port of St. Marys Industrial & Logistics Center PDD

LAND USE DESIGNATION, DEVELOPMENT STANDARDS, AND DEFINITIONS

A. Introduction

The Port of St. Marys Industrial & Logistics Center Planned Development District (PDD) has a total acreage of 722 acres including approximately 557 of acres of upland and freshwater wetlands (gross developable area), and approximately 165 acres of salt marsh as indicated on the Zoning Master Plan for the Port of St. Marys Industrial & Logistics Center Planned Development District.

The Zoning Master Plan consists of the following land use tracts:

1. (I-P) Port Industrial
2. (MU) Mixed Use
3. (CA) Conservation Area

The land use tracts indicated on the Zoning Master Plan are not intended to be rigid exact boundary lines for future land use and improvements. The Zoning Master Plan for the Port of St. Marys Industrial & Logistics Center PDD shall maintain flexibility as may be requested by the Owner to accommodate specific soil conditions, environmental concerns, physical constraints, industrial project specification requirements, and design parameters and as such, the exact location of boundary lines between land use tracts and their subsequent location and size

indicated within the planning area shall be subject to change at the time of Development Plan(s) submittal; provided, however, that maximum densities and other conditions of this PDD will be adhered to, unless adjustment is requested by the Owner and approved by the City of St Marys. The boundaries of the PDD may be modified to include adjacent parcels subject to the approval of the City of St. Marys by appropriate petition/application to the City to amend the PDD.

B. Allowed Land Uses

The following land uses as designated for each individual land use tract shall be permitted in the Port of St. Marys Industrial & Logistics Center PD District. The purpose of this portion of the PD document is to state which land uses shall be allowed within individual land use tracts of the PD district; however, allowing these land uses does not obligate the developer to provide the uses or facilities stated herein. The development standards for each use are outlined in Section II – Part C

Port Industrial Tract (I-P)

The purpose of this planning area is to provide areas for manufacturing, processing, assembling, fabricating, marine facilities, intermodal transfer and related activities.

Permitted Uses:

- a. Permitted Uses allowed in Sections 110–72 Light Industrial (I-L), and 110–73 General Industrial (I-G), under the City of St. Marys Zoning Regulations as included herein as Appendix A both by right and conditional uses.
- b. Marine Facilities
- c. Maintenance Areas
- d. Open Space
- e. Roads
- f. Utilities
- g. Wetlands
- h. Storage Facilities
- i. Steam and Energy production and storage facilities

Mixed Use Tract (MU)

The purpose of this planning area is to provide an area that permits commercial uses in addition to manufacturing, assembling, fabricating, marine facilities, and related activities.

Permitted Uses:

- a. Neighborhood Commercial
- b. Port Industrial (I-P)

Conservation Area Tract (MU)

The purpose of this planning area is to provide a conservation tract to preserve wildlife habitat as identified by the wood stork colony known to exist on the property.

Permitted Uses:

- a. Wildlife Habitat
- b. Open Space
- c. Wetlands
- d. Utilities

Section II – C

Port of St. Marys Industrial & Logistics Center Planned Development District

DEVELOPMENT STANDARDS TABLE

Land Use Tracts	Maximum Allowed Square Footage	Minimum Lot Width at Setback	Minimum Setbacks (from property line)	Maximum Percentage of Lot Coverage	Minimum Lot Area	Maximum Building Height
PI – Port Industrial	5,100,000 SF	200'	Front 50' Side 40' Rear 30' (Setbacks reflect I–G)	75%	As required to meet district's area regulations and intent	65' * & 100'* *Where permitted by Height Overlay District
MU –Mixed Use Commercial	100,000 SF	None	Front – None Side – None Rear – None Alley (Commercial) 0'	100%	None	45'*** ** As defined by Height Overlay District

D. Allowed Density Table and Land Use Allocation Percentages

Overall Density for the Port of St. Marys Industrial & Logistics Center PD shall not exceed the following:

Port of St. Marys Industrial & Logistics Center Land Use	Total Approx. Acres	Square Feet	% of Total Area
(I-P) Port Industrial	521	5,100,000	72
(MU) Mixed Use	18	100,000	2.5
(CA) Conservation Area	18	–	2.5
Salt Marsh	165	–	23
TOTAL	722		100

For planning purposes, projected densities for each area have been estimated. A decrease in the total industrial or commercial acreage below the maximum projected density may occur.

E. Definitions of Land Use Terms and Density Terms

In the absence of a term definition in this Port of St. Marys Industrial & Logistics Center Planned Development District (PDD), the definitions of the City of St. Marys Zoning Ordinance shall apply. The locations of specific land uses are not described on the Zoning Master Plan because this is proposed as a mixed use development. However, the definitions below shall generally describe the allowed uses within the Port of St. Marys Industrial & Logistics Center PDD.

1. Maintenance Areas

The maintenance areas will contain the facilities, tools and equipment necessary to maintain the common properties within the Port of St. Marys Industrial & Logistics Center PDD. These facilities may be congregated on a central site or located in separate convenient sites for different services such as general industrial park maintenance, or commercial property maintenance.

Permitted uses include:

- a. Vehicle maintenance
- b. Storage of vehicles and parts, boats, and landscape equipment
- c. Fuel storage
- d. Shops for woodwork, metalwork and painting
- e. Greenhouses, plant propagation areas and holding yards
- f. Mulching facility and mulch storage
- g. Storage of chemicals and bulk materials as permitted by law
- h. Offices associated with maintenance operations

2. Marine Facilities

This designation allows for industrial and logistics facilities based on inter-modal access to the North River, St. Marys Railroad, First Coast Railroad, & CSX, and S.R. 40. Indicating Marine Facilities sites on the Zoning Master Plan or within the Port of St. Marys Industrial & Logistics Center PD text does not obligate the developer to provide marine facilities. The locations for all marine facilities shall remain flexible to accommodate surveyed river and creek locations, specific soil conditions, environmental concerns and other physical constraints with the exact location of the facilities being determined at the time of Development Plans submittal. Maximum building heights for all uses shall meet the requirements of the Height Overlay District for the Port of St. Marys Industrial & Logistics Center PDD.

The following are allowed uses:

- Shipping facilities for barges and ships
- Import / Export operations
- Container cargo
- Bulk cargo
- Break-bulk cargo
- Shipyard operations – vessel construction & repair
- Dry dock
- Vessel berthing
- Vessel bunkering operations (Fueling and Replenishment)
- Bunker (Fuel) storage facilities
- Inter-modal operations (Rail, Truck, Maritime vessel)
- Bulkheads, seawalls, piers and pier heads
- Solar and Clean Energy Generating Facilities

All Marine facilities shall comply with state and federal standards, which are in effect at the time of such permitting, and regulations shall be determined, by the direct application to appropriate agencies.

3. Neighborhood Commercial

This designation allows for the development of a neighborhood oriented limited use office, commercial, and neighborhood shopping center to provide essential services to the public in the vicinity of the proposed industrial development. This land use designation shall be commercial. No residential uses will be allowed within this designation.

a. Permitted Uses:

- (1) Retail businesses, personal service businesses, shopping centers, restaurants, convenience stores, commercial establishments, offices and civic/institutional uses.
- (2) Uses permitted in City of St. Marys Zoning Ordinance

Sec. 110–69. C–1 Central Business District

Maximum building heights for all uses shall meet the requirements of the Height Overlay District for the Port of St. Marys Industrial & Logistics Center PDD.

