

Camden County and Cities of Kingsland, St. Marys, and Woodbine

Joint Comprehensive Plan Community Assessment

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I. Identification of Potential Issues and Opportunities

The following sections contain typical issues and opportunities provided in the *State Planning Recommendations* that may be applicable to Camden County and the three cities of Kingsland, St. Marys, and Woodbine. This initial step is intended to yield a list of potential issues and opportunities for further study. This list will be modified based on stakeholder input received during preparation of the Community Agenda. This preliminary list of issues and opportunities was obtained through a community survey filled out by staff from the County and the cities, and the citizen based topic discussion meetings held in March and April 2006.

Camden County

Existing Development Patterns

Issues

- There are too many mobile home parks.
- There is inadequate mix of uses (such as corner grocery stores) within neighborhoods.
- The County as a whole has little or no sense of place.
- There are not enough neighborhood centers to serve adjacent neighborhoods.
- There are not enough places in the County for arts, activities, and performances.
- There are unattractive commercial and shopping areas within the County.
- Camden County lacks attractive public spaces designed for gathering and social interaction.
- New or innovative and high density development is typically met with neighborhood opposition.
- There is general opposition to zoning or other regulations of land within the County.

Opportunities

- Camden County does not have an excess of land dedicated to parking or other paved surfaces.
- Attractive, new subdivisions are being developed.
- Unattractive sprawl development along roadways has not been an issue for the County.

- Developers are generally pleased with the local development approval process, especially for innovative projects.

Population

Issues

- The growth rate in Camden County is out pacing the County's ability to provide services.
- Population projections indicate that the percentage of County residents over 50 years old will increase to over 31 percent of the population by 2030.

Economic Development

Issues

- Camden County lacks sufficient jobs or economic development opportunities for local residents, shown by the large percentage of residents commuting outside of the County for employment.
- There is not enough innovative economic development taking place in Camden County.
- The County's economy is too dependent upon one or two industries or economic sectors.

Opportunities

- There is a good balance between the location of available housing and major employment centers.
- The County has a vision for its future economic development.
- Economic development projects are promoted with adequate consideration of their impacts on infrastructure and natural resources and in terms of access to housing and transportation.
- The County uses cost benefit analysis to analyze economic development projects.
- The County has a vision for its future economic development as outlined in the 2005 *Economic Diversification of Camden County, Georgia* study prepared by Georgia Tech.
- Economic development efforts do not necessarily favor new development over redevelopment opportunities.
- The County's economic development efforts aim at helping grow local businesses.
- Business retention and recruitment is both successful and active in Camden County.

Housing

Issues

- There is an insufficient mix of housing sizes, types, and income levels within most neighborhoods in the County.
- Some neighborhoods are in need of revitalization or upgrade.
- There is not enough affordable housing in the County to house workers in the community.
- There is neighborhood opposition to higher density and affordable housing.
- There are few housing options in the County.
- Some housing in the County is in poor or dilapidated condition.

Opportunities

- The Camden County Housing Inventory study conducted by Coastal Georgia RDC will help to direct policy in the County affecting the housing conditions.

Natural and Cultural Resources*Issues*

- There are abandoned properties in Camden County.
- Farmland and rural scenery is disappearing in the County.
- To a degree, citizens are unaware of natural and cultural resources in the community and their significance.
- Local protection of natural, historic, and cultural resources is inadequate. However, protection will be strengthened with new ordinances that are currently being written.

Opportunities

- Development is not locating in environmentally sensitive areas or other areas that should not be developed.
- The amount of greenspace and parkland is adequate as new developments are allowing for greenspace.
- Trees are not being lost to development.
- There are few, if any, notable pollution problems in Camden County.
- Natural and cultural resources are being improved, enhanced, and promoted.
- Current development practices are sensitive to natural and cultural resources.

Community Facilities and Services*Issues*

- Camden County has inadequate public facility capacity to support new development.
- The cost of providing public services for new development typically exceeds the revenue from new development.
- Some parts of the County are not adequately served by public facilities.
- Provision of public services is not used to guide development in the County because developers must provide facilities. The County is no longer providing public facilities.
- Access to public facilities is not provided to persons at all income levels.

Opportunities

- Current facility extension policies are neither promoting sprawl nor promoting development that maximizes the use of existing infrastructure because the County is not extending services.

Intergovernmental Coordination*Issues*

- Historically, there is a perception of discord between the Cities and the County.

Opportunities

- There are few conflicts between Camden County and the adjacent jurisdictions regarding development patterns.
- The County coordinates and cooperates with jurisdictions throughout the region.
- The County plans with adjacent jurisdictions for areas near mutual boundaries.
- Camden County shares plans and planning with neighboring jurisdictions.
- The County promotes partnerships between local government and community stakeholder groups.

Transportation*Issues*

- Transportation corridors within the County such as SR 40, Laurel Island Parkway, and Kings Bay Road are congested during peak hours.
- People within the County lack transportation choices for access to housing, jobs, services, goods, health care, and recreation.

- Currently, the County lacks a local trail network that is linked to neighboring jurisdictions, the region, and the state. However, the County is moving in that direction with the Camden County Greenprint project.
- While street design within Camden County is becoming more sensitive to the context of areas, there is more that could be done to minimize street traffic impacts on pedestrian activity centers, historic districts, environmentally sensitive areas, and quiet residential neighborhoods.
- There is not enough parking available in busy activity centers.
- On-street parking is inadequate, even in places where it can be safely provided.

Opportunities

- High intensity uses are concentrated along major corridors or activity centers that could facilitate public transportation.
- Current transportation patterns do not encourage the loss of open space, farmland, and wildlife habitat.
- Streets in new developments are not always compatible with existing streets because they are more pedestrian friendly than the existing street network.
- Local street width is sensitive to location and context of the area.

City of Kingsland

Existing Development Patterns

Issues

- There is too much land within the City dedicated to parking and other paved areas.
- Unattractive sprawl is occurring along roadways in Kingsland.
- There are many undeveloped vacant sites close to town.
- There is no clear boundary where the City ends and the countryside begins; or, where Kingsland ends and St. Marys begins.
- Kingsland has an inadequate mix of uses within neighborhoods such as corner groceries or drug stores.
- The City has little or no sense of place, with the exception of the downtown area.
- There are not enough neighborhood centers to serve adjacent neighborhoods.
- There are unattractive commercial or shopping areas within the City.

- Kingsland lacks attractive public spaces designed for gathering and social interaction.

Opportunities

- Manufactured homes and mobile home parks are not a problem within the City.
- The City is developing attractive new subdivisions.
- The City has places for arts, activities, and performances.
- The downtown area is attractive.
- Kingsland has a “center” that combines commercial, civic, cultural, and recreational activities.
- Developers are generally pleased with the local development approval process, especially for innovative projects.
- There is little neighborhood opposition to new and innovative or higher density developments.
- There is little opposition to zoning and other regulations of land development.

Population

Issues

- The growth rate in the City is out pacing the city’s ability to provide services.

Opportunities

- Population projections indicate that the percentage of Kingsland residents over 50 years old will increase to over 11 percent of the population by 2030.

Economic Development

Issues

- Kingsland lacks sufficient jobs or economic development opportunities for local residents.
- There is an imbalance between the location of available housing and major employment centers.
- There is not enough innovative economic development taking place within the City.
- Kingsland’s economy is too dependent upon one or two industries or economic sectors.
- The City does not have a vision for the future economic development of the community.
- Economic development projects are promoted without adequate consideration of their impacts on infrastructure, natural resources, access to housing and transportation.
- There is no cost benefit analysis of economic development projects.

- Economic development efforts favor new development over redevelopment opportunities.

Opportunities

- Kingsland's economic efforts focus on helping grow local small businesses.
- Business retention and recruitment is active and successful.
- The City has a vision for its future economic development as outlined in the 2005 *Economic Diversification of Camden County, Georgia* study prepared by Georgia Tech.

Housing

Issues

- There is an insufficient mix of housing sizes, types, and income levels within most neighborhoods in Kingsland.
- Some neighborhoods in the City are in need of revitalization or upgrade.
- There is not enough affordable housing in the City.

Opportunities

- Generally, there is little, if any, neighborhood opposition to higher density and affordable housing.
- There are not significant amounts of housing in poor or dilapidated condition in Kingsland.

Natural and Cultural Resources

Issues

- There is not enough greenspace or parkland within the City of Kingsland.
- Too many trees are being lost to new development.
- Citizens are unaware of natural and cultural resources and their significance.
- Current development practices are not sensitive to natural or cultural resources.
- Local protection of natural, historic, and cultural resources is inadequate.

Opportunities

- New development is not locating in areas of the community that should not be developed such as farmland or environmentally sensitive areas.
- There are few abandoned or contaminated properties in Kingsland.
- Farmland and rural scenery is not experiencing substantial losses to new development.

- Kingsland has little or no environmental pollution problems.
- Natural and cultural resources in Kingsland are not being improved, enhanced, or promoted.

Community Facilities and Services

Issues

- Some parts of the City are not adequately served by public facilities.
- Kingsland is not using the provision of public facilities to guide development to desired locations.
- Current facility extension policies promote sprawl and do not foster development that maximizes the use of existing infrastructure.
- The City does not analyze proposed developments with respect to the impacts they will have on public facilities.

Opportunities

- Kingsland has adequate public facilities to support new development
- The cost of providing services for new development is typically lower than the revenue from this development.
- Access to public facilities and services is provided to residents at all income levels.

Intergovernmental Coordination

Issues

- Kingsland does not plan with adjacent jurisdictions for areas near mutual boundaries.
- The City does not share plans or planning information with neighboring jurisdictions.

Opportunities

- There are few conflicts between Kingsland's development plans and those of adjacent jurisdictions.
- There is regional coordination and cooperation.
- Kingsland promotes partnerships between local government and community stakeholder groups.

Transportation

Issues

- Transportation corridors within the City are congested.
- People in Kingsland lack transportation choices for access to housing, jobs, services, goods, health care, and recreation.
- The City lacks a local trail network.
- The current transportation system encourages the loss of open space, farmland, or wildlife habitat.
- Streets are designed in a way that discourages pedestrian and bike activity.
- Streets in new developments are not connected to or compatible with those in neighboring parts of the community.
- Local street widths are not sensitive to location and context of the area.
- Street design in Kingsland is not always sensitive to the context of areas, such as pedestrian activity centers, historic districts, environmentally sensitive areas, or quiet residential neighborhoods, where street traffic impacts need to be minimized.
- The City does not offer a variety of parking solutions.

Opportunities

- High intensity uses are concentrated along major corridors or activity centers that might facilitate public transportation.
- Local trails are linked with those of neighboring jurisdictions, the region, and the state. The proposed Rails to Trails project in Kingsland is a good example of this linkage.
- There is enough parking at the busy activity centers within the City.
- On-street parking is adequate, even in downtown and retail districts.

City of St. Marys**Existing Development Patterns***Issues*

- There is an inadequate mix of uses (such as corner grocery stores) within the City.
- St. Marys has some unattractive commercial areas such as strip mall style shopping centers.
- New or innovative developments and high density development typically evokes neighborhood opposition.

Opportunities

- New subdivisions are attractive, and unattractive sprawl along roadways has not been a problem for the City.
- There are ample neighborhood centers to serve adjacent neighborhoods.
- The City has plans for a facility suitable for arts, activities, and performances.
- St. Marys' downtown area is an increasingly attractive place for businesses.
- Developers do not complain about the development approval process for the City, even with innovative projects.
- The citizenry is generally accepting of zoning and other land development regulations.

Population

Issues

- The growth rate in St. Marys is currently out pacing the City's ability to provide services.
- Population projections indicate that the percentage of City residents over 50 years old will increase to over 14 percent of the population by 2030.
- The accuracy of population projects provides a challenge to St. Marys' leaders to discern how quickly services will be needed.

Opportunities

- The increasing population will provide opportunities to expand local businesss and city services.
- St. Mayrs will reach its maximum population size of 52,000 between 2025 and 2068. The city projects reach this number in 2042.

Economic Development

Issues

- St. Marys' economy is dependent upon the Naval Submarine Base Kings Bay to some extent.

Opportunities

- The City has sufficient jobs or economic opportunities for local residents.
- There is a balance between the location of available housing and major employment centers.
- There is innovative development taking place within the City, such as the site of the former Durango paper mill which is being redeveloped as a mixed-use community.
- The City has a vision for its future economic development as outlined in the 2005 *Economic Diversification of Camden County, Georgia* study prepared by Georgia Tech.

- Economic development projects are promoted with adequate consideration paid to their impacts on infrastructure and natural resources.
- Economic development projects are considered in terms of cost benefit analysis.
- St. Marys' economic development strategy focuses on helping grow local small businesses.
- Business retention and recruitment is active and successful within the City.

Housing

Issues

- There is a need for workforce and military housing because there is not enough affordable housing in the City.
- Some neighborhoods within the City are in need of revitalization or upgrade.
- There is neighborhood opposition to higher density affordable housing.

Opportunities

- The housing market in St. Marys offers multiple housing options.
- Although housing in some areas of the City are in dilapidated condition, there is not a significant number of units in need of revitalization.

Natural and Cultural Resources

Issues

- Trees are being lost to new development. However, this situation should be alleviated once the tree ordinance in the City's new subdivision ordinance is adopted.
- There are abandoned or contaminated properties within St. Marys. The Landmar purchase of the Durango Paper Mill will address 95 percent of the abandoned or contaminated properties.

Opportunities

- The City of St. Marys will not permit development in any environmentally sensitive wetlands or places of historic and cultural significance.
- There is an appropriate amount of greenspace and parkland within the community.
- There are no environmental pollution problems in St. Marys.
- Citizens are aware of the natural and cultural resources in the community. Public understanding of these sites' significance has lead to those sites being improved, enhanced, and promoted.

- St. Marys has appropriate protections in place for its cultural, historic, and natural resources.

Community Facilities and Services

Issues

- Currently, the capacity of St. Marys wastewater treatment facility is not adequate to support new development, but the City is working to alleviate this situation.
- Some parts of the City are not adequately being served by water and wastewater facilities.
- The cost of providing public services and facilities for new development is nearly exceeding the revenue from this development.

Opportunities

- Provisions of public services, especially water and wastewater services, is being used to guide development to desired locations.
- The City's facility extension policies are not promoting sprawl, rather the policies foster development that maximizes use of existing infrastructure.
- Impacts of proposed development projects are analyzed in terms of public facilities.

Intergovernmental Coordination

Issues

- The City of St. Marys is land locked by the City of Kingsland.

Opportunities

- The City plans and coordinates with neighboring jurisdictions and other governments within the region leading to few conflicts between the development plans of the City and other adjacent governments.
- St. Marys promotes partnerships between local government and community stakeholder groups.
- The City participates in regional coordination and cooperation efforts.

Transportation

Issues

- Transportation corridors are congested during peak hours.
- The City of St. Marys lacks transportation choices for access to housing, jobs, services, goods, health care, and recreation.

- Some of the streets within the City, such as the main commercial corridor (SR 40), are designed in ways that discourages pedestrian and bike activity.
- Currently, streets in new developments are not connected to or compatible with those in neighboring parts of the community. However, this issue will be corrected with the new subdivision ordinance. Wetlands and marshes create this problem as well.

