



Future Development Map Designation

Commercial Areas

INTRODUCTION

CAMDEN COUNTY

CITY OF KINGSLAND

CITY OF ST. MARYS

CITY OF WOODBINE

| <p>Vision: To support the local economy and small business development, promoting sense of place and quality of life for residents, tourists and business-owners.</p> | | |
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| <p>Description/Location:</p> | <p>Existing C-1 zone: Osborne Street between the Library and Waterfront, and St. Marys Street between Bartlett and Ready Streets. Also, area surrounding New Point Peter Road, where there are unattractive, declining or vacant small storefronts.</p> | |
| <p>Specific Land Uses:</p> <ul style="list-style-type: none"> • Retail and Office Commercial • Mixed-Use Residential • Public Gathering Space • Public/Institutional | <p>Quality Community Objectives:</p> <ul style="list-style-type: none"> • Regional Identity • Appropriate Businesses • Employment Options • Heritage Preservation • Transportation Alternatives • Housing Opportunities • Infill Development • Sense of Place | |
| Issues & Opportunities | Policies | Implementation Measures |
| <ul style="list-style-type: none"> • The downtown is an increasingly attractive place for businesses that should be promoted and enhanced to further economic potential. • As the population continues to grow, there will be increasing opportunities to expand local businesses. • Partnership opportunities exist to enhance collaborative efforts to promote St. Marys as a tourist destination. • Parking availability within the traditional commercial district will need to be evaluated as the City grows and becomes an active tourist destination. | <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. • Promote design guidelines and standards throughout the traditional business district. • Encourage pedestrian-centered activities. • Implement recommendations outlined by various entities and studies, such as the 2005 Economic Diversification of Camden County. • Support the shop local campaign—"Keep It in Camden." • Encourage opportunities for tourism. • Consider options to improve transportation opportunities, such as a trolley system. • Investigate ways to offer additional parking. | <ul style="list-style-type: none"> • Update ordinances to allow for a mix of uses. • Evaluate and rewrite sign ordinances with special restrictions for the downtown district. • Locate new and existing overhead utility wiring underground. • Implement pedestrian-friendly streetscape design, such as wide sidewalks, crosswalks, landscaping, benches, lighting, etc. • Continue to provide financial support to the CVB, DDA and St. Marys Development Authority. • Create an Economic Development Implementation Plan. • Support the commercial district as an activity node, developing as a destination location. • Provide interpretive kiosks outlining the area's history. • Conduct a parking study. |



Future Development Map Designation *Conservation Areas*

INTRODUCTION

CAMDEN COUNTY

CITY OF KINGSLAND

CITY OF ST. MARYS

CITY OF WOODBINE

| <p>Vision: To preserve and protect the City’s scenic vistas and viewsheds provided by its unique relationship to the water</p> | | |
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| <p>Description/Location:</p> | <p>Entire marsh/river areas within or around the City of St. Marys. Also, various areas of natural beauty and open space located throughout the City; including public parks, greenspace, scenic corridors and other ecologically-significant areas.</p> | |
| <p>Specific Land Uses:</p> <ul style="list-style-type: none"> • Active and Passive Recreation • Public Gathering Space/Parks • Single-Family Residential | <p>Quality Community Objectives:</p> <ul style="list-style-type: none"> • Regional Identity • Heritage Preservation • Open Space Preservation • Environmental Protection • Transportation Alternatives | |
| | | |
| Issues & Opportunities | Policies | Implementation Measures |
| <ul style="list-style-type: none"> • New or innovative developments typically evoke neighborhood opposition. • Partnership opportunities exist to enhance collaborative efforts to promote recreational opportunities. • Although citizens are aware of the natural resources within the community, awareness and protection can be enhanced as public understanding of the value of these resources is increased. | <ul style="list-style-type: none"> • Encourage open space and greenspace preservation within new subdivisions. • Preserve scenic vistas and natural ecological features. • Explore and support opportunities for heritage and eco-tourism. • Increase awareness of outdoor activities and recreational opportunities. • 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. • Maintain and preserve open space with significant cultural or historical heritage, such as old shipping and seafood docks. • Investigate the feasibility of a rails-by-trails path. | <ul style="list-style-type: none"> • Adopt a Conservation Subdivision Ordinance. • Modify subdivision regulations to require preservation of sensitive natural areas. • Require developers to link open spaces together into a publicly accessible open space network. • Partner with PSA to increase awareness of outdoor and recreational opportunities, etc. • Enforce litter control guidelines, etc. • Consider implementing Greenprint (2008) recommendations, as appropriate or desired. • Expand multi-use paths, as recommended in the Master Plan and the Camden County Pedestrian and Bicycle Plan (2005). |