4. Open Space

Total open space for the Port of St. Marys Industrial & Logistics Center PDD shall be calculated for the total boundary of the PDD and not on a site specific basis for each phase of the PDD, individual development or project. The Port of St. Marys Industrial & Logistics Center PDD provides at least 25% Open Space. Open space shall consist of:

- a. Landscape areas.
- b. Stormwater ponds, drainage improvements.
- c. Saltwater and freshwater wetlands including buffers.
- d. Conservation Areas and greenbelts.
- e. Multi–use trails.
- f. Perimeter buffers.

5. Roads

Access for the Port of St. Marys Industrial & Logistics Center PDD shall be as indicated on the Zoning Master Plan. Full access shall be defined as access which allows any and all possible legal traffic movements into and out of the development. Limited access shall be defined an access which limits the movement of traffic in and out of a development (i.e. right–in/right–out only). Traffic signals located on the property will be installed at no cost to the City by the Owner or his successors as deemed necessary by a traffic study at such time as proposed development warrants its installation. Developer will prepare a traffic study as a requirement of GDOT State Route 40 project entrance permitting during the Development Plan phase.

The Port of St. Marys Industrial & Logistics Center PDD shall have roads designed to meet City of St. Marys and GDOT requirements. Access and Roads indicated on the Zoning Master Plan are subject to modification at the time of Development Plan approval based on specific soil conditions, environmental concerns, physical constraints and design parameters.

Road width and right–of–way widths will be determined during the design of specific site plans based on specific industrial projects and submitted as development plans for City and GDOT review and approval.

6. Setbacks and Buffers

Setbacks and buffers shall meet the minimum requirement established herein and shall apply to the perimeter boundary of the PDD only;

provided, however, that any required wetlands and salt marsh jurisdictional setbacks shall apply according to law throughout the PDD. Setbacks and buffers internal to the PDD shall be established at the time of Development Plan approval.

Perimeter setbacks and buffer standards shall include:

- (a) At adjacent property to the Planned Development District, setbacks and buffers shall be a minimum of 50 feet. Where the boundary between the Port of St. Marys Industrial & Logistics Center PDD and the adjacent property is an existing road that will be upgraded and used as part of the project road network, the setback of 50 feet and buffer shall be included on the internal side of the PDD adjacent to the existing road. In addition to the required distance the buffers at adjacent property shall contain appropriate plant material sufficient to ensure the protection against real or potential incompatibility between adjoining land uses. Existing trees and understory vegetation shall be retained wherever possible.
- (b) Earthen berms are an allowed use in the buffer zones.
- (c) At adjacent rivers, creeks and marshes; setbacks and buffers shall comply with all state laws which are in effect at the time of such permitting. Management of the buffers shall be addressed as Development Plans are developed and submitted for approval to the City for each portion of the tract to be developed.
- (d) Special Permit Uses approved by the Mayor and City Council may require up to a maximum 200' buffer from adjacent property. This will be determined at the time of Development Plan submittal, review and approval.

7. Signage Control

Proposed Signage Regulations for the Port of St. Marys Industrial & Logistics Center PDD shall be submitted by the Developer prior to Development Plan approval.

8. Utilities

This designation allows for utility service to serve the planning tracts of the Port of St. Marys Industrial & Logistics Center PDD. The following land uses shall be allowed:

- a. Potable water supply and distribution.
- b. Wastewater collection, treatment and disposal.
- c. Storm water collection, treatment and detention.
- d. Individual wells.
- e. Irrigation.
- f. Satellite antennas.
- g. Cable television facilities.

- h. Telephone facilities.
- i. Power transmission and distribution.
- j. Broadband multi-use transmission lines.
- k. Fiber optic lines.
- l. Solar power arrays up to 100 acres per installation.
- 1. Other future identified utility uses.

Certain community-wide infrastructure may be required for the development of a large, master-planned community. This infrastructure may include, but is not limited to the following:

- a. Arterial streets and primary access roads.
- b. Water supply.
- c. Wastewater treatment and effluent disposal.
- d. Power substations.
- e. Central telephone facilities.
- f. Storm water management lagoons.
- g. Natural gas supply

In the case of this Zoning Master Plan, the community-wide infrastructure may serve more than one Planning Tract. Infrastructure serving the community (on-site and off-site) is exempt from the Preliminary and Final Plat approval process. Infrastructure projects must receive a City of St. Marys Development Permit prior to construction, in accordance with City of St. Marys requirements.

9. Wetlands

This designation allows the following uses within wetlands: freshwater wetlands and salt marsh on the property shall be those areas over which the US Army Corps of Engineers assert Section 404 jurisdiction for freshwater wetlands and Georgia DNR claims jurisdiction for saltwater marsh. The use of these lands is regulated by the U.S. Army Corps of Engineers (USACE), the Georgia Environmental Protection Division (EPD) and the Georgia Department of Natural Resources Coastal Resource Division, and unless restricted via a future memorandum of agreement (MOA) to the contrary, the following are Permitted Uses:

- a. Open space and buffers.
- b. Conservation areas.
- c. Activities in all areas as permitted by the U.S. Army Corps of Engineers
- d. (USACOE), the Georgia Environmental Protection Division (EPD) and the Georgia Department of Natural Resources Coastal Resource Division.
- e. Disposal of reclaimed water as permitted by EPD.

- f. Storm water control and management.
- g. Marine Facilities, boardwalks, trails, bridges and other permitted structures and facilities.
- h. Forest management.

In addition to the proposed uses described above, the applicant is proposing the following exceptions to the City of St. Marys Zoning Ordinance and Subdivision Regulations for the proposed Port of St. Marys Industrial & Logistics Center Planned Development – Industrial project.

EXCEPTIONS TO THE CITY OF ST. MARYS ZONING ORDINANCE AND SUBDIVISION REGULATIONS

In accordance with Section 110–68(d)(5) of the City of St. Marys Zoning Ordinance, the following clarifications or modifications to otherwise applicable standards of the City of St. Marys Zoning Ordinance and Subdivision Regulations are hereby made applicable to the Port of St. Marys Industrial & Logistics Center PDD by reference to City of St. Marys Zoning Ordinance and Subdivision Regulations sections below. To the extent that a specific provision of the City of St. Marys Zoning Ordinance and/or Subdivision Regulations is not listed below but conflicts with the wording and intent of the PDD, that provision shall be deemed to have been included in the listing below.

Port of St. Marys Industrial & Logistics Center Planned Development District is a unique, planned community with proposed development including residential and mixed use components. The project design is based on the Traditional Neighborhood Development Standards. The nature of the development and the creation of a PD – Planned Development District, provide the opportunity to modify certain portions of the development ordinance.

The format of this section is as follows: The section number and topic are shown with the proposed change shown *in italics*.

City of St. Marys Zoning Ordinance

Sec. 110–73. – I–G, General Industrial District.

For Section 110–73 (c) current zoning text follows:

(c) *Area regulations.* Unless otherwise specified in this chapter, uses permitted in the I–G, General Industrial District shall conform to the following regulations:

- (1) Minimum lot area: As required to meet district's area regulations and intent.
- (2) Minimum lot width at building line: 200 feet.
- (3) Minimum front yard setback from street: 50 feet.

- (4) Minimum side yard setback from property line: 40 feet; setback from street: 50 feet.
- (5) Minimum rear yard setback from property line: 30 feet; setback from street: 50 feet.
- (6) Maximum building height: 60 feet.

For the Port of St. Marys Industrial & Logistics Center Planned Development District (PDD) replace Section 110–73 (c)(6) Maximum Building Height – with the following:

Proposed Port of St. Marys Industrial & Logistics Center PDD Height Overlay District shall set maximum building heights in lieu of existing building height limitations found in the City of St. Marys Zoning Regulations.

Sec. 110–145. – Special permit uses.