Opportunities

- High intensity uses are concentrated along major corridors or activity centers that might facilitate public transportation.
- The City of St. Marys has a local trail network that is linked with those of neighboring jurisdictions, the region, and the state.
- The current transportation system does not encourage a loss of open space, farmland, and wildlife habitat.
- Local street widths within the City are typically sensitive to location and context of areas such as pedestrian activity centers, historic districts, environmentally sensitive areas, or quiet residential neighborhoods, where street traffic impacts need to be minimized.
- On street parking is adequate in the downtown retail area.

City of Woodbine

Existing Development Patterns

Issues

- There is insufficient land reserved for parks and recreation.
- The south end of the City is an area of disinvestment.

Opportunities

- The City of Woodbine is surrounded by the unincorporated County and has the greatest potential for expansion.
- There is a need and opportunity to incorporate quality growth principles and apply the State's Quality Community Objectives.
- There are opportunities for reinvestment, redevelopment, and infill within the City.
- The City recently annexed 1,724 acres of agriculture and forest land.
- The waterfront provides opportunity for preservation and quality development.

Population

Issues

- The City will be challenged by the costs associated with the growth of the population.
- The growth rate in Woodbine is out pacing the City's ability to provide services.
- Population projections indicate that the percentage of City residents over 55 years old will increase to over 15 percent of the population by 2030.

Opportunities

- The City is not experiencing the pressures of growth that are evident in Kingsland and St. Marys.

Economic Development

Issues

- There is a lack of workforce training opportunities.
- Income growth is not keeping up with the growth in housing costs and financial needs of the City.

Opportunities

- Woodbine maintains an active Better Hometown organization.
- The challenge is present to utilize the newly annexed property to develop living-wage jobs.
- The City has a vision for its future economic development as outlined in the 2005 *Economic Diversification of Camden County, Georgia* study prepared by Georgia Tech.

Housing

Issues

- There is a need to develop policies that support maintaining a sense of place and aesthetics intended by community leaders and residents.
- Housing in the south end is showing signs of disinvestment.
- City ordinances do not allow small lot development.

Opportunities

- The City should put policies and ordinances in place to guide housing development to include quality growth principles including mixed uses and supporting housing choices and affordability.

Natural and Cultural Resources

Issues

- There is no historic preservation commission in Woodbine.
- The City does not participate in regional environmental organizations.

Opportunities

- The natural and cultural resources are largely still intact and action can be taken to preserve these important areas and sites.
- The largely undeveloped waterfront provides opportunities for the City to enhance its sense of place.

Community Facilities and Services

Issues

- The costs associated with anticipated growth will outstrip the City's ability to finance needed improvements.

Opportunities

- The City can use new infrastructure to guide growth.

Intergovernmental Coordination

Issues

- The City will need to work with the County administration to coordinate the growth of the City and the growth of the County building complex.

Opportunities

- The City of Woodbine has a good working relationship with the County and the other municipalities and can leverage these relationships and learn from their experience.

Transportation

Issues

- The overall road system needs improvements to address traffic around schools and recreational areas.

Opportunities

- The City has the opportunity to plan for and accommodate the anticipated growth.

II. Analysis of Existing Development Patterns

The purpose of analyzing existing land use is to enhance the community's understanding of the geographic distribution of different land uses and determine the direction in which Camden County and the Cities of Kingsland, St. Marys, and Woodbine are growing. The Analysis of Existing Development Patterns serves as a statement of the standards and targets for residential population density and building intensity. The process of developing a land use plan involves the analysis of existing land use patterns, and current and future available public services and facilities. The analysis will further explore the physical environmental issues and opportunities that are related to land development and serve as the blueprint for long-range growth and development in Camden County and the Cities.

The Georgia Department of Community Affairs (DCA) states in its Local Planning Requirements that a community's planning goals and objectives should be the assurance of land use planning coordination in support of efficient growth and development patterns that will promote sustainable economic development, protection of natural and cultural resources, and provision of adequate and affordable housing. Elements in the Technical Appendix with strong reliance upon the Analysis of Existing Development Patterns include Population, Housing, Community Facilities and Services, Natural and Cultural Resources.

The following analysis presents three components of existing development patterns; Existing Land Use, Areas Requiring Special Attention, and Character Areas.

The existing land use map is a true representation of current conditions on the ground during the preparation of the Community Assessment. The existing land use map has been prepared based on information available as of June 30, 2006.

Methodology

The Coastal Georgia Regional Development Center's staff used the available Geographic Information Systems (GIS) parcel shapefile of Camden County produced by the County's GIS Department to develop an existing land use map for the Community Assessment section of the Joint Comprehensive

Plan. The land use information for each of the four jurisdictions was updated to the eight standard land use classifications described in the Rules of Georgia Department of Community Affairs, Chapter 110-12-1, Standard and Procedures for Local Comprehensive Planning, Local Planning Requirements (Effective Date: May 1, 2005). The draft land use maps were prepared using the windshield survey technique and the 2005 aerial photos obtained from the Camden County GIS Department. The draft maps were submitted to each jurisdiction in Camden County to verify and confirm the accuracy of the land uses.

In addition, the community facilities point shapefile was used as a reference to augment the Public/Institutional category of the land use classification. The existing land use as shown on Maps LU-1, LU-5, LU-9, and LU-13, were then updated by field verification and input provided by Camden County, City of Kingsland, City of St. Marys, and City of Woodbine staff.

The land uses for each of the four jurisdictions are classified into the following eight standard categories as defined by the DCA rules:

Residential: The predominant use of land within the residential category is for Single-Family and multi-family dwelling units organized into general categories of net densities.

Commercial: This category is for land dedicated to non-industrial business uses, including retail sales, office, service, and entertainment facilities. It is organized into general categories of intensities. Commercial uses may be located as a single use in one building or grouped together in a shopping center or office building.

Industrial: This category is for land dedicated to manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities, mining or mineral extraction activities, or other similar uses.

Public/Institutional: The category includes certain state, federal, or local government uses in addition to institutional land uses. Government uses include City halls and government building complexes, police and fire stations, libraries, prisons, post offices, schools, and military installations. Examples of institutional land uses include colleges, churches, cemeteries, and hospitals. This category does not include facilities that are publicly owned, but are classified more accurately in another land use category. For example, publicly owned parks and/or recreational facilities are

included in the park/recreation/conservation category, and landfills are included in the Industrial category, and general office buildings containing government offices are included in the Commercial category.

Transportation/Communication/Utilities: This category includes such uses as major transportation routes, public transit stations, power generation plants, railroad facilities, radio towers, telephone switching stations, airports, port facilities, or other similar uses.

Park/Recreation/Conservation: This category is for land dedicated to active or passive recreational uses. These areas may be either publicly or privately owned and may include playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf courses, recreation centers, or similar uses.

Agriculture/Forestry: This category is for land dedicated to farming (fields, lots, pastures, farmsteads, specialty farms, and livestock production), agriculture, or commercial timber or pulpwood harvesting.

Undeveloped/Vacant: This category is for lots or tracts of land that are served by typical urban public services (water, sewer, etc.) but have not been developed for a specific use or were developed for a specific use that has since been abandoned.

While the Department of Community Affairs' (DCA's) standard Land Use classifications provide for a category of mixed land use, such a category was not determined for each jurisdiction in Camden County.

Criteria for Areas Requiring Special Attention

Areas Requiring Special Attention are identified based on the following criteria as specified in the DCA rules:

- Areas of significant natural or cultural resources, particularly where these are likely to be intruded upon or otherwise impacted by development;
- Areas where rapid development or change of land uses is likely to occur;
- Areas where the pace of development has and/or may outpace the availability of community facilities and services, including transportation;

- Areas in need of redevelopment and/or significant improvements to aesthetics or attractiveness (including strip commercial corridors);
- Large abandoned structures or sites, including those that may be environmentally contaminated;
- Areas with significant infill development opportunities (scattered vacant sites);

Camden County

Existing Land Use

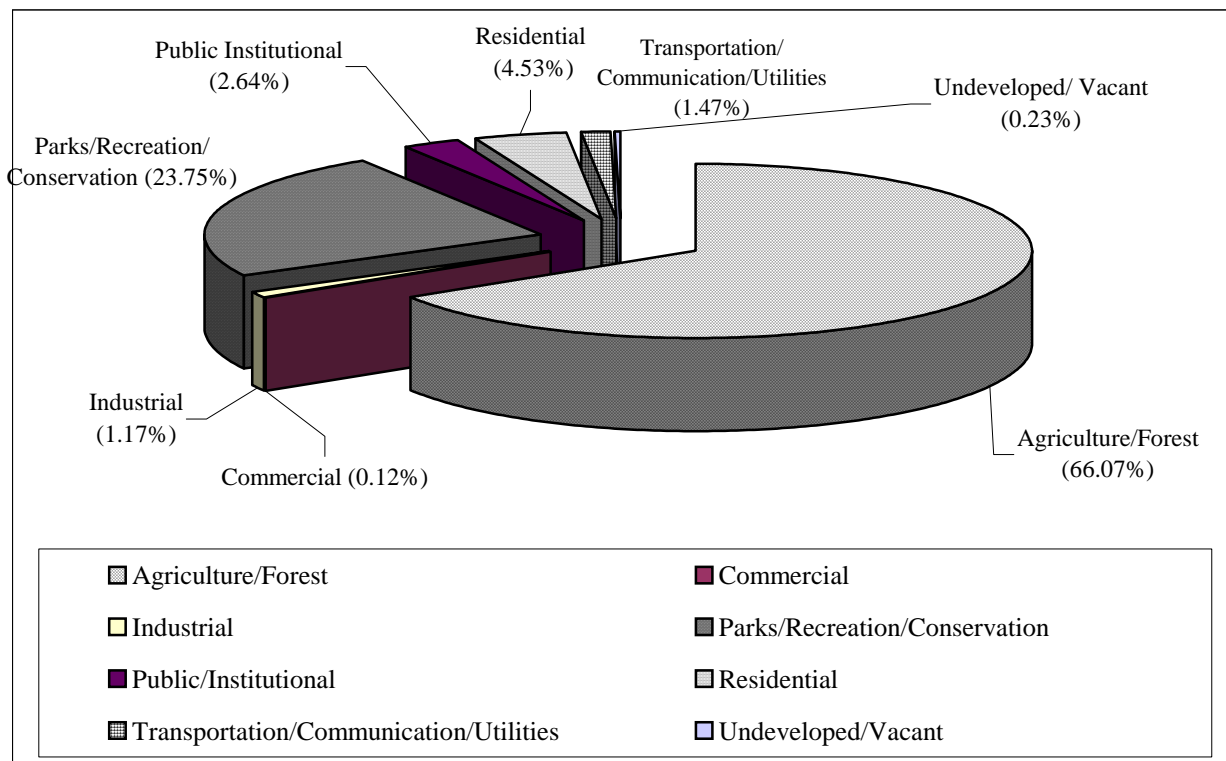
Table LU-1 and Figure LU-1 show the amount of land allocated for each land use in Camden County. Map LU-1 illustrates the geographical dispersion of land uses in Camden County.

Table LU-1
Existing Land Uses in Camden County

Land Use Categories	Acres	Percent
Residential	17,241	4.53
Commercial	475	0.12
Public/Institutional	10,050	2.64
Industrial	4,464	1.17
Parks/Recreation/Conservation	90,303	23.75
Agriculture/Forest	251,208	66.07
Transportation/Communication/Utilities	5,589	1.47
Undeveloped/Vacant	891	0.23
Total	380,221	100

Source: Existing Land Use Map, Camden County

Figure LU-1
Existing Land Uses in Camden County



Source: Existing Land Use Map, Camden County

Existing development patterns have a direct impact on determining future growth. At present, most of the suburban area development is taking place south and north of Kingsland, along US Highway 17, and the northern end of the County. Map LU-2 shows the location of approved subdivisions for the years 2000 to 2005. These areas include large subdivisions with a concentration of single-family housing units. The largest land use in Camden County is Agriculture/Forestry (66 percent); followed by Parks/Recreation/Conservation (24 percent) and Residential (4.5 percent), which consists of single and multi-family housing. Cumberland and Little Cumberland Islands located within the County are federally protected properties. They are included in the Parks/Recreation/Conservation category of land use.

In order to promote quality community growth, a mixed balance of land use should be maintained to provide for the cost effective delivery of services and infrastructure. Commercial and industrial land uses remain very low in comparison to other categories. Primarily, these areas are scattered along major roads such as US Highway 17, Georgia State Route 110, Georgia State Route 250, and include both commercial and light to medium industries. Camden County has two major industries

(BayerCrop Science, 11,800 acres and the NAVY), located in the area historically known as Floyds Neck, east of Harriett's Bluff Road.

Based on the information provided by the Camden County Planning and Building Department, there are approximately 127 acres of undeveloped and/or vacant land in the unincorporated County area.

Areas Requiring Special Attention

During the process of analyzing existing development patterns and trends, each jurisdiction was asked to identify Areas Requiring Special Attention. These may be defined as areas that should be given special consideration in order to maintain the unique characteristics of each.

In consultation with the Camden County Staff, the following Areas Requiring Special Attention were identified for the unincorporated areas and are presented in Map LU-3.

Areas of Significant Natural Resources

Camden County has a wealth of natural resources, in the form of wetlands, coastal marshes, protected rivers, and floodplains. The County's natural resources are host to a variety of threatened and endangered species, such as the American Alligator, West Indian Manatee, Right Whale, Bald Eagle, Piping Plover, Wood Stork, Kemp's Ridley Sea Turtle, and Loggerhead Sea Turtle. Cumberland Island and Little Cumberland Island are also rich with natural resources like sand dunes, maritime forests and salt marshes, endangered sea turtles, wild turkeys, wild horses, and armadillos.

Cumberland Island is 17.5 miles long, covering 36,415 acres of which 16,850 are marsh, mud flats, and tidal creeks. This island is the largest of Georgia's barrier islands.¹ In addition, Naval Submarine Base Kings Bay is home to a variety of animals, including: 229 birds, 68 mammals, 67 reptiles (5 poisonous snakes), and 37 amphibians. Twenty of these species are threatened or endangered.²

Policies should be continually developed to protect these significant natural resource areas. In addition, the County should work to strengthen and enforce current state and local regulations.

¹ City of St. Marys Website

² Naval Submarine Base Kings Bay Website

Areas of Significant Cultural Resources

Camden County has a wealth of historic and cultural resources scattered throughout the County. A majority of these resources are located on Georgia State Route 252 (White Oak, Tarboro, and Burnt Fort), Georgia State Route 110, Harrietts Bluff Road, US Highway 17 (Waverly and Spring Bluff), and Dover Bluff Road as shown on Map LU-3. Cumberland and Little Cumberland Islands feature a majority of the sites listed on the National Register of Historic Places, as compared to the rest of the County. Several of these historic resources date to the late nineteenth century, including the ruins of Dungeness and the Stafford Historic District.

Areas in Need of Redevelopment

As the County grows, older areas should be constantly revisited with an eye for redevelopment. Currently, the area along US Highway 17 south of Woodbine and north of Kingsland needs immediate redevelopment attention. These areas are shown on Map LU-3.