Future Development Map Designation

Corridor / Gateway Areas

INTRODUCTION

CAMDEN COUNTY

CITY OF KINGSLAND

CITY OF ST. MARYS

CITY OF WOODBINE

| <p>Vision: To improve mobility and accessibility to the City of St. Marys, promoting quality commercial development and alternative modes of transportation.</p> | | |
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| <p>Description/Location:</p> | <p>Areas adjacent to Exit 1 on I-95; areas east of I-95; State Route 40/Osborn Road; Spur 40/ Charles Smith Highway; the intersection of Winding Road and Colerain Road. Developed or undeveloped land on both sides of designated high volume transportation facilities, such as arterials and expressways. With the water-taxi service that runs from Fernandina Beach, FL, to St. Marys, an additional gateway includes Gilman Waterfront Park.</p> | |
| <p>Specific Land Uses:</p> <ul style="list-style-type: none"> • Retail/Office Commercial • Hotel/Restaurant Services • Distribution/Industrial • Signage | <p>Quality Community Objectives:</p> <ul style="list-style-type: none"> • Regional Identity • Growth Preparedness • Appropriate Businesses • Transportation Alternatives • Infill Development | |
| | | |
| Issues & Opportunities | Policies | Implementation Measures |
| <ul style="list-style-type: none"> • St. Marys has some unattractive commercial areas, such as strip-mall shopping centers. • Trees are being lost to new development. • Although high intensity uses are concentrated along major corridors, the City lacks public transportation options. • Corridors are designed in ways that discourage pedestrian and bicycle activity. • Corridors are congested at peak hours. • Opportunities exist to utilize the corridor for directing tourists to desirable locations throughout the City. • Corridor management during emergency situations needs to be improved. | <ul style="list-style-type: none"> • Create appropriate ordinances to control corridor development. • Discourage billboards and other types of undesirable signs. • Promote use of signage to direct visitors downtown and to scenic areas. • Encourage modification of existing strip-mall centers to become more visual and pedestrian friendly. • Encourage landscaped median where appropriate. • Address requirements for commercial and industrial landscaping. • Explore the feasibility of a regional transit system. • Consider recommendations from Camden County Pedestrian and Bicycle Plan (2005). • Coordinate with GDOT to mitigate traffic congestion, improve transportation concerns, encouraging signalization where needed. | <ul style="list-style-type: none"> • Draft a master plan for the commercial corridors and entranceways. • Annex Exit 1, ensuring development will occur as desired. • Update sign ordinances, implementing recommendations of the way-finding initiative. • Draft and enforce commercial and industrial landscape ordinance, adopting minimum standards for design, setbacks, buffers, etc. • Adopt corridor overlay districts for prominent roads in the City, requiring the preservation of existing trees in landscaped buffers. • Implement Greenprint (2008) recommendations, as appropriate or desired. • Investigate the potential of multi-use trails, such as rails-with-trails path. • Coordinate with GDOT, GEMA, and others to improve evacuation routes. |



Future Development Map Designation

Historic Areas

INTRODUCTION

CAMDEN COUNTY

CITY OF KINGSLAND

CITY OF ST. MARYS

CITY OF WOODBINE

| <p>Vision: To promote and protect the historic waterfront district as a significant community resource, enhancing both the sense of place and the quality of life for residents and tourists alike.</p> | | |
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| <p>Description/Location:</p> | | <p>The perimeter of the downtown area adjacent to the riverfront.</p> |
| <p>Specific Land Uses:</p> <ul style="list-style-type: none"> Mixed-Use—Retail, Office, Residential Restaurant/Hotel Services Parks/Recreation Public/Institutional | | <p>Quality Community Objectives:</p> <ul style="list-style-type: none"> Regional Identity Appropriate Businesses Heritage Preservation Transportation Alternatives Infill Development Sense of Place |
| Issues & Opportunities | Policies | Implementation Measures |
| <ul style="list-style-type: none"> Downtown St. Marys needs to be promoted as an attractive place for business development. Although citizens are aware of the natural resources and historic properties within the community, awareness and protection can be enhanced as public understanding of these structures is increased. There is a lack of public transportation and parking availability, for residents and tourists. | <ul style="list-style-type: none"> Support the shop local campaign—“Keep It in Camden.” Encourage opportunities for tourism. Plan for mixed-use economic development, through planning and zoning. Encourage mixed uses within the historic downtown area. Maintain current quality of life and sense of place. Protect the waterfront from obtrusive development, discouraging high-rise development. Maintain and expand waterfront opportunities and accessibility for the public. Promote, enhance and improve natural and historic resources and the waterfront in particular. Consider options to improve transportation opportunities, such as a trolley, cart paths, etc. Investigate parking options. | <ul style="list-style-type: none"> Continue to provide financial support to the CVB, DDA and St. Marys Development Authority. Draft a master plan based on SCAD study, highlighting the “re-emerging spirit of St. Marys.” Provide interpretive kiosks outlining the area’s history. Support a water taxi service to other cities/ locations from a base at the waterfront. Restore the Pavilion. Review and update ordinances to incorporate design standards and landscaping guidelines. Expand Gilman Waterfront Park. Create a “trolley” transit system for the waterfront. Conduct a downtown parking study. Establish a memorial for all wars and services on the waterfront. |