For Section 110–145 (4) current zoning text follows:

- (4) *Where the city council authorizes the issuance of a special permit use for the use of land or building, as listed in article II, "Land Use Districts", that special permit shall be issued only to the applicant/entity requesting the special permit use and only for the specific use presented at the public hearing. No special permit use shall be transferable or assignable, even if the use is unchanged.*

For the Port of St. Marys Industrial & Logistics Center Planned Development District (PDD) replace Section 110–145 (4) with the following:

- (4) *Where the city council authorizes the issuance of a special permit use for the use of land or building, as listed in article II, "Land Use Districts", that special permit shall be issued only to the applicant/entity requesting the special permit use for the specific use requested at the public hearing. The special permit use shall be transferable or assignable to any future owner.*

For Section 110–145 (5) current zoning text follows:

- (5) All special use permits shall be licensed by the city. All initial applications for a special use permit shall be accompanied with an application fee of \$500.00. If approved, the special use permits will be effective from July 1 through June 30 of each calendar year. If the special use permit application is denied, \$250.00 of the initial application shall be refunded to the applicant. All existing special use permits shall expire on September 1, 2003, unless renewed pursuant to the provisions of this amended section. Thereafter, all special use permits are required to be renewed each July 1, at a cost of \$75.00.

For the Port of St. Marys Industrial & Logistics Center Planned Development District (PDD) replace Section 110–145 (4) with the following:

- (5) *All special use permits shall be licensed by the city. All initial applications for a special use permit shall be accompanied with an application fee of*

\$500.00. If a Special Permit Use is approved, no annual renewals shall be required.

Sec. 110–185 (b)(7).f “Public Hearings, Public Hearing Procedures, and Rezoning Standards”

For Section 110–185 (b)(7).f Current zoning text follows:

f. Action by city to rezone property to original zoning. When a map amendment (rezoning) has been granted for a parcel of land on request by the owner or his agent, and no building permit has been applied for within 12 months of the date of the rezoning, the planning and zoning director will initiate action to rezone the parcel to its original zoning. The procedures in this article shall be followed, except that no fees shall be paid.

For the Port of St. Marys Industrial & Logistics Center Planned Development District (PDD): Propose an exemption from the requirement to initiate a reverse zoning action based on the 12 month timeframe.

Sec. 110-78. - Maritime Heritage District (MHD).

For the Port of St. Marys Industrial & Logistics Center Planned Development District (PDD):

Propose an exemption to the requirements of the Marine Heritage District Ordinance. This exemption shall apply to property owned by Old Weed & Ready Plantation, LLC (Parcel A, Parcel B, Parcel C, and Parcel D).

Subdivision Regulations of City of St. Marys, Georgia

Sec. 86–1 through Sec. 86–42 “Article I General Provisions, Article II Definition of Terms, Article III Design Standards

Proposed Port of St. Marys Industrial & Logistics Center PDD Section II shall meet minimum design standards for Streets, Lanes, Alleys, Right of Ways, Lots, Blocks, utility easements, easement locations, and open space.

5.5 Effects of the Number of Dwelling Units

The residential development potential for the property’s current and proposed zoning designation is provided in this section.

5.6 Change in Dwelling Units

No dwelling units are proposed for the Port of St. Marys Industrial & Logistics Center, Planned Development – Industrial.

5.7 Effects on Population

The maximum population for the property’s current and proposed zoning designation is provided in the following sections.

5.8 Current Zoning Designation – Planned Development

The maximum permitted population under the property’s current zoning designation is calculated by multiplying the maximum permitted density by 2.69 the U. S. Census 2014 estimate of the average number of persons per dwelling unit in Camden County.

<http://quickfacts.census.gov/qfd/states/13/13039.html>

Current Maximum Population = 2.69 persons/DU * 1,250 DU (Single Family Residences) + 2.69 persons/DU *1,770 DU (Multi-Family Residences).

$$2.69 * 1,250 = 3,362.5 + 2.69 * 1,770 = 4,761.3$$

$$3,363 + 4,761 = 8,124 \text{ persons}$$

Current Maximum Population = 8,124 persons

5.10 Proposed Zoning Designation – Planned Development – Industrial

The maximum permitted population under the property’s proposed PD-I zoning designation is as follows:

$$\text{Proposed Maximum Population} = 2.69 \text{ persons/DU} * 0 \text{ DU}$$

$$\text{Proposed Maximum Population} = 0 \text{ persons}$$

5.11 Change in Population

The change in population from the current zoning designation to the proposed PD-I zoning designation in St. Marys is a **decrease of 8,124 persons.**

5.12 Effects on Non-Residential Development Potential

Commercial and service establishments shall be developed under the regulations governing such establishments in the C-3 zoning district. The following section compares the maximum development potential for the property’s current and proposed zoning designation. The following calculations are based on the maximum land to be covered.

5.13 Current Square Footage of Land to be Covered

The maximum percent of permitted non-residential land coverage under the property’s current zoning designation is 46% the total size of the property.

$$333 \text{ acres} * 46\% = 153.18 \text{ acres}$$

$$153.18 \text{ acres} * 43,560 \text{ sq ft/acre} = 6,672,520.8 \text{ sq ft}$$

Total coverage 6,672,520.8 sq ft or 153.18 acres

Land Use Tracts	Maximum Allowed Square Footage	Minimum Lot Width at Setback	Minimum Setbacks (from property)	Maximum Percentage of Lot	Minimum Lot Area	Maximum Building Height

			line)	Coverage		
PI – Port Industrial	5,100,000 SF	200’	Front 50’ Side 40’ Rear 30’ (Setbacks reflect I–G)	75%	As required to meet district’s area regulations and intent	65’ * & 100’* *Where permitted by Height Overlay District
MU – Mixed Use Commercial	100,000 SF	None	Front – None Side – None Rear – None Alley (Commercial) 0’	100%	None	45’** ** As defined by Height Overlay District

5.14 Proposed Square Footage of Land to be Covered

Per Section II, Port of St. Marys Industrial & Logistics Center PDD Land Use Designation, Development Standards, and Definitions submitted as part of the rezoning application maximum percentage of lot coverage is as follows:

DEVELOPMENT STANDARDS TABLE

Please note, the CRC analyzed the DRI impacts with the City of St. Marys adopting a minimum 25% impervious ratio.

Per the Rezoning Application, proposed Overall Density for the Port of St. Marys Industrial & Logistics Center PD shall not exceed the following:

Port of St. Marys Industrial & Logistics Center Land Use	Total Approx. Acres	Square Feet	% of Total Area
(I–P) Port Industrial	521	5,100,000	72
(MU) Mixed Use	18	100,000	2.5
(CA) Conservation Area	18	–	2.5
Salt Marsh	165	–	23
TOTAL	722		100

5.15 Minimum Open Space Requirement

In a Planned Development, a minimum of at least twenty (20) percent of the gross area of the site should be retained in open space.

722 total acres * 20% open space = 144.4 acres

557 developable acres * 20% open space = 111.4 acres

5.16 Change in Open Space Requirement.

Per the Rezoning Application, total open space for the Port of St. Marys Industrial & Logistics Center PDD shall be calculated for the total boundary of the PDD and not on a site specific basis for each phase of the PDD, individual development or project. The Port of St. Marys Industrial & Logistics Center PDD provides at least 25% Open Space. Open space shall consist of:

- a. Landscape areas.
- b. Stormwater ponds, drainage improvements.
- c. Saltwater and freshwater wetlands including buffers.
- d. Conservation Areas and greenbelts.
- e. Multi-use trails.
- f. Perimeter buffers.