Areas of Rapid Development/Change of Use

The areas in this category are experiencing the highest development pressure because of their proximity to the water and coastal marshland. The areas north of White Oak Creek to Spring Bluff on both sides of I-95, Dover Bluff Road, and the northern end of the County is developing faster than the area bounded by Georgia State Route 110, Georgia State Route 40 and US Highway 17 as shown on Map LU-3. These areas include primarily high-end single-family developments. At this time, there is no consolidated County-wide water and sewer system. Typically, the water and sewer services are provided by the developer for each development.

Areas of Significant Disinvestment

Areas of Significant Disinvestment are located south of Woodbine and Old Jefferson Highway, and Georgia State Route 110 as shown on Map LU-3. The County should formulate a redevelopment plan to address the needs of this area specifically focusing on dilapidated structures, mobile homes, and general aesthetics.

Recommended Character Areas

The Coastal Georgia Regional Development Center, in consultation with the Camden County Planning and Building Department, has delineated the following character areas based on the definition and criteria of character areas. These character areas are shown on Map LU-4. The areas

include, but are not limited to: Areas of conservation/greenspace, rural residential, rural villages, timberland/forestry, or areas of a specific land use. These areas possess individually unique characteristics; and therefore, policies and implementation strategies should be specifically formulated for each.

Table LU-2
Camden County Character Areas

Character Area	Location/ Description	Development Strategy
Conservation Areas and Greenspace	Natural features, views, coast, floodplains, wetlands, watersheds, wildlife management areas, barrier islands, and other environmentally sensitive areas located throughout the County, including Cumberland and Little Cumberland Islands.	<ul style="list-style-type: none"> • Maintain natural, rural character by not allowing any new development that deteriorates the natural beauty of the area. • Promote use of conservation easements. • Widening of roads in these areas should be done only if it is absolutely necessary. • Promote these areas as tourist destinations including passive and active recreation. • Limit direct waterfront development by promoting buffer zones, conservation easements, and outright public purchase of significant natural areas. <p>The following recommendations are drawn from the <i>Quality Growth Resource Support Team, September 2004</i>:</p> <ul style="list-style-type: none"> • Develop a conservation subdivision ordinance. • Create a back barrier island (marsh hammock) zoning classification with development standards that protect back barrier islands and surrounding marsh ecosystems. • Coordinate review of proposed marsh/front and back barrier island development with the Georgia Department of Natural Resources permit review process for bridges, docks, and marinas. • Work with the Georgia Department of Natural Resources, Coastal Resources Division to compile an inventory of the back barrier islands in the County, including location, size, habitat, characteristics, and ownership. • Permanently protect all back barrier islands under Camden County ownership through conservation easements or restrictive covenants. • Allow for daylight passive recreation on preserved back barrier islands.
Future Airport and Business Park	Area south of Woodbine between I-95 and US Highway 17 and opposite to Eason Lane.	<ul style="list-style-type: none"> • A development plan should be formulated to address the potential change in location. • Issues such as infrastructure, access to major roads, take off and landing zones, and compatible land uses should be addressed.

Character Area	Location/ Description	Development Strategy
		<ul style="list-style-type: none"> • Special consideration should be given to address the potential expansion of the airport depending upon the usage. • The development plan should address type of business and commercial development most appropriate to the area.
Major Highway Gateway	Areas of developed or undeveloped land adjacent to the major thoroughfare (I-95) that provides access to the community. This includes Exit numbers 1, 6, 7, and 26	<p>According to the recommendations of the <i>Quality Growth Resource Support Team Report, September 2004</i>:</p> <ul style="list-style-type: none"> • Maintain a natural vegetation buffer (at least 50 feet in width) along major corridors. • All new development should be concentrated in nodes at major intersections and set back behind this buffer with access roads, shared driveways, or inter-parcel road connections providing alternate access to these developments, reducing curb cuts and traffic on the main highways. • Protect scenic quality and public safety from excessive billboards. • Promote areas around exits for services, and as a gateway to the County. • Limit or zone undesirable uses out of major highway and potential gateway corridors. Link city centers to the highway corridor to encourage out-of-towners to visit historic downtown and waterfront areas.
Military	Naval Submarine Base Kings Bay located north of St. Marys	<ul style="list-style-type: none"> • Develop and monitor compatible land uses around the Base. • Assess the need for off Base housing to accommodate the expansion of the fleet. • Engage the appropriate Kings Bay staff when making a decision that may impact the Base.
Rural Residential	Areas of undeveloped land likely to face development pressures for lower density (One unit per two plus acres) residential development. Typically, these areas will have low pedestrian	<ul style="list-style-type: none"> • Maintain rural atmosphere while accommodating new residential development as rural cluster or conservation subdivision design that incorporates significant amounts of open space. • Encourage compatible architectural styles that maintain the regional rural character. • Provide connectivity to the greenspace and trails.

Character Area	Location/ Description	Development Strategy
	orientation and accessibility, very large size lots, open space, and a high degree of building segregation.	
Rural Village	These rural villages are on US Highway 17 or in the western part of the County along Georgia State Routes. Primarily, these are commercial activity areas located at the intersection of highways with buildings in the center surrounded by open spaces.	<ul style="list-style-type: none"> • Maintain rural atmosphere of these small villages, which possess historic sites and values. • Accommodate commercial uses within these villages keeping in mind the rural character and architectural style. • Connect these villages to the regional network of greenspace and trails available to pedestrians and bicyclists for both tourism and recreational purposes.
Scenic Corridor/Bike Route	Areas along US Highway 17 (developed or undeveloped land) that has significant natural, cultural or historic features. Areas designated as State Bike Route 95.	<ul style="list-style-type: none"> • Prepare, adopt, and implement corridor management plan for US Highway 17 (Southern Passages). • Work with GDOT to provide for four feet wide paved shoulders excluding a two and a half foot rumble strip along US Highway 17 for bicyclists since this is the designated State Bike Route 95. • Connect the potential shared use path (rails-to-trails) abandoned railroad corridor from north of Kingsland to the Camden/Glynn County line. • Link trails/bike routes with the greenways and provide connectivity to schools, churches, recreation areas, and city centers. Properly designed shared use paths and bike routes can provide an alternative transportation network, and accommodate commuting to work, shopping, or recreational activities.
Suburban Area Developing	Area where pressures for the typical types of	The development pressure is strong in Camden County, therefore, it is vital to create policies and incentives to require and encourage preservation of

Character Area	Location/ Description	Development Strategy
	suburban residential development are greatest. Such developing areas are likely to involve low pedestrian orientation, low traffic volume, large open spaces, etc.	<p>greenspace and environmentally sensitive areas in all new development and redevelopment projects.</p> <p>As mentioned in the <i>Quality Growth Resource Support Team, September 2004</i>:</p> <ul style="list-style-type: none"> Promote moderate density, traditional neighborhood style residential subdivisions. Each new development should be a master-planned community with mixed uses, blending residential development with schools, parks, recreation, retail business, and services, linked in a compact pattern that encourages walking, and minimizes the need for auto trips within the subdivision. Encourage compatible architectural styles that maintain the regional character, and should not include “franchise” or “corporate” architecture.
Timberland/Forestry	Areas used for timber industry and forest land. These areas are located in the western part of the County (west of US Highway 17).	<ul style="list-style-type: none"> Create policies and incentives that encourage new development to protect naturally forested uplands as community greenspace. Provide education to homeowners on native and drought tolerant plants and appropriate maintenance.

Map LU-1

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Map LU-2

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Map LU-3

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Map LU-4

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City of Kingsland

Existing Land Use

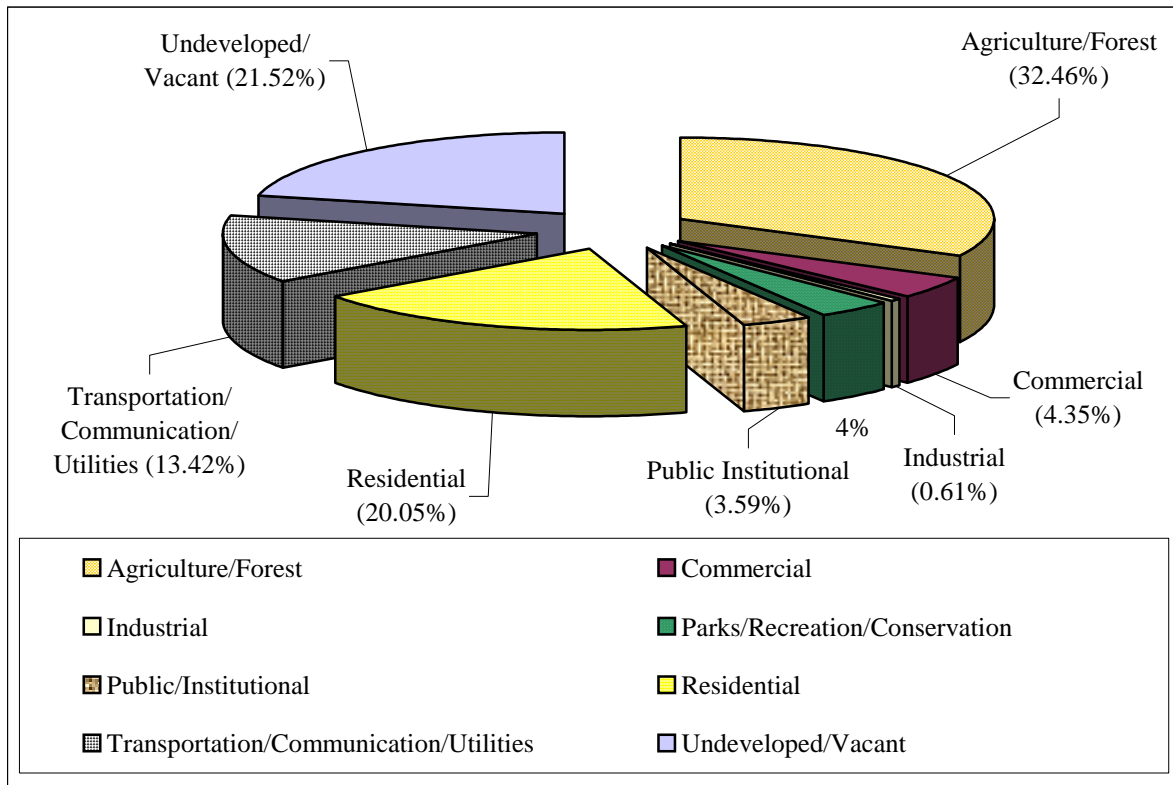
Table LU-3 and Figure LU-2 show the amount of land allocated for each land use in the City of Kingsland. Map LU-5 illustrates the geographical dispersion of land uses in the City of Kingsland.

Table LU-3
Existing Land Uses in Kingsland

Land Use Categories	Acres	Percent
Residential	2,160	20.05
Commercial	469	4.35
Public/Institutional	386	3.59
Industrial	66	0.61
Parks/Recreation/Conservation	431	4.00
Agriculture/Forest	3,496	32.46
Transportation/Communication/Utilities	1,446	13.42
Undeveloped/Vacant	2,318	21.52
Total	10,772	100

Source: Existing Land Use Map, City of Kingsland

Figure LU-2
Existing Land Uses in Kingsland



Source: Existing Land Use Map, City of Kingsland

The amount of land allocated for each land use in the City of Kingsland is fairly balanced with the exception of Industrial and Parks/Recreation/Conservation use categories. The City should balance these two land uses.

A balanced mixed of land use should be maintained to provide for cost effective service delivery of services and infrastructure. Studies show that a high proportion of residential land use is the least cost effective in terms of services and infrastructure delivery.

Due to the rapid growth of the City population and property annexation, the City should begin looking into developing reuse/infill development policies for the vacant/undeveloped parcels or structures that become obsolete or dilapidated. The total residential area in the City encompasses 2,160 acres (32 percent). The City is developing via infill development, and by annexing large tracts of land for residential and commercial development purposes. Map LU-6 shows the location of approved subdivisions for the years 2000 to 2005.

Commercial areas account for 4.35 percent of the City. Most of the commercial uses are located along US Highway 17 and Georgia State Highway 40. The industrial area, located west of I-95 and Harrietts Bluff Road, primarily include light industries.



Georgia State Highway 40
Commercial Corridor

Kingsland has only four percent of land reserved for Parks/Recreation/Conservation land use, which is not enough for the life of this plan. Since the City is growing rapidly, it would be desirable to allocate more land area for Parks/Recreation/Conservation to maintain balanced growth. A high percentage of area reserved for Parks/Recreation/Conservation purposes makes the City more attractive as a residential community.

Areas Requiring Special Attention

As the City of Kingsland grows, impacts on the existing infrastructure, natural and cultural resources, and community facilities will become evident. These conditions should be planned for with special consideration given to maintaining the unique characteristics of each area. The following Areas Requiring Special Attention, as shown on Map LU-7, are identified based on the DCA rules.

Areas of Significant Natural Resources

The significant natural resources, such as wetlands and floodplains, are located throughout the City as well as adjacent to its boundaries, particularly in the northeast and south of the City. There should be continuous development of policies to protect these areas, as well as enforcement by the City of current state and local regulations.

Areas of Significant Cultural Resources

The City of Kingsland has many cultural resources located within the downtown area. The majority of the historic sites in the City are located within the historic district, along US Highway 17, and Georgia State Highway 40. The downtown historic district contains numerous examples of late nineteenth and early twentieth century architecture.

Areas in Need of Redevelopment

As the City grows, older areas should be constantly revisited with an eye toward redevelopment. The areas that need immediate redevelopment are located near the intersection of MLK Blvd. and Colerain Road. The City should develop policies and strategies to address redevelopment and affordable housing issues in these areas to bring it up to the same level as rest of the City.

Areas of Rapid Development/Change of Use

With the current rate of population growth in the City, constant rapid development and annexations will require diligent planning. The area located east of Gross Road, south of Laurel Island Parkway, north of State Highway 40, and west of Winding Road may change from agriculture/forest to low-medium residential development or planned unit development. The existing ongoing development trends portray that the City is encouraging more single-family residential development.

Areas of Transportation Improvements

Colerain Road, which is also known as Laurel Island Parkway east of I-95, serves as a bypass for traffic going into downtown St. Marys. However, the existing two-lane road is not wide enough to absorb the growing traffic needs. This section of the road needs improvement. The 2005 Camden County Bicycle Pedestrian Plan proposed a four foot paved shoulder for Laurel Island Parkway's bicycle facility when the Parkway is widened from two to four lanes.

U. S. Highway 17 Businesses

The crossroads of US Highway 17 and Georgia State Highway 40 serves as the downtown central business district for the City. New businesses along this corridor will encourage tourist visitation within the core downtown district where other facilities are located. They should have sufficient parking facilities and be compatible with the existing businesses.



Highway 17 Streetscape

Areas Likely to be Annexed

The City can expand north and west. In addition, certain pockets located to the east, adjacent to the St. Marys city limits can be annexed., The City may, at some point in the future consider the annexation of the property that encompasses parcels east of I-95 and north of St. Marys Road, as well

as properties on the north side of Harrietts Bluff Road going east, and south of Georgia State Highway 40 going west. These annexations may include Timber Max and Driggers properties located north of SR 40, and VV Farms property near Exit 6 on I-95. The City is considering doubling the capacity of their water and sewer treatment plants to provide the infrastructure, prior to the development in the future annexed area.

Areas of Significant Disinvestment

Primarily, areas of Significant Disinvestments are located in the northwest corner of the City, along the west side of US Highway 17. The City should formulate a redevelopment plan to address the needs of this area, specifically focusing on dilapidated structures, mobile homes, streetscape, and, in general, aesthetics. The City should provide incentive programs for small business development. The infrastructure improvement of roads and sidewalks should be considered during the preparation of a redevelopment plan for this area.