Future Development Map Designation

Neighborhood Infill Areas

INTRODUCTION

CAMDEN COUNTY

CITY OF KINGSLAND

CITY OF ST. MARYS

CITY OF WOODBINE

| <p>Vision: To encourage redevelopment opportunities to preserve and enhance the area's traditional character and architectural styles, creating additional housing opportunities.</p> | | |
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| <p>Description/Location:</p> | <p>Located north of the City's downtown, and in and around the airport. Also, areas along Spur 40 and adjacent to Naval Submarine Base Kings Bay.</p> | |
| <p>Specific Land Uses:</p> <ul style="list-style-type: none"> • Single-Family Residential • Multi-Family Residential • Office Space/Retail Commercial • Parks/Recreation | <p>Quality Community Objectives:</p> <ul style="list-style-type: none"> • Regional Identity • Heritage Preservation • Housing Opportunities • Traditional Neighborhood • Infill Development | |
| | | |
| Issues & Opportunities | Policies | Implementation Measures |
| <ul style="list-style-type: none"> • There is an inadequate mix of uses within the City. • Some areas of St. Marys are dilapidated and in need of revitalization and/or upgrade. • There is a need for workforce and military housing. • There is not enough affordable housing. • Although citizens are aware of the natural resources and historic properties within the community, awareness and protection can be enhanced as public understanding of these structures is increased. • Use of alternatives modes of transportation can be increased. • Neighborhoods need to be prepared for emergency management concerns. | <ul style="list-style-type: none"> • Encourage mixed-use opportunities by reviewing and evaluating zoning and development ordinances. • Consider redevelopment opportunities to maintain and preserve neighborhood character. • Encourage rapid redevelopment of newly vacant or abandoned properties. • Support affordable housing and alternative housing opportunities. • Encourage compatible architectural styles that maintain regional character. • Protect historic structures, where appropriate. • Promote alternative modes of transportation, including pedestrian-friendly design, cart paths, etc. • Encourage hurricane resistant retrofits on existing structures. | <ul style="list-style-type: none"> • Review and update ordinances to incorporate design standards and landscaping guidelines. • Condemn or rehabilitate structures, based on need assessed during housing inventory. • Develop volunteer-based grassroots rehabilitation program for home repair. • Formulate a redevelopment plan, preserving original housing stock; allowing for compatible infill development and maintaining pedestrian orientation. • Adopt ordinances that allow alternative types of affordable housing. • Expand the historic district, seeking National Register of Historic Places designation once completed. • Continue to update ordinances, permitting mixed uses. • Continually update Emergency Preparedness Plan. |



Future Development Map Designation

Suburban Developing Areas

INTRODUCTION

CAMDEN COUNTY

CITY OF KINGSLAND

CITY OF ST. MARYS

CITY OF WOODBINE

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| <p>Vision: To promote livable communities where residential and commercial uses coexist; creating connectivity and walkability while promoting an appropriate mix of function.</p> | | |
| Description/Location: | <p>Areas north of Georgia State Highway 40 and west of Charles Smith Highway. Areas of suburban type subdivision development. Also, the former Durango paper mill site. Areas of higher density development, including condominiums, single-family and multi-family homes, mixed with limited commercial retail.</p> | |
| <p>Specific Land Uses:</p> <ul style="list-style-type: none"> • Single-Family Residential • Multi-Family Residential • Retail and Office Commercial • Mixed-Use | <p>Quality Community Objectives:</p> <ul style="list-style-type: none"> • Growth Preparedness • Appropriate Businesses • Open Space Preservation • Transportation Alternatives • Housing Opportunities • Traditional Neighborhood | |
| Issues & Opportunities | Policies | Implementation Measures |
| <ul style="list-style-type: none"> • New or innovative development and high-density development typically evokes neighborhood opposition. • There is an inadequate mix of uses, such as corner grocery stores, within the City. • Innovative development is taking place; however, infrastructure needs and impact on natural resources must be considered. • There is not enough affordable housing. • Trees are being lost to new development. • There are contaminated properties surrounding the Durango site. | <ul style="list-style-type: none"> • Evaluate zoning and development ordinances, planning for mixed uses. • Encourage and support development of active adult and continuing care communities. • Encourage development to take place in areas with adequate public facilities. • Explore opportunities for development to pay for itself. • Consider impacts of new developments on existing infrastructure as well as natural and culture resources. • Encourage alternative housing opportunities that will facilitate affordable housing options. • Investigate former industrial properties that might cause environmental pollution. • Encourage new projects that will not cause environmental pollution. | <ul style="list-style-type: none"> • Update ordinances to allow mixed uses and higher densities. • Promote mixed age communities. • Develop infrastructure master plan. • Promote a public transit system. • Develop a Safe Routes to School plan for all elementary schools except for Crooked River. • Adopt ordinances that promote affordable workforce housing. • Support the development of an Affordable Housing Team. • Require developers to link open spaces, creating an opens space network. • Consider Greenprint plan (2008) recommendations, as appropriate or desired. • Adopt a conservation subdivision ordinance. |