Port of St. Marys Industrial & Logistics Center Land Use	Total Approx. Acres	Developed Square Feet	Developed Acres	% of Total Area	% Open Space
(I-P) Port Industrial	521	5,100,000	117	22.50	77.5
(MU) Mixed Use	18	100,000	2.3	12.75	87.25
(CA) Conservation Area	18	–	0	0	100
Salt Marsh	165	–	0	0	100
TOTAL	722		119.3	16.5	83.5

The total maximum open space change permitted under the property’s proposed zoning designation is calculated by the total current open space requirement less the total proposed open space requirement.

180.5 acres open space – 602.7 acres open space

The change in open space is an increase of 422.2 acres

6. CONSISTENCY AND COMPATIBILITY ANALYSIS

Consistency with Joint Comprehensive Plan 2007-2027: Camden County, City of Kingsland, City of St. Marys, City of Woodbine

The proposed development is consistent with the City of St. Marys’ Vision, Comprehensive Plan Goals, Objectives and Policies.

Vision: To enhance the quality of life for all • residents and visitors—improving economic opportunity, housing diversity and sense of community.

Description/Location: The area the Port of St. Marys Industrial & Logistics Center is in Suburban Developing Areas and Neighborhood Infill Areas.

Specific Land Uses:

Neighborhood Infill

- Single-and Multi-Family Residential
- Parks/Recreation
- Retail Commercial

Suburban Developing

- Single-and Multi-Family Residential
- Retail, Residential and Office Commercial
- Distribution/Industrial
- Mixed-Use

Quality Community Objectives:

Neighborhood Infill

- Housing Opportunities
- Traditional Neighborhood
- Infill Development
- Transportation Alternatives

Suburban Developing Areas

- Growth Preparedness
- Appropriate Businesses
- Open Space Preservation
- Transportation Alternatives
- Housing Opportunities

7. CONSISTENCY WITH REGIONAL PLAN OF COASTAL GEORGIA

7.1 Regional Development Map and Defining Narrative

The Regional Development Map illustrates the desired future land use patterns from the regions' Areas Requiring Special Attention and the regions' Projected Development Patterns using the following categories:

- | | |
|-----------------|---------------|
| a. Conservation | c. Developed |
| b. Rural | d. Developing |

The Regional Future Development Map illustrates the area as Developing and Developed which is consistent with the proposed development.

7.2 Guiding Principles of the Regional Plan

Guiding Principles identify those overarching values which are to be utilized and evaluated for all decisions within the region. This section provides the analysis of the consistency between the proposed DRI and the Guiding Principles in the Regional Plan.

7.2.1 Guiding Principles for Water and Wastewater

Seven guiding principles are identified in the Regional Plan for water and wastewater:

1. Require the use of green building strategies to minimize water demand.
2. Promote the use of a standardized protocol to forecast water needs to meet reasonable future water needs throughout region.
3. Promote use of purple pipe and grey water techniques and use of surface water in addition to groundwater where appropriate.
4. Promote water conservation through use of a tiered rate system.
5. Promote the use of the best available technology, dependent on soil type, for wastewater treatment.
6. Large areas of Coastal Georgia are beyond the reach of urban wastewater infrastructure, or centralized wastewater treatment facilities. To ensure sustainable communities, require proper siting, design, construction, use, and maintenance of decentralized wastewater treatment, or ISTS (Individual Sewage Treatment Systems).
7. Pursue regional coordination in provision of water and wastewater facilities.

7.2.2 Guiding Principles for Stormwater Management

Five guiding principles are identified in the Regional Plan for Stormwater Management:

1. Encourage development practices and sitings that do not significantly impact wetlands and habitat areas or allow for the preservation and conservation of wetlands and habitat areas through appropriate land use practices.
2. Promote the use of coast-specific quality growth principles and programs, such as the Green Growth Guidelines, Earthcraft Coastal Communities and the Coastal Supplement to the Georgia Stormwater Management Manual, to guide site planning and development.
3. Minimize impervious coverage wherever possible. The level of impervious cover in a development, rather than population density, is

the best predictor of whether development will affect the quality of water resource.

4. Develop stormwater programs across the region.
5. Pursue State-level funding for regional water quality monitoring activities due to the statewide importance of coastal waters and estuaries.

7.2.3 Guiding Principles for Transportation

Seven guiding principles are identified in the Regional Plan for Transportation:

1. Provide the forum and the support to coordinate regional multi-modal transportation, including rail, airports, and public transportation, and also the planning and development of street connectivity and transit oriented developments.
2. Promote the establishment of regional transportation compact(s) to provide a forum for local governments and MPO's to communicate and discuss transportation issues and decisions in the Coastal Region. These compacts do not replace the existing federal and State processes mandated in law, but provide a forum to communicate issues, ideas and discussions.
3. Promote coordination among agencies and jurisdictions in development of a region-wide, multi-modal transportation network, including transit, where applicable.
4. Encourage the coordination of transportation network improvements and land use planning.
5. Promote coordinated public infrastructure and school location planning with land use planning.
6. Maintain a human scale environment with context sensitive design practices.
7. Work to establish dedicated revenue source(s) for transportation improvements.

7.2.4 Guiding Principles for Historic and Cultural Resources

Eleven guiding principles are identified in the Regional Plan for Historic and Cultural Resources:

1. Encourage local governments to examine proposed development areas prior to development approval and require mitigation to significant resources.
2. Encourage development practices and sitings that do not significantly impact cultural and historical areas.
3. Maintain viewsheds of significant cultural and historic assets.
4. Maintain a range of landscapes and environments that provide diversity of habitats, species, resources and opportunities for recreation, commerce, community enjoyment and cultural practices.

5. Designate culturally and/or archaeological and/or historically significant resource management areas for potential acquisition and/or protection.
6. Educate residents and visitors regarding the statewide importance of this region's cultural and historic resources.
7. Encourage utilization and cooperation of museums, universities, foundations, non-government organizations, professional associations, and private firms to advise and monitor management.
8. Promote the establishment of partnerships for the development and utilization of incentives to restore, remediate or reuse cultural resources as appropriate.
9. Compile the traditional lore and knowledge of local people and integrate their understandings and practices into planning and development.
10. Encourage coordination among agencies and jurisdictions in developing and funding heritage conservation land uses and ensuring public access to publicly held and supported conservation areas.
11. Promote designation of Main Street and Better Home Town Communities.

7.2.5 Guiding Principles for Natural Resources

Twenty guiding principles are identified in the Regional Plan for Natural Resources:

1. Promote the protection, restoration, enhancement and management of natural resources.
2. Continue the traditional use of land and water (such as farming, forestry, fishing, etc.) as feasible, provided that any significant impacts on resources can be prevented or effectively mitigated.
3. Protect and enhance Coastal Georgia's water resources, including surface water, groundwater, and wetlands and ground water recharge areas.
4. Protect and enhance water quality, quantity and flow regimes.
5. Commit to investing in the protection of natural resources before any restoration and/or remediation is needed.
6. Encourage the restoration and protection of wetlands to provide flooding, storm and habitat protection.
7. Maintain viewsheds of significant natural resources.
8. Enhance access to natural resources for recreation, public education, and tourist attractions as appropriate within the protection mission.
9. Encourage utilization of universities, foundations, and non-government organizations to advise, monitor, and enhance management.