Recommended Character Areas

The Coastal Georgia Regional Development Center, in consultation with the City of Kingsland staff, has delineated the following character areas based on the definition and criteria of character areas. These character areas are shown on Map LU-8. The following table lists character areas in the City and their respective description, location, and development strategy.

Table LU-4
City of Kingsland Character Areas

Character Area	Location/ Description	Development Strategy
Traditional Neighborhood Declining	Neighborhood located along US Highway 17 west and north of the downtown center.	<ul style="list-style-type: none"> • Formulate a redevelopment plan for these neighborhoods to address the deteriorating condition of housing structures. • Enhance the integrity of the architectural design of the buildings. • Public assistance and investment should be focused where needed to ensure that the neighborhood becomes more stable. • Enhance the character of the neighborhood by improving the sidewalks, streetscape, and bicycle and pedestrian facilities. • Allow compatible uses as infill development takes place. • Apply historic preservation principles to preserve the character of the neighborhoods.
Traditional Neighborhood Stable	Areas located on the southeast and southwest side of US Highway 17. The neighborhood has relatively well-maintained housing and has higher rates of homeownership with off-street parking.	<ul style="list-style-type: none"> • Encourage more homeownership and maintenance or upgrade of existing properties. • Maintain high quality of infrastructure and services. • Improve streetscapes, parks, and public facilities to maintain the high desirability of the areas. • Develop bicycle and pedestrian connectivity to downtown historic areas and commercial centers. <p>As recommended in the <i>Quality Growth Resources Team Report, September 2004</i>:</p> <ul style="list-style-type: none"> • Promote a comprehensive sidewalk network by repairing existing sidewalks and providing new sidewalks (especially connecting churches and schools to neighborhoods). • Enforce existing ordinances and zoning regulations. • Encourage rapid redevelopment of newly vacant or abandoned properties. • Promote neighborhood functions and gathering to reinforce a sense of place. • Develop neighborhood activity centers as gathering places.
Suburban Area Developing	Areas where pressure for the typical suburban residential subdivision development are greatest due to the availability of	<ul style="list-style-type: none"> • Due to the strong development pressure in Kingsland and annexation of properties into the City, it is important to develop policies and programs that require and encourage preservation of greenspace and environmentally sensitive areas in all new development and redevelopment projects.

Character Area	Location/ Description	Development Strategy
	water and sewer service. Without intervention, this area is likely to evolve with low or no transit, high to moderate building separation, predominately residential with scattered civic buildings and varied street patterns.	<ul style="list-style-type: none"> Promote moderate density, traditional neighborhood development (TND) style residential subdivisions. Require sidewalks or walking trails in new residential developments, and provide connectivity to the schools and other bicycle and pedestrian facilities where appropriate. New development should be master planned with mixed uses, blended residential development with schools, parks, recreation, retail businesses and services linked in a compact pattern that encourages walking and minimizes the need for auto trips in the subdivisions to promote a healthy life style. There should be strong connectivity and continuity between each master planned development. There should be good vehicular and pedestrian/bike connections to retail/commercial services as well as internal street connectivity, connectivity to adjacent properties/subdivisions, and multiple use site access points. Encourage compatible architecture styles that maintain the regional character and do not include "franchise" or "corporate" architecture. Whenever possible, connect to the regional network of greenspace and trails available to pedestrians and bicyclists for both tourism and recreational use. Promote street design that fosters traffic calming such as narrower residential streets, on-street parking and addition of bicycle and pedestrian facilities.
Suburban Corridor	Entrance to Kingsland from western part of the County via Georgia State Route 40	<ul style="list-style-type: none"> Enhance the visual appearance of the corridor in order to generate a positive feeling about the experience of residing in and visiting the City. Convert U. S. Highway 17 to an attractive boulevard by providing better signage, guiding the tourist into the community. Create and implement corridor overlay districts and design guidelines (both for new construction and retrofitting of existing buildings). Maintain natural vegetation along the corridor. Provide bicycle and pedestrian facilities between businesses. Provide paved shoulders for breakdowns, bicycles, and turn lanes. Increase the number of lanes to accommodate the future traffic needs.
Scenic Corridor/Bike Route	Developed or undeveloped land paralleling the route	<ul style="list-style-type: none"> Limit development of mobile homes along scenic corridor.

Character Area	Location/ Description	Development Strategy
	of a major thoroughfare that has significant natural, historic or cultural features and/or pastoral views.	<ul style="list-style-type: none"> Promote conservation and restoration of historic structures along route. Maintain buffers in natural areas between roadway and housing or commercial development. Attain the Scenic Byway designation and develop corridor management plan.
Regional Activity Center	Concentration of higher education facilities, sports and recreation complexes.	<ul style="list-style-type: none"> Design should be pedestrian oriented, with strong walkable connection between uses. Include direct connection to nearby networks of greenspace or trails, available to pedestrians, bicyclists, and equestrians for both tourism and recreation purposes. Provide bike lanes or wide curb lanes to encourage bicycling and safety, provide conveniently located, preferably sheltered, bicycle parking at destinations. Encourage compatible architecture styles that maintain the regional character and do not include “franchise” or “corporate” architecture.
Manufactured Home Park	Accessible from Georgia State Highway 40 via East Boone Avenue. Located west of I-95 near Exit 3.	<ul style="list-style-type: none"> Demolish mobile homes that are in dilapidated condition. Inspect manufactured home parks on a regular basis in order to maintain cleanliness, and enhance the overall look of the community. Enforce ordinances pertaining to manufactured home parks. Improve infrastructure and amenities to more closely match other residential areas.
Historic Area	Located in the center of Downtown along Georgia State Route 40 and US Highway 17. Areas that contain the oldest housing stock in the City. Houses are generally in good repair and represent some of the best, or the most unique, historical architectural features in the area.	<ul style="list-style-type: none"> Preserve historic sites from demolition and encourage rehabilitation by providing appropriate incentives, such as tax credits and National Register of Historic Places designation. Maintain architectural integrity of existing historical homes through building permit review. New infill development should be compatible with the existing architecture. Improve and widen sidewalks to promote safety and community sense of place. Develop historic preservation and tree ordinances. Develop design guidelines that are compatible to the buildings in the historic district.

Character Area	Location/ Description	Development Strategy
In Town Development of Affordable Housing	Areas located northeast of US Highway 17	As mentioned in the <i>Quality Growth Resources Team Report, 2004</i> : <ul style="list-style-type: none"> • Accommodate need for new affordable housing by incorporating infill and new construction in and around the City center. • Provide higher density and Single-Family housing alternatives for workforce population. • Locate all vacant housing sites and enact policies to develop them as affordable housing.
Gateway Corridor	Areas developed or undeveloped along the route of a major highway that provides entrance and access to the community.	<ul style="list-style-type: none"> • Improve the aesthetic appearance with appropriate signage and landscape beautification. • Promote tourism using these gateways to bring tourists to visit downtown and other significant historic sites. • Develop a wayfinding signage system and discourage billboards, portable signs, or other types of undesirable signage.
Major Highway Corridor	US Highway 17 running north-south through the center of the City.	<ul style="list-style-type: none"> • Renovate abandoned commercial structures so that they can aesthetically fit with the rest of the commercial properties. • Provide landscaping and other aesthetics. Designate parking spaces with painted pavement markings. • Promote business by providing incentives, and incorporate bicycle and pedestrian amenities in this corridor since it is a designated Georgia State Bike Route 95. • Market existing unused or abandoned businesses for reuse or redevelopment. • Encourage façade improvements and modernization to make businesses more appealing.
Conservation Areas/Greenspace	Various areas of natural beauty, and open space located throughout Kingsland. Consists of wetlands, public parks, greenspace, and ecologically significant areas.	<ul style="list-style-type: none"> • Preserve scenic vistas and natural ecological features. • Passive public and active parks should be developed to maximize potential for walking, bicycling, and other recreational activities. • Promote these areas as tourism and recreational destinations. • Discourage view encroaching high-rise development. • Promote conservation easements and other incentives for natural space preservation.
High Density Suburban	Area of High density	<ul style="list-style-type: none"> • Promote connectivity of street layout with adjacent City streets and

Character Area	Location/ Description	Development Strategy
Development	development for single- and multi-family homes. Located east of US Highway 40.	<p>pedestrian/bicycle corridors by providing sidewalks and connections to existing trails and walkways,</p> <ul style="list-style-type: none"> • While some areas may permit eight-story development, the degree that views are obstructed may be considered. • Promote architectural character of new development that is consistent with the established downtown and surrounding areas. • Design should be pedestrian oriented with strong walkable connections between areas. • Maintain natural landscapes where possible to conform to the character of the adjacent areas, and should not diminish access to traditional area of St. Marys • Wherever possible include a neighborhood focal point by providing small parks, small scale shops, and benches.
In- Town Corridor	Georgia State Highway 40. Developed or undeveloped land on both sides of designated high volume transportation facilities such as arterials and expressways.	<ul style="list-style-type: none"> • Gradually convert corridor to attractive boulevard with signage guiding visitors to downtown and scenic areas around the community. • The appearance of the corridor can immediately be improved through streetscaping enhancement (streetlights, landscaping, etc.) • For the long term, enact design guidelines for new development including minimal setback requirements from the street to ensure that the corridor becomes more attractive as properties develop or are redeveloped. • Provide basic access for pedestrians and bicycles, consider vehicular safety measures including driveway consolidation and raised medians (which also improve safety for bike/pedestrians). • Coordinate land use and bike/pedestrian facilities with transit stops where applicable. • Promote grouped business parking to reduce individual vehicle trips to multiple businesses.

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Map LU-5

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Map LU-6

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Map LU-7

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Map LU-8

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City of St. Marys**Existing Land Use**

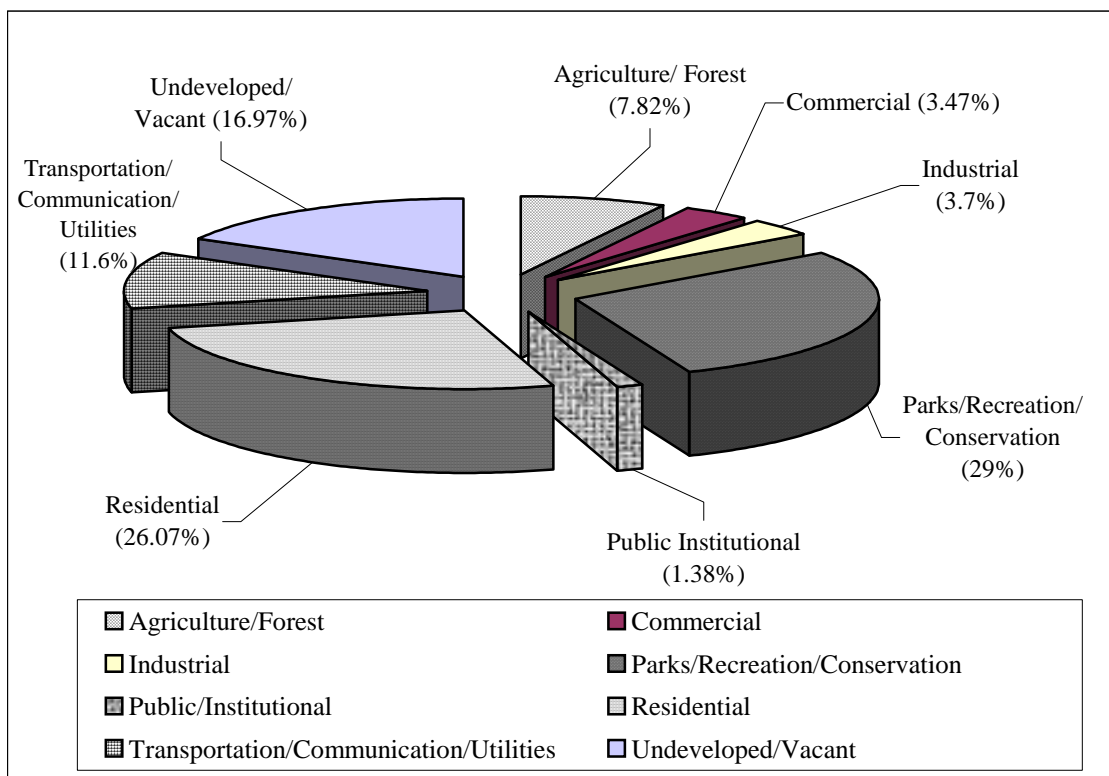
Table LU-5 and Figure LU-3 show the amount of land allocated for each land use in the City of St. Marys. Map LU-9 illustrates the geographical dispersion of land uses in the City of St. Marys.

Table LU-5
Existing Land Uses in St. Marys

Land Use Categories	Acres	Percent
Residential	3,744	26.07
Commercial	498	3.47
Public/Institutional	198	1.38
Industrial	532	3.70
Parks/Recreation/Conservation	4,163	29.00
Agriculture/Forest	1,123	7.82
Transportation/Communication/Utilities	1,666	11.60
Undeveloped/Vacant	2,437	16.97
Total	14,362	100

Source: Existing Land Use Map, City of St. Marys

Figure LU-3
Existing Land Uses in St. Marys



Source: Existing Land Use Map, City of St. Marys

In the City of St. Marys, existing development patterns will have a direct impact on determining future growth. At present, most of the suburban area development is taking place north and west of the original City center. Map LU-10 shows the location of approved subdivisions for the years 2000 to 2005. These areas include subdivisions of Single-Family housing units along with mixed-use development, and limited infill within the City's original boundary. The largest amount of land is characterized as Parks/Recreation/Conservation (29 percent). This is due in part to the City's proximity to the marshland along the St. Marys River and the coastal barrier islands. Residential land use accounts for approximately 26 percent of the City's area followed by Vacant/Undeveloped at 17 percent, and Transportation at approximately 12 percent as shown on Map LU-9. The balance of the remaining land use, consisting of Public/Institutional, Industrial, and Commercial, accounts for 8.5 percent of the City's total area. Little Agricultural or Forestry land remains in the City, with most of what remains destined for future residential use.

In order to promote quality community growth, the amount of each type of land use in a community should be proportionately distributed for an ideal balance of service delivery and infrastructure cost. This balance may take into consideration additional land uses within the region. Commercial and industrial development in the City remains low in proportion to other land uses. This imbalance tends to stifle economic growth and increase the cost of services for residents. Vacant/Undeveloped land in the City is comparable to unincorporated areas in the County. At nearly one fifth of the City's land area, numerous options remain available for its development.

Areas Requiring Special Attention

The consultant worked with city staff to define specific areas within the city limites that require special attention. The Areas Requiring Special Attention, as defined by the city, are shown on Map LU-11. Six types of areas were identified:

- Areas Likely to be Annexed
- Areas in Need of Redevelopment
- Areas of Rapid Development/Change of Land Use
- Areas of Significant Cultural/Historical Resources
- Areas of Significiant Natural Resources
- Areas Development may Outpace Infrastrucutre.

Areas of Rapid Development/Change of Use

Any future land annex that is undeveloped will create an area of rapid change. The majority of land in St. Marys is developed. The area that is preparing to under go the most rapid change is the Darango site. It was recently purchased and is slated for demolition and redevelopment.

