

Camden/Kings Bay Joint Land Use Study

Safety & Anti-Terrorism/Force Protection

Compatibility Factors Evaluation & Findings

Key Findings: St Marys Airport

St. Marys Airport has been identified as the primary compatibility issue in the JLUS analysis, including survey and public input

- US Navy repeated requests
- St. Marys policy to relocate
- Prior FAA and GDOT approval to relocate
- Relocation study and EA

There have been Documented accidents in the vicinity of SUBASE and incursions into Prohibited Airspace

The approach zone of Runway 4-22 passes through Prohibited Airspace (P-50)

Existing planes based at the Airport are able to operate with the runway length of Runway 13-33 which is currently adequate for State Flight per GDOT

Very little flight activity at airport – much less than projected in previous studies

- Previous projection of 13,000 operations per year in 2011 (2002 Assessment)
- 2012 estimate of 4,000 operations per year (airnav.com); Airport Authority provided estimate is lower

Many other public use airports are located within a 40 nautical mile radius of St. Marys

The St. Marys Airport has deteriorated and current conditions pose issues including

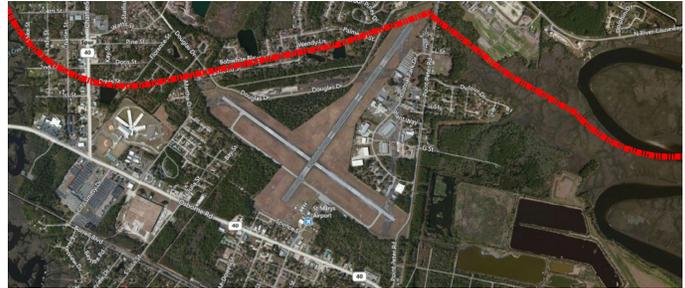
- Displaced thresholds
- Lack of security fencing, access control
- Vandalism damage to lighting

Plans in progress to add security fence do not include the entire airport property



Airport property highest/best use from a real estate standpoint has been demonstrated to be mixed-use redevelopment per prior real estate appraisals/analyses

Overall finding is that the Airport is not sustainable in its current location and action must be taken to remove airport use from the current location



Proximity of St. Marys Airport to Land Use Notification Area

Key Findings: Cumberland Harbor Water Tower

SUBASE considers Cumberland Harbor Water Tower a potential security threat due to height (137 ft.) and location within DoD AT/FP Minimum Standoff Distance for structures

A coordinated approach is needed to limit access and provide security/surveillance

City of St. Marys has an agreement to provide notification when authorized personnel are on the tower

SUBASE security personnel are interested in further improving security with regards to the tower



Draft JLUS Recommendations

St. Marys Airport

Preferred Recommendation

- Short term Airport closure (with or without relocation)
- Rezone and redevelop airport property with mix of uses
- Coordinate with SUBASE to ensure compatibility of redevelopment with respect to uses, structure heights and affiliated use/economic development opportunities

[City of St. Marys] collaborate with GDOT, with support from associated agencies, to accomplish Airport closure and/or relocation at earliest opportunity

Coordinated engagement with GDOT and FAA to address financial obligations of City for past Airport infrastructure investments

Backing from SUBASE and technical assistance from DoD OEA

Interim Recommendation

- Short term modification to close runway 4-22 and remove northern portion of airport property from airport use
- Temporarily operate with runway 13-33 as primary/only runway
- Maintain in basic safe operating condition
- Improve airport security for the reduced airport property area
- At earliest opportunity remove airport use from property



St. Marys Airport Runway 13-31

Cumberland Harbor Water Tower

Continue current notification procedures

Study feasibility of water tower relocation and/or lowering tower height (City of St. Marys)

Enhance surveillance of the fenceline east of the North River floating fence in vicinity of tower (SUBASE Kings Bay)

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Draft Recommendations Open House