10. Promote the establishment of partnerships and funding mechanisms for the development and utilization of incentives to restore, rehabilitate, protect or reuse natural resources as appropriate.
11. Encourage development practices and sitings that do not significantly impact environmentally sensitive areas.
12. Promote low impact design practices that protect natural resources.
13. Promote to local governments a program of monitoring installation and impacts of individual and community docks along the coast.
14. Promote the monitoring of cumulative impacts of waterfront development along the coast.
15. Maintain a range of landscapes and environments that provide diversity of habitats, species, resources and opportunities for recreation, commerce, community enjoyment and cultural practices.
16. Encourage the development and use of a method to place a value on ecosystem services.
17. Promote the identification of innovative funding sources and development of ecosystem services markets (e.g. carbon, storm buffers, traditional land and water uses).
18. Promote the Adopt-a-Wetland program in areas that can be used as reference sites and that are within projected development areas.
19. Encourage coordination among agencies and jurisdictions in developing and funding conservation land uses and ensuring public access to publicly held and supported conservation areas.
20. Encourage coordination among agencies in studying the impacts of climate change and sea level rising.

7.2.6 Guiding Principles for Regional Growth Management

Twenty-three guiding principles are identified in the Regional Plan for Growth Management:

1. Encourage development that enhances the desired character of each of the region's cities and towns.
2. Avoid establishment of new land uses which may be incompatible with existing adjacent land uses.
3. Protect our military installations from land use changes that jeopardize their mission through creation or implementation of Joint Land Use Studies (JLUS).
4. Promote growth in those areas that can be efficiently served by infrastructure, such as water, wastewater and transportation.
5. Encourage infill development as an alternative to expansion.
6. Focus new development in compact nodes that can be served by public or community infrastructure providers.
7. Maintain and enhance the scenic character of our rural highways and county roads.

8. Encourage clustered developments, particularly in areas that are suitable and proposed for development, that maximize open spaces, protect natural, cultural and historic resources, preserve wildlife habitat, and include green, low impact development strategies.
9. Encourage local governments to allow green, low impact developments as an alternative to traditional development standards and develop incentives encouraging their use.
10. Limit development in sensitive areas located near marshes and waterways, to low impact development that maintains our coastal character, while recognizing and protecting the sensitive environment.
11. Strongly encourage that new developments have minimal impacts on vital wetlands, coastal hammocks, marshes, and waterways.
12. Discourage lot-by-lot water and wastewater treatment systems for multiple lot developments.
13. Promote green building techniques to maximize energy efficiency and water conservation and minimize post construction impacts on the environment.
14. Encourage the development of a “transfer of development rights” (TDR) program.
15. Encourage development and compliance with minimum uniform land use and development standards for all local governments to adopt within the region.
16. Encourage coordination among agencies and jurisdictions in land use planning, regulation, review and permitting.
17. Promote affordable housing options.
18. Encourage the placement of new schools near existing infrastructure.
19. Partner with state, federal, non-governmental organizations and local governments to provide guidance on critical natural areas, land conservation efforts, and land use practices within each jurisdiction. Provide assistance in all outreach efforts forthcoming from this initiative.
20. Pursue opportunities for continuing education as it relates to regional issues.
21. Encourage enactment of impact fees to defray costs of new development.
22. Consider planning and/or managing a catastrophic event.
23. Promote reduction, reuse and recycle practices.

7.2.7 Guiding Principles on Business and Industry

1. Promote strategic distributions of business and industry across the region consistent with natural, cultural, historic and industrial resource strategies and encourage partnerships and collaboration between economic development agencies.
2. Investigate ways to share costs and benefits across jurisdictional lines for both regional marketing and project support.

3. Incorporate community plans for the strategic use of land for manufacturing, distribution, etc., while recognizing and respecting natural resources and the unique differences between communities.
4. Coordinate with the Georgia Ports Authority (GPA) to identify their needs and identify mechanisms for the economic development industry to strengthen the GPA and its presence in logistics, distribution, and workforce development.
5. Leverage and incorporate the region's military installations (Fort Stewart Army Base, Hunter Army Airfield and Kings Bay Naval Base) and the Federal Law Enforcement Training Center to recruit economic development projects.
6. Incorporate Herty Advanced Materials Development Center's experience and position as a development center for the commercialization of materials and create incentives to retain a portion of pilot plant opportunities as new Georgia industries and to assist development authorities in increasing recruitment win rates.
7. Promote the historic nature, natural beauty and successful past and present performance of Coastal Georgia as a location site for film and clean high-tech industry and as a recruitment tool for opportunities.
8. Incorporate the Center of Innovation's (COI) statewide logistics plan into a regional strategy to assist in the recruitment of companies and leverage as support for industry.
9. Coordinate federal, State and local economic development funding programs and initiatives that affect the coast.
10. Enhance workforce development by collaborating with business, industry, and planning of educational entities that provide necessary workforce skills.
11. Increase existing industry retention and expansion rates.
12. Promote downtown revitalization efforts to enhance job creation and location of business and offices within downtown areas.
13. Incorporate current and future needs for housing, infrastructure, and natural resource protection into economic development initiatives.
14. Encourage international economic developments that support strategic industry sectors.
15. Enhance economic development and tourism opportunities by increasing cross functional communication.

7.2.8 Guiding Principles for Agricultural Lands

Ten guiding principles are identified in the Regional Plan for Agricultural Lands.

1. Strongly discourage the conversion of prime farmland to urban uses as it represents a loss to the region's landscape.
2. Wise use and protection of basic soil and water resources helps to achieve practical water quality goals and maintain viable agriculture.
3. Viable agriculture is the backbone of a functioning network of agriculture, open space, and natural areas and a range of strategies should be used to ensure the value of agricultural land.

4. Promote learning about culinary traditions and culture.
5. Encourage agricultural biodiversity.
6. Promote local food traditions and provide opportunity for education of where food comes and how our food choices affect the rest of the world.
7. Promote connecting producers of foods with consumers through events and farmers markets.
8. Promote biodiversity through educational events and public outreach, promoting consumption of seasonal and local foods.
9. Promote community gardens within urban settings.
10. Encourage regional tasting events of local foods, music, talks, forums, workshops, and exhibitions in favor of local agricultural products.

7.2.9 Guiding Principles for Communities for a Lifetime - Livable Communities

Twelve guiding principles are identified in the Regional Plan for Communities for a Lifetime/Livable Communities:

1. The CRC promotes the concept of Lifelong Communities – places where people of all ages and abilities have access to the public landscape and services which enable them to live healthy and independent lives.
2. For a Lifelong Community to be truly successful it must be a complete community. Complete communities include the direct characteristics that at a minimum meet the needs of the user population, but also provided for a greater civic good by including elements that are beneficial to the environment, sensitive to a broad population and embrace economic/financially feasible regimes.
3. The region will encourage and promote the underlying issues that must be included in a Lifelong Community. The seven (7) basic tenets of a Lifelong Community are:
 - a. Connectivity – the physical connection of streets, pedestrian networks and public spaces that promote ease of access, a direct coexistence with the existing urban fabric and barrier free mobility for all.
 - b. Pedestrian access and transit – focuses on the access to public or privately supported methods of mass transit-oriented forms of mobility and focuses on pedestrian forms of mobility as a primary or equal method of transportation when compared to conventional vehicular modes.
 - c. Neighborhood retail and services – proximity to vital and relevant supporting uses and services are necessary for a successful Lifelong Community. Mixture of uses, walkable streets and services oriented to a range of population needs is the context of this issue.
 - d. Social interaction – social interaction with the full range of the population is a proven requirement of lifelong communities. Pedestrian accessible streets and dwellings, a full stratum of dwelling types, community programming elements and careful