In a more general sense, the City of St. Marys is experience an increased pace of development and change. The stepped up pace of growth is causing several changes including redevelopment of old lots, the additon of new subdivisions, and a greater level of commercial activity.



St. Marys Waterfront

Areas of Significant Natural Resources

St. Marys is virtually surrounded by significant areas of natural beauty and environmental resources. Efforts should be made to preserve and expand the Waterfront Park area. Connections to other parks and recreational opportunities such as the Cumberland Island National Seashore would enhance the City's ability to attract visitors to the downtown/waterfront area. High-rise development should be avoided in and adjacent to these areas of scenic beauty.

Areas Likely to be Annexed

All areas east of the City to the Kingsland City limits, and north and south to St. Marys Road to the current limits of the city, are likely to be annexed in the future. New infrastructure within these areas should be used to direct development patterns. The creation of additional city centers should be avoided. New development in the annexed areas may be planned with mixed uses. Blended residential development with schools, parks, recreation, retail businesses, and services linked in a compact pattern that encourages walking and minimizes the need for auto trips in the subdivisions should be promoted. Other areas that are likely to be annexed include the unincorporated areas of Point Peter, near Crooked river, and the landlocked areas within the city limits.

Areas of Significant Cultural/Historical Resources

The City's main inventory of cultural and historic resources is located in the traditional town center area of the City and adjacent to the waterfront. Preservation of the existing buildings and structures along with development of compatible architectural style should be a priority. Maintaining attractive sidewalks, curbs, and roadways will serve to continually attract pedestrians and visitors to the area. Encourage conservation and restoration of structures rather than change of use redevelopment.



Downtown St. Marys

Areas in Need of Redevelopment

In areas of the City north of Osborne Street and east of Georgia Spur 40, redevelopment should be considered. The area is marked by incomplete infrastructure, homes in need of repair, and vacant lots. Significant investment may be made in the area to bring it up to the same level as south end of the

City. Incentives should be offered to entice building and development in the area. Create parks, open spaces, and community gathering points to enhance livability. Another area that may be considered for redevelopment is the airport and surrounding businesses. As the city enhances this area to support a boutique airport reuse and redevelopment may be necessary.

Development May Outpace Infrastructure

The northwest part of the City between the Kingsland City limits and Naval Submarine Base Kings Bay is a prime area for rapid development. Future development in this area may strain the City's ability to provide infrastructure and services to meet the demand. Addressing infrastructure capacity issues before approval of additional development in the area would serve to lessen the impact on the City as a whole. The city intends to address infrastructure capacity issues before approval of any additional development.

Recommended Character Areas

The CGRDC, in consultation with the City of St. Marys staff, has delineated the following character areas based on the definition and criteria of character areas. These character areas are shown on Map LU-12. The following table lists character areas in the City and their respective description, location, and development strategy.

Table LU-6
City of St. Marys Character Areas

Character Area	Location/ Description	Development Strategy
Traditional Neighborhood/ Redevelopment Area	Located north of the City's downtown, and in and around the airport.	<ul style="list-style-type: none"> • Conduct housing condition inventory to identify the dilapidated housing and structures in need of repair. • Formulate a redevelopment plan for these neighborhoods including preservation of the original housing stock, maintaining traditional neighborhood development patterns and pedestrian orientation. • Maintain the integrity of the architectural style of the buildings. • Improve the infrastructure of the neighborhood by upgrading the sidewalks, streets, sewer, water, and lighting. • Allow compatible infill development while maintaining connectivity of streets and sidewalks. • Develop parks and neighborhood gathering places to give residents a focal point for gathering and socializing. • Promote elimination of overhead wiring. • Encourage hurricane resistant retrofits on existing structures.
Traditional Neighborhood Stable	Areas along Spur 40 and adjacent to Naval Submarine Base Kings Bay. All these neighborhoods have relatively well-maintained housing with larger lots and off-street parking. These areas have a high rate of individual homeownership.	<ul style="list-style-type: none"> • Maintain high quality of infrastructure and services. • Improve streetscapes, parks, and public facilities to maintain the high desirability of the areas. • Develop pedestrian and bicycle connectivity to downtown and shopping. • Enforce existing ordinances and zoning regulations. • Encourage rapid redevelopment of newly vacant or abandoned properties. • Promote neighborhood functions and gathering spaces to reinforce a sense of place. • Develop neighborhood activity centers as gathering places. • Promote elimination of overhead wiring. • Encourage hurricane resistant retrofits on existing structures.

Character Area	Location/ Description	Development Strategy
Traditional Neighborhood Declining	All these neighborhoods have relatively well-maintained housing with some sub-standard structures. Have a high rate of homeownership.	<ul style="list-style-type: none"> • Improve the level of services and infrastructure. Add sidewalks in the areas without them. • Enforce existing ordinances and zoning regulations. • Explore incentives or low interest loans for home improvements. • Encourage individual homeownership. • Improve amenities such as parks, playgrounds, etc. • Promote elimination of overhead wiring. • Discourage use of restrictive covenants. • Encourage hurricane resistant retrofits on existing structures
Traditional/Historic District	Located in the downtown area of the City. Area contains the oldest housing stock in the City and County. Houses are generally in good repair and represent some of the best or the most unique historical architectural features in the area.	<ul style="list-style-type: none"> • Preserve historic sites from demolition and encourage rehabilitation by providing appropriate incentives such as tax credits and National Register of Historic Places designation. • Maintain architectural integrity of existing historical homes thorough architectural review board. • Encourage compatible infill development in scale and architecture to maintain the area's historic feel. • Strive to preserve traditional density and lot size. • Promote elimination of overhead wiring. • Discourage use of restrictive covenants. • Encourage hurricane resistant retrofits on existing structures

Character Area	Location/ Description	Development Strategy
Historic Waterfront	The perimeter of the downtown area adjacent to the riverfront.	<ul style="list-style-type: none"> • Preserve historic sites from demolition and encourage rehabilitation by providing appropriate incentives such as tax credits and National Register of Historic Places designation. • Develop waterfront based theme areas with parks, dock, and walkways. • Discourage high-rise development adjacent to the historic waterfront. • Provide interpretive kiosks outlining the area's nautical history. • Enhance connectivity with the historic downtown area. • Promote elimination of overhead wiring. • Promote mixed use development within restraints of existing ordinances. • Encourage hurricane resistant retrofits on existing structures • Promote elimination of overhead wiring. • Encourage hurricane resistant retrofits on existing structures.
Major Highway Gateway	Areas adjacent to Exit 1 on I-95; Areas east of I-95; the intersection of Kings Bay Road and GA 40; the intersection of Winding Road and Colerain Road.	<ul style="list-style-type: none"> • Maintain a landscape buffer between the roadway and the development, incorporating natural vegetation. • Manage access to keep traffic flowing using directory signage to destinations. • Encourage compatible architecture styles that maintain the regional character and do not include "franchise" or "corporate" architecture. • Create a regional architectural "theme" to enhance the aesthetics of the area. • Discourage billboards, portable signs, or other types of undesirable signage. • Encourage shared access roads and inter-parcel road connections to reduce curb cuts and to maintain traffic flow.

Character Area	Location/ Description	Development Strategy
Conservation Areas/Greenspace	Various areas of natural beauty, and open space located throughout St. Marys. Consists of wetlands, public parks, greenspace, and ecologically significant areas.	<ul style="list-style-type: none"> • Preserve scenic vistas and natural ecological features. • Passive public and active parks should be developed to maximize potential for walking, bicycling, and other recreational activities. • Maintain and preserve open space with significant cultural or historical heritage such as old shipping and seafood docks. • Promote these areas as tourism and recreational destinations. • Discourage view encroaching high-rise development. • Promote conservation easements and other incentives for natural space preservation. • Promote elimination of overhead wiring. • Encourage hurricane resistant retrofits on existing structures.
Marsh/River Conservation Area	Entire marsh/river areas within or around the City of St. Marys	<ul style="list-style-type: none"> • Permit no development within these areas. • Maintain visual relationship between marsh and upland. • Discourage construction of private docks and other man made constructs. • Encourage property owners to keep the marsh areas clear of trash and debris • Create ordinances to discourage dumping. • Provide for passive, no impact recreation such as fishing, kayaking, boating, etc.

Character Area	Location/ Description	Development Strategy
Traditional Commercial Area	Existing C-1 zone: Osborne Street between the Library and Waterfront, and St. Marys Street Between Bartlett and Ready Streets.	<ul style="list-style-type: none">• Encourage mixed use with commercial on the ground floor and residential on the upper floors to the limits of the Zoning Ordinance.• Encourage off street parking to be at the rear of the buildings• Encourage pedestrian centered streetscape, with wide sidewalks, landscaping, benches, and the like.• Encourage appropriate period lighting that will not overwhelm the night sky view.• Landscaping to be consistent with the live oak tradition of the City of St. Marys.• On street parking to be primarily low density for visitors and shoppers.• Encourage designated crosswalks and pedestrian flow• Adapt the waterfront area to continue the existing scale and proportion of the structures in accordance with FEMA guidelines and current zoning.• Encourage setbacks on infill structures that complement adjacent older or historic properties.• Encourage design that is not general but St. Marys specific, to create a continuing character to the streetscape of the City of St. Marys.• Encourage Hurricane resistant retrofits on existing structures.

Character Area	Location/ Description	Development Strategy
Mid- Town Corridor	Osborne Road (GA 40). Developed or undeveloped land on both sides of designated high volume transportation facilities such as arterials and expressways; Spur 40 (Charles Smith, Highway)	<ul style="list-style-type: none"> • Gradually convert corridor to attractive boulevard with signage guiding visitors to downtown and scenic areas around the community. • The appearance of the corridor can immediately be improved through streetscaping enhancement (streetlights, landscaping, etc.) • For the long term, enact design guidelines for new development including minimal setback requirements from the street to ensure that the corridor becomes more attractive as properties develop or are redeveloped. • Provide basic access for pedestrians and bicycles, consider vehicular safety measures including driveway consolidation and raised medians (which also improve safety for bike/pedestrians). • Coordinate land use and bike/pedestrian facilities with transit stops where applicable. • Promote grouped business parking to reduce individual vehicle trips to multiple businesses. • Promote elimination of overhead wiring. • Encourage hurricane resistant retrofits on existing structures.
Greenway Cooridor	Entire length of St. Marys Road from I-95 to Spur 40.	<ul style="list-style-type: none"> • Limit intersections and curb cuts. Maintain current speed and traffic flow. • Encourage a wide treed and landscaped buffer between road and any development. • Promote elimination of overhead wiring along entire roadway. • Prohibit billboards, and all non-traffic related signage from roadway. Permit development signage to a design standard to be developed. • Design intersections for safety and multiple turning options. • Encourage local access roads from limited intersections. • Provide for bicycle and cart traffic through side access roads and not on St. Marys Road. • Encourage Hurricane resistant retrofits on existing structures.

Character Area	Location/ Description	Development Strategy
Industrial	In the area of the existing airport. Targeted uses include manufacturing, assembly, processing, or activities where noise, smoke, vibration, odors, toxic substances are not present on site.	<ul style="list-style-type: none"> • Prepare site including: <ul style="list-style-type: none"> ○ Infrastructure ○ Shovel Ready sites ○ Incentive packages ○ Buildings • Prepare targeted marketing strategy for the desired type of industry. • Encourage mix of business/industry uses. • Promote streetscape landscaping/buffers, and architectural design for facades facing the public street. • Promote ongoing cleanup of areas visible to the public. • Promote airport as a “botique” airport for small business access, pleasure craft, sky diving and flight schools. • Promote airport as location for small businesses with need for regular air access/hangers. • Bring airport access up to date with Homeland Security regulations, and provide a distinctive St. Marys look to the entry and related structures. • Promote elimination of overhead wiring. • Encourage hurricane resistant retrofits on existing structures.
Suburban Corridor	North side of Georgia State Highway 40. Developed and undeveloped land along high volume transportation routes such as arterials and highways.	<ul style="list-style-type: none"> • Encourage development off of access roads, shared driveways, and inner-parcel road connections. • Manage access to maintain traffic flow. Use directional signage for development. • Maintain natural vegetation along the corridor. • Provide pedestrian/bicycle facilities between businesses. • Provide paved shoulder for breakdowns, bicycles, and turn lanes. • Encourage region specific theme architecture. • Promote elimination of overhead wiring. • Encourage hurricane resistant retrofits on existing structures.

Character Area	Location/ Description	Development Strategy
Neighborhood Commercial	New Point Peter Road. Unattractive, declining or vacant local small storefronts.	<ul style="list-style-type: none"> • Improve streetscape and parking. • Encourage compatible architecture styles that maintain the regional character and do not include “franchise” or “corporate” architecture. • Improvements should be designed to be pedestrian oriented with strong walkable connections between different businesses. • Promote elimination of overhead wiring. • Encourage hurricane resistant retrofits on existing structures.
Regional Activity Center	Concentration of elementary and middle school, higher education facilities, sports and recreation complexes, performing arts and convention centers.	<ul style="list-style-type: none"> • Design should be very pedestrian oriented, with strong walkable connections between uses. • Include direct connection to nearby networks of greenspace or trails, available to bicyclists and pedestrians for both tourism and recreation purposes. • Provide bike lanes or wide curb lanes where appropriate. • Encourage compatible architecture styles that maintain the regional character and don not include “franchise” or “corporate” architecture. • Promote elimination of overhead wiring. • Encourage hurricane resistant retrofits on existing structures.
Active Recreational Areas	Existing park and recreation facilities in the City of St. Marys.	<ul style="list-style-type: none"> • Promote recreational activities of all types, including an open field for free play. • Promote elimination of overhead wiring. • Provide linkage between Active Recreation Areas and the rest of the City for bicycles, carts, and pedestrians. • Provide appropriate landscaping for the activities intended. • Encourage Hurricane resistant retrofits on existing structures.

Character Area	Location/ Description	Development Strategy
High Density Urban Development	Former Durango paper mill site. Areas of high density development of condominiums, single-family, and multi-family homes and retail.	<ul style="list-style-type: none"> Promote connectivity of street layout with adjacent City streets and pedestrian/bicycle corridors by providing sidewalks and connections to existing trails and walkways, While some areas may permit eight-story development, the degree that views are obstructed may be considered. Promote architectural character of new development that is consistent with the established downtown and surrounding areas. Design should be pedestrian oriented with strong walkable connections between areas. Maintain natural landscapes where possible to conform to the character of the adjacent areas, and should not diminish access to traditional area of St. Marys Wherever possible include a neighborhood focal point by providing small parks, small scale shops, and benches.
Hospital/Medical Center	Current Medical Campus site and surrounding areas.	<ul style="list-style-type: none"> Promote development of adjacent parcels for medical related businesses. Provide connectivity to different areas of the community for ease of access. Provide design guidelines for an attractive campus atmosphere. Promote housing opportunities above office facilities for affordable housing. Promote elimination of overhead wiring. Encourage hurricane resistant retrofits on existing structures.