- placement of improvements are key components in creating a socially vibrant community.
- e. Dwelling types – a range of dwelling types within a walkable range is crucial to meet the social, economic and physical goals of a lifelong community. Creative architectural and planning solutions, a strong but flexible regulatory framework and policies that promote efficient and sustainable methods of construction are among the crucial requirements of this issue.
 - f. Healthy living – accessibility to fitness, education, cultural and health maintenance programming elements are vital to a successful lifelong community and are the primary concerns of this issue.
 - g. Environmental and Sustainable Solutions – the creation of a complete community includes provisions for the appropriate preservation of natural and cultural resources. Promotion of sustainable construction techniques, preservation of natural and cultural resources, innovative methods of power generation and integrated food production are among some of primary components related to successfully executing this issue.
4. The region will determine its “aging readiness” to provide programs, policies and services that address the needs of older adults.
 5. The region will determine its “aging readiness” to ensure that communities are “livable” for persons of all ages.
 6. The region will harness the talent and experience of older adults
 7. To determine “age readiness,” local comprehensive plans should review:
 - a. Demographics;
 - b. Quantity, quality, and type of existing housing stock;
 - c. Land use patterns; and
 - d. Quantity, quality, and type of recreational needs.
 8. Comprehensive plans will promote development patterns and design features to meet the needs of seniors.
 9. Comprehensive plans and ordinances will promote Universal Design/Accessible Building Standards for buildings as well as recreational areas.
 10. Comprehensive plans will include goals and objectives that specifically address the aging population.
 11. Consider seniors and the elderly when reviewing site plans for new construction and/or renovations.
 12. The region will ensure comprehensive plans permit basic services within walking distance recognizing it is a great convenience for all residents but an absolute necessity for an aging population.

8. REGIONAL RESOURCE PLAN AND RIR

8.1 The Regional Resource Plan

The CRC Council has not adopted a Regional Resource Plan; however for the purposes of DRI analysis, the CRC is using the Area Requiring Special Attention (ARSA) defining narrative and map as a guide for best management practices.

- 8.2 Area Requiring Special Attention
The ARSA identifies areas requiring special attention. Please see Area Requiring Special Attention Map. **EXHIBIT 3**
- 8.3 Natural Resources
No water supply watersheds or protected rivers corridors are identified within the property.
- 8.4 Wetlands
The National Wetlands Inventory shown on the CRC ARSA map identifies 81+/- acres of wetlands on the property. **EXHIBIT 4**
- 8.5 Open Space and Impervious Cover
City of St. Marys requires an open space requirement between 0% and 25% in the Planned Development Mixed-Use District, dependent upon use.

9. IMPACTS TO INFRASTRUCTURE AND PUBLIC FACILITIES

9.1 Impacts to Infrastructure and Public Facilities

Water

Water and Sewer Service for the Port of St. Marys Industrial & Logistics Center PD District (Port of St. Marys) will be provided by the City of St. Marys.

The Port of St. Marys water system will consist of water lines looped within the site and connected to the City water system at multiple points. The former mill site contains several large diameter deep wells, of which one or more wells may be utilized by the Owner/Developer for industrial process water and/or domestic water supply.

Wastewater

The wastewater collection system for the Port of St. Marys will consist of gravity sewer, pump stations and force mains. The developer agrees to coordinate with City of St. Marys for the location of an onsite regional pump station that will serve Port of St. Marys and transfer the wastewater via force main to the Point Peter WWTF. The Point Peter WWTF is currently operating at 1.95 MGD, with facility maximum permitted capacity of 6.0 MGD.

The estimated build-out demands for Port of St. Marys Industrial & Logistics Center are 0.334 MGD of water and 0.284 MGD of sewer.

The City of St. Marys has the existing capacity to meet the projected water and sewer demands of this development.

Transportation

Primary access to the Port of St. Marys Industrial & Logistics Center will be from S.R. 40 (Osborne Rd.) at the intersection with St. Patrick Street, with possible secondary access from Point Peter Road and Meeting Street. S.R. 40 is a 4-lane state highway linking St. Marys and Kingsland. The Owner/Developer will coordinate with the Georgia Department of Transportation (GDOT) for permitting the proposed S.R. 40 project entrance(s). GDOT maintains state owned right of way on S.R. 40 ending at Church Street.

Georgia Department of Transportation (GDOT) permitting will require a detailed traffic study based on the Development Plans. The Developer will coordinate with the City of St. Marys and GDOT to regarding traffic and site access.

A unique and critical element of the proposed industrial development is the availability of rail service allowing materials and goods to be transported via rail as an alternative to highway transport. Rail service to the project will be provided by the St. Marys Railroad which connects to First Coast Railroad in Kingsland, Georgia then CSX in Yulee, Florida. An existing at grade railroad crossing on S.R. 40 will be utilized to serve the proposed industrial & logistics center.

9.2 Potable Water Facilities

According to the City of St. Marys, the city has a total permitted capacity of 6.0 mgd from the Upper Floridan aquifer and is currently using approximately 2.0 mgd, pumping from Upper Floridan wells.

9.3 Potable Water Data and Analysis

The City has a permit to withdraw up to 6.00 mgd, and therefore has capacity and the ability to provide water for the intermediate term under existing permits.

9.4 Potable Water Demand from the Current Zoning Designation

The potable water demand under the current zoning designation is estimated by multiplying the projected population by 100 gallons per day per capita per day (gpcd).

Existing potable water demand = population * 100 gpcd

Population = 8,124 * 100 gpcp

Existing Potable Water Demand = 8,124 persons * 100 gpcd

Existing Potable Water Demand = 812,400 gpd

9.5 Potable Water Demands from the Proposed Zoning Designation

The potable water demand under the proposed zoning designation of General Industrial (I-G) is estimated by multiplying the projected population of the project by 100 gallons per capita per day (gpcd) plus the nonresidential demand.

Proposed Potable Water Demand = population * 100 gpcd

Population = 2.69 persons/DU * 0 DU = 0

Proposed Potable Water Demand = 0 persons * 100 gpcd

Proposed Potable Water Demand = 0 gpcd

The potable water demand under the proposed commercial areas is estimated by multiplying the estimated nonresidential floor area by .15

Proposed Potable Water Demand = Gross Floor Area * .15 gpd/ft²

Proposed Potable Water Demand 5,200,000 sq ft * .15/gpd/sq ft

Proposed Potable Water Demand = 780,000 gpd

Total Proposed Potable Water Demand = 780,000 gpd + 0 gpd

=

Total Proposed Potable Water Demand = 780,000 gpd

Total Proposed Potable Water Demand = 0 gpd + 780,000 gpd =

Total Proposed Potable Water Demand = 780,000 gpd

9.6 Changes in Potable Water Usage

The change in Potable Water Demand from PD Planned Development, to I-G General Industrial is projected to be an **decrease of 32,400 gpd or .324 mgd.**

10. SOLID WASTE IMPACTS

10.1 Solid Waste Facilities

The following section compares the solid waste generated for the property's current and proposed zoning designation. According to the Georgia Environmental Protection Division's list of solid waste disposal facilities, updated March of 2010, there is a permanent solid waste disposal facility in Camden County.

The landfill has a permitted capacity of 4,413,351 total cubic yards (CY) which is estimated to provide 3,597,936 CY of waste capacity. The facility was reported to have 1,901,275 CY of waste capacity remaining in June 2005.

The City of St. Marys collects garbage, yard trimmings, and bulky items from residential and small commercial customers on a weekly basis with their own fully automated vehicles. Residents and smaller businesses are provided with 90 gallon carts. The waste collected is delivered to the Camden County landfill. Estimates for 2010 are taken from the Camden County Joint Solid Waste Management Plan 2006 and are based on the projection of 5.2 pounds per person per day of all waste by 2005.

10.2 Recycling Facilities

The City of St. Marys has a recycling program for residents.

Opportunities for large industrial solid waste generators to recycle exist in nearby Glynn County and Jacksonville, Florida.

Table 4

Businesses Nearby that Accept Recyclable Materials		
Company Name	Location	Materials
Coastal Disposal and Recycling	Glynn County	C&D, cardboard
Glynn Iron and Steel	Glynn County	Ferrous metals, non-ferrous, aluminum cans
Jefferson-Smurfit Recycling Center	Jacksonville, FL	Non-ferrous metals, aluminum cans, paper, newspaper, other paper, PET plastics, HDPE, office paper, cardboard
Independence Recycling	Jacksonville, FL	Concrete
Commercial Metals Co.	Jacksonville, FL	Ferrous and non-ferrous metals
Main Recycling Co.	Jacksonville, FL	Ferrous and non-ferrous metals
Recycling e-scrap	Jacksonville, FL	Computers and electronics
North Jax Recycling	Jacksonville, FL	Non-ferrous metals
Smurfit Stone	Jacksonville, FL	Paper and cardboard
Mulliniks Recycling	Jacksonville, FL	Concrete

Realco Recycling Center	Jacksonville, FL	Concrete
Scrap Aluminum Processors	Jacksonville, FL	Non-ferrous metals
Southland Recycling Services	Jacksonville, FL	Paper

Sources: 2005 Georgia Recycling Markets Directory, DCA Web site.

10.3 Solid Waste Data and Analysis

According to the Camden County Solid Waste Plan 2007-2019, Camden County total land fill tonnage included MSW and C&D. It is assumed that 3.47 out of the 5.20 pounds per person per day is MSW.

10.4 Solid Waste Demand from the Current Zoning Designation

The solid waste demand under the current zoning designation is calculated by multiplying the projection of 3.47 pounds per person per day (ppd) by the potential total population.

Existing solid waste demand = Total population * 3.47 ppd

Existing solid waste demand = 8,124 persons * 3.47 ppd

Existing solid waste demand = 28,353 ppd

For the non-residential solid waste demand under current zoning designation 2 lb/100/sq ft day is used.

Existing solid waste demand = total sq ft * 2 lb/100 sq ft/day

Existing solid waste demand = 250,000 sq ft * 2 lb/100 sq ft/day

Existing solid waste demand = 5,000 pounds per day

Total existing solid waste demand = 28,353 + 5,000 = 33,353

Total existing solid waste demand = 33,353 pounds per day

10.5 Solid Waste Demand from the Proposed Zoning Designation

The solid waste demand under the current zoning designation is calculated by multiplying the projection of 3.47 pounds per person per day (ppd) by the potential total population.

Proposed solid waste demand = Total population * 3.47 ppd

Proposed solid waste demand = 0 persons * 3.47 ppd

Proposed solid waste demand = 0 ppd

For the non-residential solid waste demand under proposed zoning designation 2 lb/100/sq ft day is used.

Proposed solid waste demand = total sq ft * 2 lb/100 sq ft/day

Proposed solid waste demand = 5,200,000 sq ft * 2 lb/100 sq ft/day

Proposed solid waste demand = 104,000 pounds per day

Total Proposed solid waste demand = 0 + 104,000 = 104,000

Total Proposed solid waste demand = 104,000 pounds per day

52 tons per day * 365.25 days/year = 18,993 tons per year estimated at 100 percent build-out.

10.6 Change in Solid Waste Demand

The change in solid waste demand from current zoning designations of PD Planned Development to I-G General Industrial in St. Marys is an increase of 70,647 ppd.

11. WASTEWATER IMPACTS

11.1 Wastewater Facilities

The City of St. Marys provides sewer service to residential and commercial customers with a total usage averaging 1.7 to 2.0 mgd. It operates a 6.0 mgd wastewater treatment facility with capacity and the ability to provide water for the intermediate term under existing permits.

11.2 Wastewater Data and Analysis

The City of St. Marys is currently using 1.95 MGD of its permitted 6.0 GPD capacity. The City of St. Marys has an available capacity of 4.05 MGD for future development.

11.3 Wastewater Demand from Current Zoning Designation

The residential wastewater demand is as follows:

Existing wastewater demand = Total number dwelling units * 350 gpd/unit

Existing wastewater demand = 3,020 units * 350 gpd/unit

Existing wastewater demand = 1,057,000 gpd

Non residential wastewater demand:

Existing Water Demand = gross floor area * 200 gpd/1,000 sq ft

Existing water demand = 250,000 sq ft * 200 gpd/1,000 sq ft

Existing water demand = 50,000 gpd

Total existing wastewater demand = 1,057,000 gpd + 50,000 gpd

Total existing wastewater demand = 1,557,000 gpd or 1.56 mgd

11.4 Wastewater Demand from Proposed Zoning Designation

The wastewater demand under the proposed zoning designation is estimated for the residential and non-residential demand.

Proposed wastewater demand = Total number dwelling units * 350 gpd/unit

Proposed wastewater demand = 0 units * 350 gpd/unit

Proposed wastewater demand = 0 gpd

The non-residential Wastewater demand under the proposed zoning designation land uses:

Proposed Water Demand = gross floor area * 200 gpd/1000 sq ft

Proposed water demand = 5,200,000 sq ft * 200 gpd/1000 sq ft

Proposed water demand = 1,040,000 gpd

Total wastewater demand = 0 gpd + 893415 gpd

Total wastewater demand = 1,040,000 gpd or 1.04 mgd

11.5 Change in Wastewater Demand

The total wastewater demand for the proposed Eagle Bluff Industrial Park is projected to be an **decrease of .52 MGD**.

12. STORMWATER IMPACTS

The CRC recommends the project team implement the best management practices prescribed in the Coastal Stormwater Supplement.

13. TRANSPORTATION IMPACTS

13.1 Transportation Plans

Camden County Transportation Plan, 2002

[Camden County Bicycle and Pedestrian Plan, 2005](#)

[Camden County Hurricane Guide, 2010](#)

13.2 Regional Travel Patterns

A major travel destination in Camden County is the King's Bay Naval Base. All traffic traveling from the north or west must pass through Kingsland before reaching the base.

Inter-county travel patterns in Camden County are mainly north-south in nature, and rely primarily on I- 95. As with many of the coastal counties, rivers form the southern and northern borders of Camden County. As such, I-95 and US 17 are the only routes for inter-county north-south travel. Due to its close proximity, Jacksonville, Florida, is a major commuting destination for residents of the county, as well as the destination for shopping and medical trips. Commuter traffic from counties to the west utilizes SR 40 to access Kingsland, St. Mary's, and I-95.

13.3 Pedestrian and Bicycle Facilities/Rails to Trails

There are plans for a proposed multi-modal path to connect Crooked River State Park to the waterfront in Historic Downtown St. Marys. This path, when funded, will run adjacent to the proposed development along Point Peter Road.

13.4 Traffic Data and Analysis

According to the Georgia Department of Transportation State Traffic Counts in Georgia, the Annual Average Daily Traffic (AADT) for area roads is as follows:

- Osborne Road (S. R. 40) has 13,800 vehicles per day
- Point Peter Road has 3,260 vehicles per day

13.5 Trip Generation for the Current Zoning Designation

No trip generation data was provided for current zoning use.

13.6 Trip Generation for the Proposed Zoning Designation

The developer estimates 24,998 ADT at 2030 (15 year build out) Peak Hour PM, 3,481 trips; Peak Hour. Additionally, in the rezoning proposal, the developer discusses site access and traffic as shown below:

Primary access to the Port of St. Marys Industrial & Logistics Center will be from S.R. 40 (Osborne Rd.) at the intersection with St. Patrick Street, with possible secondary access from Point Peter Road and Meeting Street. S.R. 40 is a 4-lane state highway linking St. Marys and Kingsland. The Owner/Developer will coordinate with the Georgia Department of Transportation (GDOT) for permitting the proposed S.R. 40 project entrance(s). GDOT maintains state owned right of way on S.R. 40 ending at Church Street.