Character Area	Location/ Description	Development Strategy
Suburban Area Developing	Area north of Georgia State Highway 40 and west of Charles Smith Sr. Highway. Areas of Suburban type subdivision development.	<ul style="list-style-type: none">• Promote moderate density, traditional neighborhood development (TND) style residential subdivisions.• New development should be master planned with mixed uses, blended residential development with schools, parks, recreation, retail businesses and services linked in a compact pattern that encourages walking and minimizes the need for auto trips in the subdivisions.• There should be a strong connectivity and continuity between each master planned development.• There should be good vehicular and pedestrian/bike connections to retail/commercial services as well as internal street connectivity, connectivity to adjacent properties/subdivisions, and multiple use site access points.• Encourage compatible architecture styles that maintain the regional character and do not include “franchise” or “corporate” architecture.• Whenever possible, connect to regional network of greenspace and trails available to bicyclists and pedestrians for both tourism and recreational use.• Promote street design that fosters traffic calming such as narrower residential streets, on-street parking, and addition of bicycle and pedestrian facilities.• Promote elimination of overhead wiring.• Discourage use of restrictive covenants.• Encourage hurricane resistant retrofits on existing structures

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Map LU-9

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Map LU-10

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Map LU-11

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Map LU-12

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City of Woodbine**Existing Land Use**

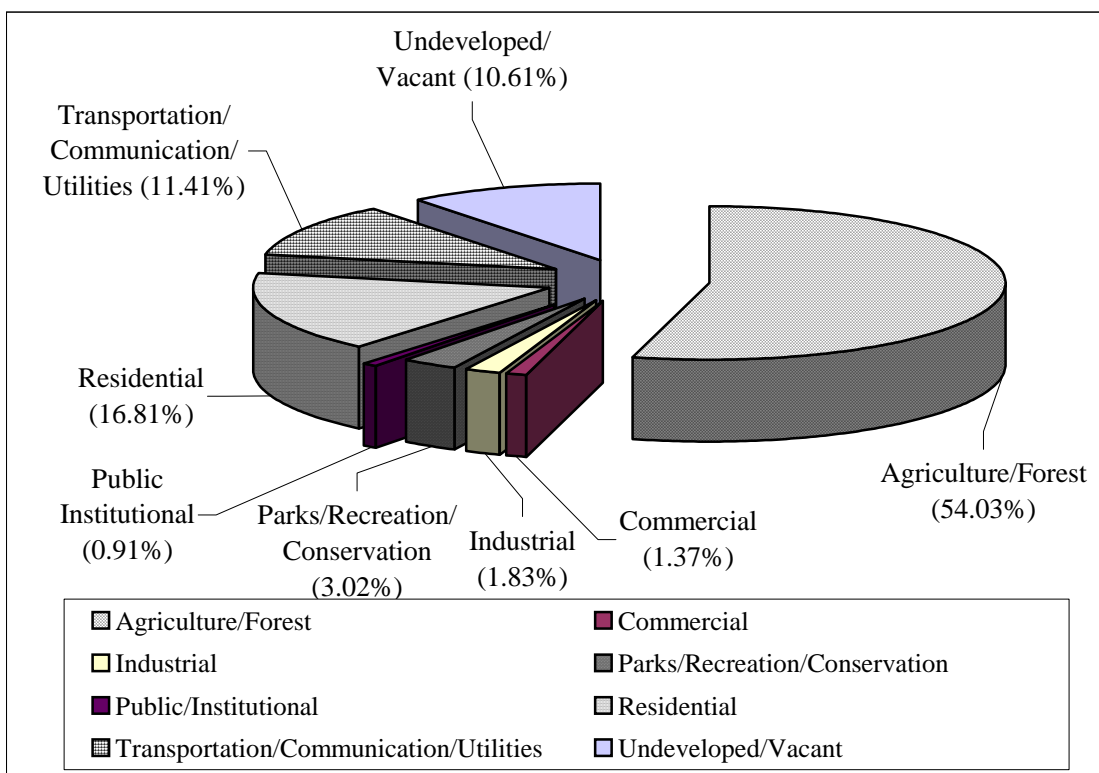
Table LU-7 and Figure LU-4 show the amount of land allocated for each land use in the City of Woodbine. Map LU-13 illustrates the geographical dispersion of land uses in the City of Woodbine.

Table LU-7
Existing Land Uses in Woodbine

Land Use Categories	Acres	Percent
Residential	536	16.81
Commercial	44	1.37
Public/Institutional	29	0.91
Industrial	59	1.83
Parks/Recreation/Conservation	14	3.02
Agriculture/Forest	1,724	54.03
Transportation/Communication/Utilities	364	11.41
Undeveloped/Vacant	339	10.61
Total	3,191	100

Source: Existing Land Use Map, City of Woodbine

Figure LU-4
Existing Land Uses in Woodbine



Source: Existing Land Use Map, City of Woodbine

The largest land use in the City of Woodbine is Agriculture/Forest, which is 54 percent. The recent increase in this land use category is due to the annexation of a large tract of land near Exit 14 off I-95. Due to the rapid growth of the City and property annexation, the City should begin looking into developing reuse/infill development policies for the Vacant/Undeveloped parcels, or structures that become obsolete or dilapidated. The total residential area in the City encompasses 536 acres (16.81 percent). The City is expanding via annexing large tracts of land for residential development purposes. Map LU-14 shows the location of approved subdivisions from the years 2000 to 2005.

A mixed balance of land use should be maintained to provide for cost effective service delivery and infrastructure. Commercial areas account for 1.37 percent while the Industrial area is 1.83 percent in the City. Most of the commercial uses are located along US Highway 17.

Woodbine has 3.02 percent land area reserved for Parks, Recreation, and Conservation, which is insufficient for the life of this Comprehensive Plan. A high percentage of area reserved for Park/Recreation/Conservation land makes the City attractive as a residential community.

Areas Requiring Special Attention

The Areas Requiring Special Attention are shown on Map LU-15.

Areas of Significant Disinvestment

The south end of the City to Colesburg community displays significant disinvestment. The area has had little in the way of past development or improvement. Poverty in the area is pervasive, and there is little available money in this part of the community for self-improvements of property. The City should improve infrastructure and services in the area, and offer incentive based redevelopment to promote growth in the area.

River Corridor

Woodbine River Walk and areas along US Highway 17 from 3rd Street to the riverfront are designated as river corridor. The area encompasses the riverfront and part of the historic area of the City. Probably the most remarkable characteristic of the City, the waterfront, should be the top priority for preservation and development guidelines. Efforts should be made to connect the corridor to new development in the City, and areas along the waterfront that are likely to be annexed. The area is the City's best opportunity for eco-tourism and waterfront recreation.



Satilla River in Woodbine

Areas of Rapid Development/Change of Use

These areas are adjacent to the I-95 Interchange along Spur 25 from I-95 to the central business district. The area from I-95 along Spur 25 is one of the primary gateways into the central business district of Woodbine. Efforts should be made to set the future theme of the City along this route. Natural flora, along with the occasional outstanding architectural building, would enhance the visual appeal of the area for visitors and residents. Development along Spur 25 to the downtown area should maintain and enhance natural vegetation buffers.

Areas of Significant Natural Resources

Various areas of natural beauty and open space are located throughout Woodbine. These areas consist of wetlands, public parks, greenspace, and ecologically significant areas. Efforts should be made to preserve and expand the River Walk. Connections to other parks and recreational opportunities such as the proposed abandoned rail corridor bike trail would enhance the City's ability to attract visitors to the downtown/waterfront area. High-rise development should be avoided adjacent to these areas of scenic beauty.

US Highway 17 Businesses



US Hwy 17 Commercial Corridor

The US Highway 17 corridor through the City should be maintained and promoted as the central business district and civic center of the City. Government services and public institutions should be kept in the area. Traffic patterns and parking should be controlled to afford the best access to business and services. Traffic speed in the area should be controlled to promote walkability and bicycle activities.

Areas Likely to be Annexed

The area north of the Satilla River as well as areas south of the City to Billyville Road, and any suburban developments close to the City needing infrastructure, are prime areas for annexation. New infrastructure within these areas should be used to direct development patterns. The creation of additional city centers should be avoided. New development in the annexed areas should be planned with mixed uses, blended mixed income residential development with schools, parks, recreation, retail businesses and services linked in a compact pattern that encourages walking and minimizes the need for auto trips in the subdivisions.

Areas in Need of Redevelopment

Areas in the southeast end of the City, west of and along Highway 17 are in need of redevelopment. Such areas are characterized by incomplete infrastructure, homes in need of repair and vacant lots. Significant investment should be made in the area to bring it up to the same level as the north end of the City. The City should consider offering incentives to entice building and development in the area.



Example of redevelopment in Woodbine

Future Historic District

The area identified around downtown, adjacent to the Courthouse Square, and the River Walk is the future historic district. Preservation of the existing buildings and structures along with development of compatible architectural styles should be a priority. Maintain sidewalks, curbs, and roadways to attract pedestrians and visitors. The City should take measures to provide appropriate greenspace and maintain the natural landscape.

Recommended Character Areas

The CGRDC, in consultation with the City of Woodbine staff, has delineated the following character areas based on the definition and criteria of character areas. These character areas are shown on Map LU-16. The following table lists character areas in the City and their respective description, location, and development strategy.

Table LU-8
City of Woodbine Character Areas

Character Area	Location/ Description	Development Strategy
Traditional Neighborhood/ Redevelopment Area	Areas west of US Highway 17 and south of 7 th St.; and areas south of Spur 25 and east of US Highway 17. Neighborhoods that have declined sufficiently such that housing conditions are poor. There may be large tracts of vacant land and deteriorating unoccupied structures.	<ul style="list-style-type: none"> • Conduct housing condition inventory to identify homes and structures in need of repair. • Formulate a redevelopment plan for identified neighborhoods including preservation of the original housing stock, maintaining traditional development patterns, and high pedestrian orientation. • Maintain the integrity of the architectural style of the buildings. • Improve the infrastructure of the neighborhood by upgrading the sidewalks, streets, and lighting. • Allow compatible infill development while maintaining connectivity of streets and sidewalks. • Develop parks and neighborhood gathering places to give residents a focal point for recreation and socializing.
Traditional Neighborhood Stable	Areas north of Spur 25 and east of US Highway 17 and areas north of 7th Street and west of US Highway 17. All these neighborhoods have relatively well-maintained housing with larger lots and off-street parking. Areas have a high rate of homeownership.	<ul style="list-style-type: none"> • Maintain high quality of infrastructure and services. • Improve streetscapes, parks, and public facilities to maintain the high desirability of the areas. • Develop pedestrian and bicycle connectivity to downtown and shopping. • Enforce existing ordinances and zoning regulations. • Encourage rapid redevelopment of newly vacant or abandoned properties. • Promote neighborhood functions and gathering to reinforce a sense of place. • Develop neighborhood activity centers as gathering places.

Historic Area	Located in the downtown area of the City. Area contains the oldest housing stock in the City and County. Houses are generally in good repair and represent some of the best historical architectural features in the area.	<ul style="list-style-type: none">• Preserve historic sites from demolition and encourage rehabilitation by providing appropriate incentives and National Register of Historic Places designation.• Maintain architectural integrity of existing historical homes through an architectural review board.• Encourage compatible infill development in scale and architecture to maintain the area's historic feel.
Suburban Area Developing	Area around I-95 Interchange and adjacent to the Satilla River. Areas of Suburban type subdivision development.	<ul style="list-style-type: none">• Promote moderate density, traditional neighborhood development (TND) style residential subdivisions.• New development should be master planned with mixed uses, blended residential development with schools, parks, recreation, retail businesses, and services linked in a compact pattern that encourages walking and minimizes the need for auto trips in the subdivisions.• There should be a strong connectivity and continuity between each master planned development.• There should be good vehicular and pedestrian/bike connections to retail/commercial services as well as internal street connectivity, connectivity to adjacent properties/subdivisions, and multiple use site access points.• Encourage compatible architecture styles that maintain the regional character. Avoid "franchise" or "corporate" architecture.• Whenever possible, connect to regional network of greenspace and trails, available to pedestrians, and bicyclists for both tourism and recreational use.• Promote street design that fosters traffic calming such as narrower residential streets, on-street parking, and addition of bicycle and pedestrian facilities.

Conservation Areas/Greenspace	Various areas of natural beauty, open space located throughout Woodbine. Consists of wetlands, public parks, greenspace, and ecologically or culturally significant areas.	<ul style="list-style-type: none"> • Preserve scenic vistas and natural ecological features. • Passive public and active parks should be developed to maximize potential for walking, bicycling, and other recreational activities. • Maintain and preserve open space with significant cultural or historical heritage. • Promote these areas as tourism and recreational destinations. • Discourage view encroaching high-rise development. • Promote conservation easements and other incentives for natural space preservation. • Expand existing greenspace areas along the river front to include connection to any future development.
In Town Corridor	US Highway 17 south of 6th Street. Developed or undeveloped land paralleling the route of a major thoroughfare that is likely to experience uncontrolled strip development if growth is not properly managed.	<ul style="list-style-type: none"> • Gradually convert corridor to attractive boulevard with signage guiding visitors to downtown and scenic areas around the community. • The appearance of the corridor can immediately be improved through streetscape enhancements (streetlights, landscaping, etc.) • For the long term, enact design guidelines for new development including minimal setback requirements from the street, to ensure that the corridor becomes more attractive as properties develop or are redeveloped. • Provide basic access for pedestrians and bicycles. Consider vehicular safety measures including driveway consolidation and raised medians (which also improve safety for bike/pedestrians). • Coordinate land use and bike/pedestrian facilities with transit stops where applicable. • Promote grouped business parking to reduce individual vehicle trips to multiple businesses.
Industrial	Area west of US Highway 17 between 7 th Street and 11 th Street and at the south end of the City.	<ul style="list-style-type: none"> • Prepare shovel ready sites for development including: <ul style="list-style-type: none"> ○ Infrastructure ○ Incentive packages ○ Buildings • Prepare targeted marketing strategy for the desired type of industry. • Encourage mix of business/industry uses.

Major Highway Corridor	Areas adjacent to the I-95 Interchange. Developed or undeveloped land on both sides of designated high volume transportation facilities such as arterials and expressways.	<ul style="list-style-type: none"> • Maintain a landscape buffer between the roadway and the development, incorporating natural vegetation. • Manage access to keep traffic flowing using directory signage to destinations. • Encourage compatible architecture styles that maintain the regional character. Avoid “franchise” or “corporate” architecture. • Create a regional architectural “theme” to enhance the aesthetics of the area. • Discourage billboards, portable signs, or other types of undesirable signage. • Encourage shared access roads and inter-parcel road connections to reduce curb cuts and to maintain traffic flow.
Courthouse Square	Areas surrounding the County Courthouses.	<ul style="list-style-type: none"> • Maintain architectural integrity of existing historical homes through an architectural review board. • Encourage mixed residential/professional office uses. Discourage commercial development that would disrupt the original residential feel of the area. • Create a Courthouse Square Overlay District to control development/redevelopment as well as the architectural integrity in the area. • Remodel the County Jail to conform to the area’s architecture or relocate it to an area in need of development at the edge of the City.
Scenic Corridor/Bike Route	River Walk and areas along US Highway 17. Developed or undeveloped land paralleling a major thoroughfare that has significant natural, historic or cultural features, and scenic or pastoral views.	<ul style="list-style-type: none"> • Establish guidelines on development to protect the characteristics deemed to have scenic value. • Provide pedestrian/bicycle linkages to adjacent and nearby residential and commercial districts. • Provide connectivity to future bike/shared use paths along the abandoned rail corridor. • Extend corridor strategy to areas north of the City that may be annexed in the future.