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13.7 Change in Trip Generation

Trip generation deals with the number of trips a particular site is likely to generate which is influenced by land use and intensity of uses. No change in trip generation was performed to analyze the impact the change in zoning has on the site.

13.8 Trip Distribution

A trip distribution generally provides information on how many trips are made between each zone and every other zone. A trip distribution provides information on trip distances, time and cost, the nature of the trip, socioeconomic characteristics, and the nature of the transportation system. A trip distribution analysis was not performed on the proposed development.

13.9 Impacts on Existing Level of Service (LOS)

The existing roadway network will not be adequate to accommodate the proposed development.

13.10 Impacts on 2015 Level of Service (LOS)

The existing roadway network will not be adequate to accommodate the proposed development.

13.11 Impacts on 2020 Level of Service (LOS)

The existing roadway network will not be adequate to accommodate the proposed development.

13.12 Impacts on 2030 Level of Service (LOS)

The existing roadway network will not be adequate to accommodate the proposed development.

13.13 Transportation Improvements

As discussed above, the developer is aware that GDOT will require a detailed traffic study and has agreed to coordinate with GDOT in developing roadway improvements.

14. SCHOOL IMPACTS

14.1 School Facilities

The following schools serve the project area: St. Marys Elementary School and St. Marys Middle School.

14.2 Impact to School Facilities

Camden County School System might experience increase in enrollment. This would be based on future employees of the Port of St. Marys Industrial & Logistics Center.

15. PUBLIC SAFETY IMPACTS

Public Safety Facilities

This project proposes a very minimal increase in demand for public safety services. The City of St. Marys has a fire station in the vicinity.

16. LOCALLY ADOPTED PLANS

Camden County’s Joint Comprehensive Plan

Table 6

Transportation Alternatives Quality Community Objective	
1.	Continue to implement Camden County transportation recommendations.
2	Include direct connection to nearby trails, available for pedestrian, bicycle and equestrian use.
3	Sidewalk network quality varies depending on location in the city.
4.	Develop bicycle and pedestrian connectivity to downtown historic areas and commercial centers.
5.	Newly constructed sidewalks are required to connect with existing sidewalks whenever possible.
6.	Conduct evaluation of land development ordinances for consistency with Quality Growth Principals.
7.	Coordinated with GDOT, GEMA and others, as needed, to plan and prepare for future transportation improvements to roadways, etc.
City of St. Marys	
Issues and Opportunities	Issue: <ul style="list-style-type: none"> The downtown is an increasingly attractive place for businesses that should be promoted

	<p>and enhanced to further economic potential.</p> <p>Opportunities:</p> <ul style="list-style-type: none"> • Encourage mixed-uses within the historic downtown area, emphasizing first-floor commercial and second-floor office or residential space. <p>Issue:</p> <ul style="list-style-type: none"> • New or innovative developments typically evoke neighborhood opposition. <p>Opportunities:</p> <ul style="list-style-type: none"> • Encourage open space and greenspace preservation within new subdivisions. • Preserve scenic vistas and natural ecological features. • Protect marshlands and projections of the City's existing right of ways into the marsh. • Promote, enhance and improve natural resources, particularly along the waterfront. • Protect the waterfront from obtrusive high-rise development.
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Short Term Work Program Transportation Items

Project/Activity	Years	Agency Responsible	Cost	Cost Funding Source
Implement Rails to Trails (2007) recommendations, such as a multi-use path.	Ongoing	PSA	Variable	PSA Funds
Update Comprehensive Plan in 1997, or sooner if major changes occur or new trends develop in conjunction with other jurisdictions.	Ongoing	Cities and County	Staff time	General Fund
Participate in the drafting of the Coastal Greenway Plan.	Ongoing	City	Staff time	General Fund
Continue the practice of encouraging	Ongoing	City and Developers	Staff time	General Fund

developers to provide for open space in their developments that links together into a publicly accessible open space network.				
Acquire property or require developers to provide pocket parks and new recreational areas.	Ongoing	City	Staff time; Variable	General Fund

Camden County Joint Comprehensive Plan, 2007

17. COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY CEDS)

17.1 Population and Employment Trends

Table 7 Camden County Population 2000-2030

City	2000	2015	2030	Estimated Growth
Camden	43,664	62,257	70,997	63%

The regional population is expected to grow from its 2000 level of 558,300 to 844,200 by 2030, for an increase of 51 percent. As can be seen in Table 1, by 2030, Camden County is expected to grow by 63 percent.

The Coastal Georgia region supported 312,400 jobs in 2000, and is expected to support 435,050 in 2030. This projected 63 percent increase exceeds the 51 percent increase expected in population. County employment growth as presented in Table 2, over this fifteen-year period is projected to grow by 34 percent in Camden County.

Table 8 County Employment 2000-2030

City	2000	2015	Growth 2000-2015
Camden	22,500	32,000	34%

17.2 Economic Development

The development project team has not estimated the number of jobs that could potentially be generated annually by this project.

17.3 Ad Valorem Tax Revenue

The development project team performed a basic preliminary ad valorem tax revenue calculation using the following numerical values:

- estimated valuation at 100 percent build-out,
- estimated percent of total valuation used for tax purposes,
- current millage rate

The estimated annual tax valuation is: \$180,000,000 million * .4 valuation *.034161 (City of St. Marys millage rate of 34.161.) = \$2.46 Million in annual property taxes.

17.4 Potential Sales Tax

The development project team presented no potential sales taxes.

18. ADDITIONAL CRC RECOMMENDATIONS

18.1 Public Facility Recommendations

The CRC recommends City of St. Marys approve the zoning amendment contingent upon the developer and/or City ensuring adequate public facilities is in place to support the proposed development including water, wastewater and transportation facilities.

The CRC recommends a traffic study be completed.

18.2 Minimum Buffer Requirement:

The proposed rezoning establishes setbacks and buffers at a minimum of 50 feet, or as described by law in the instance of salt marshes and jurisdictional wetlands. Additionally, Special Permit uses approved by the Mayor and City Council may require up to a maximum 200 foot buffer.

18.3 Minimum Impervious Surface

The CRC recommends City of St. Marys include minimum impervious surface under their zoning regulations.

18.4 Minimum Open Space

The City of St Marys, in the current Planned Development zoning, requires open space for mixed-use zoning ranging from 0% to 25% dependent upon the specific use. A minimum of 25% of the total land area is recommended be allocated for open space.

18.5 Comprehensive Plan Update

The CRC advises the City of St. Marys to review and update their comprehensive plan for the area of the Port of St. Marys Industrial & Logistics Center.

18.6 Non Residential Intensity

Floor Area Ratio (FAR) – an appropriate FAR for non-residential development is recommended to amend the zoning from Planned Development Mixed-Use to Planned Development Industrial use.

18.7 Coastal Stormwater Supplement

The CRC recommends City of St. Marys adopt the CSS Ordinance and/or ensure the Coastal Stormwater Supplement (CSS) best management practices are implemented for stormwater management.

18.8 Regional Design Guidelines

The CRC recommends City of St. Marys ensure that new development create an environment that contributes to the region's character. Regional Design Guidelines for the development are appropriate to implement quality growth. Character Area for this site could be Southern Coastal Plain Character and may utilize the Character Key for Industrial Area.

For technical assistance contact Lupita McClenning, Planning Division Manager at lmcclenning@crc.ga.gov or 912.437.0870.