Gateway Corridor	GA Spur 25 from Interstate 95 into the downtown area	<ul style="list-style-type: none">• Avoid strip mall, "big box" stores and franchised development• The appearance of the corridor can immediately be improved through streetscape enhancement (streetlights, landscaping, etc.)• Maintain a landscape buffer between the roadway and the development, incorporating natural vegetation.• Zone for significant individual architecturally outstanding civic buildings.• Discourage billboards, portable signs, or other types of undesirable signage,• Preserve scenic vistas and natural ecological features.
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[Map LU-13]

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Map LU-14

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Map LU-15

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Map LU-16

III. Analysis of Consistency with Quality Community Objectives

In 1999 the Board of the Department of Community Affairs adopted the Quality Community Objectives (QCOs) as a statement of the development patterns and options that will help Georgia preserve her unique cultural, natural and historic resources while looking to the future and developing to her fullest potential. The Office of Planning and Quality Growth has created the Quality Community Objectives Assessment to assist local governments in evaluating their progress towards sustainable and livable communities.

This assessment is meant to give a community an idea of how it is progressing toward reaching these objectives set by the Department, but no community will be judged on progress. The assessment is a tool for use at the beginning of the comprehensive planning process, much like a demographic analysis or a land use map, showing a community “you are here.” Each of the 15 QCOs has a set of yes/no questions, with additional space available for assessors’ comments. The questions focus on local ordinances, policies, and organizational strategies intended to create and expand quality growth principles.

A majority of “yes” answers for an objective may indicate that the community has in place many of the governmental options for managing development patterns. A number of “no” responses may provide guidance as to how to focus planning and implementation efforts for those governments seeking to achieve these Quality Community Objectives.

This initial assessment is meant to provide an overall view of the County’s and City’s policies, not an in-depth analysis. There are no right or wrong answers to this assessment. Its merit lies in completion of the document and the ensuing discussions regarding future development patterns as Camden County and the Cities of Kingsland, St. Marys, and Woodbine undergo the comprehensive planning process.

Information provided in the Quality Community Objective Assessment was obtained by surveys or interviews with City and County officials.

Camden County

Development Patterns

Traditional Neighborhoods

Traditional neighborhood development patterns should be encouraged, including use of more human scale development, compact development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.

Statement	Yes	No
1. If we have a zoning code, it does not separate commercial, residential and retail uses in every district.		X
2. Our community has ordinances in place that allow neo-traditional development "by right" so that developers do not have to go through a long variance process.		X
3. We have a street tree ordinance that requires new development to plant shade-bearing trees appropriate to our climate.		X
4. Our community has an organized tree-planting campaign in public areas that will make walking more comfortable in the summer.		X
5. We have a program to keep our public areas (commercial, retail districts, parks) clean and safe.	X	
6. Our community maintains its sidewalks and vegetation well so that walking is an option some would choose.		X
7. In some areas several errands can be made on foot, if so desired.	X	
8. Some of our children can and do walk to school safely.	X	
9. Some of our children can and do bike to school safely.	X	
10. Schools are located in or near neighborhoods in our community.	X	

- Camden County's zoning ordinance separates uses in every district.
- The only sidewalks in the unincorporated County are within residential developments.

Infill Development

Jurisdictions should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.

Statement	Yes	No
1. Our community has an inventory of vacant sites and buildings that are available for redevelopment and/or infill development.	X	
2. Our community is actively working to promote brownfield redevelopment.	X	
3. Our community is actively working to promote greyfield redevelopment.	X	
4. We have areas of our community that are planned for nodal development (compacted near intersections rather than spread along a major road).	X	
5. Our community allows small lot development (5,000 square feet or less) for some uses.		X

Sense of Place

Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.

Statement	Yes	No
1. If someone dropped from the sky into our community, he or she would know immediately where he or she was, based on our distinct characteristics.	X	
2. We have delineated the areas of our community that are important to our history and heritage, and have taken steps to protect those areas.	X	
3. We have ordinances to regulate the aesthetics of development in our highly visible areas.		X
4. We have ordinances to regulate the size and type of signage in our community.	X	
5. We offer a development guidebook that illustrates the type of new development we want in our community.		X
6. If applicable, our community has a plan to protect designated farmland.	NA	

- Camden County is identifiable because of its extensive marshes.
- While the County has delineated areas of historical and cultural significance, stronger protection of these areas is needed.
- The County needs overlay districts to regulate the aesthetics of development.

Transportation Alternatives

Alternatives to transportation by automobile, including mass transit, bicycle routes, and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.

Statement	Yes	No
1. We have public transportation in our community.		X
2. We require that new development connects with existing development through a street network, not a single entry/exit.	X	
3. We have a good network of sidewalks to allow people to walk to a variety of destinations.		X
4. We have a sidewalk ordinance in our community that requires all new development to provide user-friendly sidewalks.		X
5. We require that newly built sidewalks connect to existing sidewalks wherever possible.	X	
6. We have a plan for bicycle routes through our community.	X	
7. We allow commercial and retail development to share parking areas wherever possible.	X	

Regional Identity

Each region should promote and preserve a regional “identity,” or regional sense of place, defined in terms of traditional architecture, common economic linkages that bind the region together, or other shared characteristics.

Statement	Yes	No
1. Our community is characteristic of the region in terms of architectural styles and heritage.	X	
2. Our community is connected to the surrounding region for economic livelihood through businesses that process local agricultural products.		X
3. Our community encourages businesses that create products that draw on our regional heritage (mountain, agricultural, metropolitan, coastal, etc.).		X
4. Our community participates in the Georgia Department of Economic Development's regional tourism partnership.	X	
5. Our community promotes tourism opportunities based on the unique characteristics of our region.	X	
6. Our community contributes to the region, and draws from the region, as a source of local culture, commerce, entertainment and education.	X	

Resource Conservation

Heritage Preservation

The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.

Statement	Yes	No
1. We have designated historic districts in our community.		X
2. We have an active historic preservation commission.		X
3. We want new development to complement our historic development, and we have ordinances in place to ensure this.		X

- There are no historic districts within the unincorporated County.

Open Space Preservation

New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors. Compact development ordinances are one way of encouraging this type of open space preservation.

Statement	Yes	No
1. Our community has a greenspace plan.	X	
2. Our community is actively preserving greenspace, either through direct purchase or by encouraging set-asides in new development.	X	
3. We have a local land conservation program, or we work with state or national land conservation programs, to preserve environmentally important areas in our community.	X	
4. We have a conservation subdivision ordinance for residential development that is widely used and protects open space in perpetuity.	X	

- Camden County is in the process of creating a Greenprint for the County.
- The conservation subdivision ordinance is part of the zoning ordinance.

Environmental Protection

Environmentally sensitive areas should be protected from negative impacts of development, particularly when they are important for maintaining traditional character or quality of life of the

community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.

Statement	Yes	No
1. Our community has a comprehensive natural resources inventory.	X	
2. We use this resource inventory to steer development away from environmentally sensitive areas.	X	
3. We have identified our defining natural resources and taken steps to protect them.	X	
4. Our community has passed the necessary "Part V" environmental ordinances, and we enforce them.	X	
5. Our community has a tree preservation ordinance which is actively enforced.		X
6. Our community has a tree-replanting ordinance for new development.		X
7. We are using stormwater best management practices for all new development.	X	
8. We have land use measures that will protect the natural resources in our community (steep slope regulations, floodplain or marsh protection, etc.).	X	

Social and Economic Development

Growth Preparedness

Each community should identify and put in place the pre-requisites for the type of growth it seeks to achieve. These might include infrastructure (roads, water, and sewer) to support new growth, appropriate training of the workforce, ordinances and regulations to manage growth as desired, or leadership capable of responding to growth opportunities and managing new growth when it occurs.

Statement	Yes	No
1. We have population projections for the next 20 years that we refer to when making infrastructure decisions.	X	
2. Our local governments, the local school board, and other decision-making entities use the same population projections.	X	
3. Our elected officials understand the land-development process in our community.		X
4. We have reviewed our development regulations and/or zoning code recently, and believe that our ordinances will help us achieve our QCO goals.		X
5. We have a Capital Improvements Program that supports current and future growth.	X	
6. We have designated areas of our community where we would like to see growth, and these areas are based on a natural resources inventory of our community.	X	
7. We have clearly understandable guidelines for new development.	X	
8. We have a citizen-education campaign to allow all interested parties to learn about development processes in our community.		X
9. We have procedures in place that make it easy for the public to stay informed about land use issues, zoning decisions, and proposed new development.	X	
10. We have a public-awareness element in our comprehensive planning process.	X	

- The County is in the process of reviewing and updating their development regulations and zoning code.
- The County has guidelines for new development, but they need to be updated.

Appropriate Businesses

The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, long-term sustainability, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.

Statement	Yes	No
1. Our economic development organization has considered our community's strengths, assets and weaknesses, and has created a business development strategy based on them.	X	
2. Our economic development organization has considered the types of businesses already in our community, and has a plan to recruit businesses and/or industries that will be compatible.	X	
3. We recruit firms that provide or create sustainable products.	X	
4. We have a diverse jobs base, so that one employer leaving would not cripple our economy.	X	

Employment Options

A range of job types should be provided in each community to meet the diverse needs of the local workforce.

Statement	Yes	No
1. Our economic development program has an entrepreneur support program.	X	
2. Our community has jobs for skilled labor.	X	
3. Our community has jobs for unskilled labor.	X	
4. Our community has professional and managerial jobs.	X	

Housing Choices

A range of housing size, cost, and density should be provided in each community to make it possible for all who work in the community to also live in the community (thereby reducing commuting distances), to promote a mixture of income and age groups in each community, and to provide a range of housing choice to meet market needs.

Statement	Yes	No
1. Our community allows accessory units like garage apartments or mother-in-law units.	X	
2. People who work in our community can also afford to live in the community.	X	
3. Our community has enough housing for each income level (low, moderate and above-average).		X
4. We encourage new residential development to follow the pattern of our original town, continuing the existing street design and maintaining small setbacks.	X	
5. We have options available for loft living, downtown living, or “neo-traditional” development.	NA	
6. We have vacant and developable land available for multifamily housing.	X	
7. We allow multifamily housing to be developed in our community.	X	
8. We support community development corporations that build housing for lower-income households.	X	
9. We have housing programs that focus on households with special needs.		X
10. We allow small houses built on small lots (less than 5,000 square feet) in appropriate areas.		X

- There is not enough affordable housing for low to moderate income households within Camden County.

Educational Opportunities

Educational and training opportunities should be readily available in each community – to permit community residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.

Statement	Yes	No
1. Our community provides workforce training options for its citizens.	X	
2. Our workforce training programs provide citizens with skills for jobs that are available in our community.	X	
3. Our community has higher education opportunities, or is close to a community that does.	X	
4. Our community has job opportunities for college graduates, so that our children may live and work here if they choose.	X	

Governmental Relations

Regional Solutions

Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer.

Statement	Yes	No
1. We participate in regional economic development organizations.	X	
2. We participate in regional environmental organizations and initiatives, especially regarding water quality and quantity issues.	X	
3. We work with other local governments to provide or share appropriate services, such as public transit, libraries, special education, tourism, parks and recreation, emergency response, E-911, homeland security, etc.	X	
4. Our community thinks regionally, especially in terms of issues like land use, transportation and housing, understanding that these go beyond local government borders.	X	

Regional Cooperation

Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources or development of a transportation network.

Statement	Yes	No
1. We plan jointly with our cities and County for comprehensive planning purposes.	X	
2. We are satisfied with our Service Delivery Strategy.	X	
3. We initiate contact with other local governments and institutions in our region in order to find solutions to common problems, or to craft regionwide strategies.	X	
4. We meet regularly with neighboring jurisdictions to maintain contact, build connections, and discuss issues of regional concern.	X	

City of Kingsland

Development Patterns

Traditional Neighborhoods

Traditional neighborhood development patterns should be encouraged, including use of more human scale development, compact development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.

Statement	Yes	No
1. If we have a zoning code, it does not separate commercial, residential and retail uses in every district.	X	
2. Our community has ordinances in place that allow neo-traditional development "by right" so that developers do not have to go through a long variance process.	X	
3. We have a street tree ordinance that requires new development to plant shade-bearing trees appropriate to our climate.		X
4. Our community has an organized tree-planting campaign in public areas that will make walking more comfortable in the summer.		X
5. We have a program to keep our public areas (commercial, retail districts, parks) clean and safe.	X	
6. Our community maintains its sidewalks and vegetation well so that walking is an option some would choose.	X	
7. In some areas several errands can be made on foot, if so desired.	X	
8. Some of our children can and do walk to school safely.	X	
9. Some of our children can and do bike to school safely.	X	
10. Schools are located in or near neighborhoods in our community.	X	

Infill Development

Jurisdictions should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.

Statement	Yes	No
1. Our community has an inventory of vacant sites and buildings that are available for redevelopment and/or infill development.	X	
2. Our community is actively working to promote brownfield redevelopment.	X	
3. Our community is actively working to promote greyfield redevelopment.	X	
4. We have areas of our community that are planned for nodal development (compacted near intersections rather than spread along a major road).	X	
5. Our community allows small lot development (5,000 square feet or less) for some uses.	X	

Sense of Place

Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.

Statement	Yes	No
1. If someone dropped from the sky into our community, he or she would know immediately where he or she was, based on our distinct characteristics.	X	
2. We have delineated the areas of our community that are important to our history and heritage, and have taken steps to protect those areas.	X	
3. We have ordinances to regulate the aesthetics of development in our highly visible areas.		X
4. We have ordinances to regulate the size and type of signage in our community.	X	
5. We offer a development guidebook that illustrates the type of new development we want in our community.		X
6. If applicable, our community has a plan to protect designated farmland.		X

- The City of Kingsland is beginning to develop ordinances to regulate the aesthetics of development.

Transportation Alternatives

Alternatives to transportation by automobile, including mass transit, bicycle routes, and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.

Statement	Yes	No
1. We have public transportation in our community.		X
2. We require that new development connects with existing development through a street network, not a single entry/exit.		X
3. We have a good network of sidewalks to allow people to walk to a variety of destinations.		X
4. We have a sidewalk ordinance in our community that requires all new development to provide user-friendly sidewalks.	X	
5. We require that newly built sidewalks connect to existing sidewalks wherever possible.		X
6. We have a plan for bicycle routes through our community.		X
7. We allow commercial and retail development to share parking areas wherever possible.		X

- The City has recently adopted sidewalk regulations.

Regional Identity

Each region should promote and preserve a regional “identity,” or regional sense of place, defined in terms of traditional architecture, common economic linkages that bind the region together, or other shared characteristics.

Statement	Yes	No
1. Our community is characteristic of the region in terms of architectural styles and heritage.	X	
2. Our community is connected to the surrounding region for economic livelihood through businesses that process local agricultural products.		X
3. Our community encourages businesses that create products that draw on our regional heritage (mountain, agricultural, metropolitan, coastal, etc.).		X
4. Our community participates in the Georgia Department of Economic Development’s regional tourism partnership.	X	
5. Our community promotes tourism opportunities based on the unique characteristics of our region.	X	
6. Our community contributes to the region, and draws from the region, as a source of local culture, commerce, entertainment and education.	X	

Resource Conservation

Heritage Preservation

The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.

Statement	Yes	No
1. We have designated historic districts in our community.	X	
2. We have an active historic preservation commission.		X
3. We want new development to complement our historic development, and we have ordinances in place to ensure this.		X

Open Space Preservation

New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors. Compact development ordinances are one way of encouraging this type of open space preservation.

Statement	Yes	No
1. Our community has a greenspace plan.		X
2. Our community is actively preserving greenspace, either through direct purchase or by encouraging set-asides in new development.	X	
3. We have a local land conservation program, or we work with state or national land conservation programs, to preserve environmentally important areas in our community.	X	
4. We have a conservation subdivision ordinance for residential development that is widely used and protects open space in perpetuity.		X

Environmental Protection

Environmentally sensitive areas should be protected from negative impacts of development, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.

Statement	Yes	No
1. Our community has a comprehensive natural resources inventory.		X
2. We use this resource inventory to steer development away from environmentally sensitive areas.		X
3. We have identified our defining natural resources and taken steps to protect them.		X
4. Our community has passed the necessary "Part V" environmental ordinances, and we enforce them.	X	
5. Our community has a tree preservation ordinance which is actively enforced.		X
6. Our community has a tree-replanting ordinance for new development.		X
7. We are using stormwater best management practices for all new development.	X	
8. We have land use measures that will protect the natural resources in our community (steep slope regulations, floodplain or marsh protection, etc.).	X	

Social and Economic Development

Growth Preparedness

Each community should identify and put in place the pre-requisites for the type of growth it seeks to achieve. These might include infrastructure (roads, water, and sewer) to support new growth, appropriate training of the workforce, ordinances and regulations to manage growth as desired, or leadership capable of responding to growth opportunities and managing new growth when it occurs.

Statement	Yes	No
1. We have population projections for the next 20 years that we refer to when making infrastructure decisions.		X
2. Our local governments, the local school board, and other decision-making entities use the same population projections.	X	
3. Our elected officials understand the land-development process in our community.	X	
4. We have reviewed our development regulations and/or zoning code recently, and believe that our ordinances will help us achieve our QCO goals.		X
5. We have a Capital Improvements Program that supports current and future growth.		X
6. We have designated areas of our community where we would like to see growth, and these areas are based on a natural resources inventory of our community.		X
7. We have clearly understandable guidelines for new development.		X
8. We have a citizen-education campaign to allow all interested parties to learn about development processes in our community.		X
9. We have procedures in place that make it easy for the public to stay informed about land use issues, zoning decisions, and proposed new development.	X	
10. We have a public-awareness element in our comprehensive planning process.	X	

Appropriate Businesses

The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, long-term sustainability, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.

Statement	Yes	No
1. Our economic development organization has considered our community's strengths, assets and weaknesses, and has created a business development strategy based on them.	X	
2. Our economic development organization has considered the types of businesses already in our community, and has a plan to recruit businesses and/or industries that will be compatible.	X	
3. We recruit firms that provide or create sustainable products.	X	
4. We have a diverse jobs base, so that one employer leaving would not cripple our economy.		X

Employment Options

A range of job types should be provided in each community to meet the diverse needs of the local workforce.

Statement	Yes	No
1. Our economic development program has an entrepreneur support program.	X	
2. Our community has jobs for skilled labor.		X
3. Our community has jobs for unskilled labor.	X	
4. Our community has professional and managerial jobs.		X

Housing Choices

A range of housing size, cost, and density should be provided in each community to make it possible for all who work in the community to also live in the community (thereby reducing commuting distances), to promote a mixture of income and age groups in each community, and to provide a range of housing choice to meet market needs.

Statement	Yes	No
1. Our community allows accessory units like garage apartments or mother-in-law units.		X
2. People who work in our community can also afford to live in the community.	X	
3. Our community has enough housing for each income level (low, moderate and above-average).	X	
4. We encourage new residential development to follow the pattern of our original town, continuing the existing street design and maintaining small setbacks.		X
5. We have options available for loft living, downtown living, or "neo-traditional" development.		X
6. We have vacant and developable land available for multifamily housing.	X	
7. We allow multifamily housing to be developed in our community.	X	
8. We support community development corporations that build housing for lower-income households.	X	
9. We have housing programs that focus on households with special needs.		X
10. We allow small houses built on small lots (less than 5,000 square feet) in appropriate areas.	X	

Educational Opportunities

Educational and training opportunities should be readily available in each community – to permit community residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.

Statement	Yes	No
1. Our community provides workforce training options for its citizens.	X	
2. Our workforce training programs provide citizens with skills for jobs that are available in our community.	X	
3. Our community has higher education opportunities, or is close to a community that does.	X	
4. Our community has job opportunities for college graduates, so that our children may live and work here if they choose.		X

Governmental Relations

Regional Solutions

Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer.

Statement	Yes	No
1. We participate in regional economic development organizations.	X	
2. We participate in regional environmental organizations and initiatives, especially regarding water quality and quantity issues.	X	
3. We work with other local governments to provide or share appropriate services, such as public transit, libraries, special education, tourism, parks and recreation, emergency response, E-911, homeland security, etc.	X	
4. Our community thinks regionally, especially in terms of issues like land use, transportation and housing, understanding that these go beyond local government borders.	X	

Regional Cooperation

Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources or development of a transportation network.

Statement	Yes	No
1. We plan jointly with our cities and County for comprehensive planning purposes.	X	
2. We are satisfied with our Service Delivery Strategy.	X	
3. We initiate contact with other local governments and institutions in our region in order to find solutions to common problems, or to craft regionwide strategies.	X	
4. We meet regularly with neighboring jurisdictions to maintain contact, build connections, and discuss issues of regional concern.	X	

- Officials from the City meet regularly with jurisdictions within the region, but not specifically with all neighboring jurisdictions.

City of St. Marys

Development Patterns

Traditional Neighborhoods

Traditional neighborhood development patterns should be encouraged, including use of more human scale development, compact development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.

Statement	Yes	No
1. If we have a zoning code, it does not separate commercial, residential and retail uses in every district.	X	
2. Our community has ordinances in place that allow neo-traditional development "by right" so that developers do not have to go through a long variance process.		X
3. We have a street tree ordinance that requires new development to plant shade-bearing trees appropriate to our climate.	X	
4. Our community has an organized tree-planting campaign in public areas that will make walking more comfortable in the summer.	X	
5. We have a program to keep our public areas (commercial, retail districts, parks) clean and safe.	X	
6. Our community maintains its sidewalks and vegetation well so that walking is an option some would choose.	X	
7. In some areas several errands can be made on foot, if so desired.		X
8. Some of our children can and do walk to school safely.	X	
9. Some of our children can and do bike to school safely.	X	
9. Schools are located in or near neighborhoods in our community.	X	

- The City has a "Planned Development" (PD) zoning for mixed uses, otherwise land uses are separate.
- Currently, St. Marys does not have a street tree ordinance. The City is working on an ordinance which should be approved by the spring of 2007.
- There are limited areas in the City where several errands can be made on foot if so desired.

Infill Development

Jurisdictions should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.

Statement	Yes	No
1. Our community has an inventory of vacant sites and buildings that are available for redevelopment and/or infill development.	X	
2. Our community is actively working to promote brownfield redevelopment.	X	
3. Our community is actively working to promote greyfield redevelopment.		X
4. We have areas of our community that are planned for nodal development (compacted near intersections rather than spread along a major road).		X
5. Our community allows small lot development (5,000 square feet or less) for some uses.	X	

- The City allows for small lot development (5,000 square feet or less) only in PD or lot of record.

Sense of Place

Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.

Statement	Yes	No
1. If someone dropped from the sky into our community, he or she would know immediately where he or she was, based on our distinct characteristics.	X	
2. We have delineated the areas of our community that are important to our history and heritage, and have taken steps to protect those areas.	X	
3. We have ordinances to regulate the aesthetics of development in our highly visible areas.	X	
4. We have ordinances to regulate the size and type of signage in our community.	X	
5. We offer a development guidebook that illustrates the type of new development we want in our community.		X
6. If applicable, our community has a plan to protect designated farmland.	NA	

- The City's downtown area is easily identifiable, but other parts of the City lack those distinct characteristics.

Transportation Alternatives

Alternatives to transportation by automobile, including mass transit, bicycle routes, and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.

Statement	Yes	No
1. We have public transportation in our community.	X	
2. We require that new development connects with existing development through a street network, not a single entry/exit.		X
3. We have a good network of sidewalks to allow people to walk to a variety of destinations.	X	
4. We have a sidewalk ordinance in our community that requires all new development to provide user-friendly sidewalks.		X
5. We require that newly built sidewalks connect to existing sidewalks wherever possible.		X
6. We have a plan for bicycle routes through our community.	X	
7. We allow commercial and retail development to share parking areas wherever possible.	X	

- The County provides public transportation through the County Bus Service in a limited capacity within the City.
- Currently, the City does not require that new development connect with existing development through a street network, but the City is making changes to require connectivity.
- While there is no sidewalk ordinance in place, the new subdivision ordinance will make sidewalks a requirement in new development.
- Currently, newly built sidewalks are not required to connect to existing sidewalks where possible, but the City will soon require that they do.

Regional Identity

Each region should promote and preserve a regional “identity,” or regional sense of place, defined in terms of traditional architecture, common economic linkages that bind the region together, or other shared characteristics.

Statement	Yes	No
1. Our community is characteristic of the region in terms of architectural styles and heritage.	X	
2. Our community is connected to the surrounding region for economic livelihood through businesses that process local agricultural products.		X
3. Our community encourages businesses that create products that draw on our regional heritage (mountain, agricultural, metropolitan, coastal, etc.).		X
4. Our community participates in the Georgia Department of Economic Development's regional tourism partnership.	X	
5. Our community promotes tourism opportunities based on the unique characteristics of our region.	X	
6. Our community contributes to the region, and draws from the region, as a source of local culture, commerce, entertainment and education.	X	

Resource Conservation

Heritage Preservation

The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.

Statement	Yes	No
1. We have designated historic districts in our community.	X	
2. We have an active historic preservation commission.	X	
3. We want new development to complement our historic development, and we have ordinances in place to ensure this.	X	

Open Space Preservation

New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors. Compact development ordinances are one way of encouraging this type of open space preservation.

Statement	Yes	No
1. Our community has a greenspace plan.		X
2. Our community is actively preserving greenspace, either through direct purchase or by encouraging set-asides in new development.	X	
3. We have a local land conservation program, or we work with state or national land conservation programs, to preserve environmentally important areas in our community.		X
4. We have a conservation subdivision ordinance for residential development that is widely used and protects open space in perpetuity.		X

- The City is currently working on a greenspace plan through DCA's Georgia Signature Community program.
- The City's new subdivision ordinance requires more greenspace.

Environmental Protection

Environmentally sensitive areas should be protected from negative impacts of development, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.

Statement	Yes	No
1. Our community has a comprehensive natural resources inventory.		X
2. We use this resource inventory to steer development away from environmentally sensitive areas.		X
3. We have identified our defining natural resources and taken steps to protect them.		X
4. Our community has passed the necessary "Part V" environmental ordinances, and we enforce them.	X	
5. Our community has a tree preservation ordinance which is actively enforced.	X	
6. Our community has a tree-replanting ordinance for new development.		X
7. We are using stormwater best management practices for all new development.	X	
8. We have land use measures that will protect the natural resources in our community (steep slope regulations, floodplain or marsh protection, etc.).	X	

- The City's tree preservation ordinance is presently being updated.
- A tree-replanting ordinance for new development will be included in the updated tree ordinance.

Social and Economic Development

Growth Preparedness

Each community should identify and put in place the pre-requisites for the type of growth it seeks to achieve. These might include infrastructure (roads, water, and sewer) to support new growth, appropriate training of the workforce, ordinances and regulations to manage growth as desired, or leadership capable of responding to growth opportunities and managing new growth when it occurs.

Statement	Yes	No
1. We have population projections for the next 20 years that we refer to when making infrastructure decisions.	X	
2. Our local governments, the local school board, and other decision-making entities use the same population projections.		X
3. Our elected officials understand the land-development process in our community.	X	
4. We have reviewed our development regulations and/or zoning code recently, and believe that our ordinances will help us achieve our QCO goals.	X	
5. We have a Capital Improvements Program that supports current and future growth.	X	
6. We have designated areas of our community where we would like to see growth, and these areas are based on a natural resources inventory of our community.		X
7. We have clearly understandable guidelines for new development.	X	
8. We have a citizen-education campaign to allow all interested parties to learn about development processes in our community.		X
9. We have procedures in place that make it easy for the public to stay informed about land use issues, zoning decisions, and proposed new development.	X	
10. We have a public-awareness element in our comprehensive planning process.	X	

- The City is planning on making some changes to the development regulations and zoning code to help achieve their Quality Community Objective goals.
- Areas where the City would like to see growth are designated in this new comprehensive plan.
- The City has a website in place that makes it easy for the public to stay informed about land use issues, zoning decisions, and proposed new development.

Appropriate Businesses

The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, long-term sustainability, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.

Statement	Yes	No
1. Our economic development organization has considered our community's strengths, assets and weaknesses, and has created a business development strategy based on them.	X	
2. Our economic development organization has considered the types of businesses already in our community, and has a plan to recruit businesses and/or industries that will be compatible.	X	
3. We recruit firms that provide or create sustainable products.	X	
4. We have a diverse jobs base, so that one employer leaving would not cripple our economy.	X	

- The City's economy was proven to be diverse with the loss of the Durango paper mill in that one employer leaving did not cripple the City's economy.

Employment Options

A range of job types should be provided in each community to meet the diverse needs of the local workforce.

Statement	Yes	No
1. Our economic development program has an entrepreneur support program.	X	
2. Our community has jobs for skilled labor.	X	
3. Our community has jobs for unskilled labor.	X	
4. Our community has professional and managerial jobs.	X	

Housing Choices

A range of housing size, cost, and density should be provided in each community to make it possible for all who work in the community to also live in the community (thereby reducing commuting distances), to promote a mixture of income and age groups in each community, and to provide a range of housing choice to meet market needs.

Statement	Yes	No
1. Our community allows accessory units like garage apartments or mother-in-law units.	X	
2. People who work in our community can also afford to live in the community.	X	
3. Our community has enough housing for each income level (low, moderate and above-average).		X
4. We encourage new residential development to follow the pattern of our original town, continuing the existing street design and maintaining small setbacks.	X	X
5. We have options available for loft living, downtown living, or “neo-traditional” development.	X	
6. We have vacant and developable land available for multifamily housing.	X	
7. We allow multifamily housing to be developed in our community.	X	
8. We support community development corporations that build housing for lower-income households.	X	
9. We have housing programs that focus on households with special needs.		X
10. We allow small houses built on small lots (less than 5,000 square feet) in appropriate areas.	X	

- The City allows accessory units like garage apartments or mother-in-law units only within approved Planned Developments (PD).
- Currently, people who work in our community can also afford to live in the community, but this is rapidly changing.
- The City requires that residential development follow the pattern of the original town, continuing the existing street design and maintaining small setbacks only within the downtown area. Otherwise, the City does not place this requirement on residential development.
- Options for loft living, downtown living, or “neo-traditional” development are available within the “C1” commercial district.
- The City allows for small houses to be built on small lots in “PD” districts or lots of record.

Educational Opportunities

Educational and training opportunities should be readily available in each community – to permit community residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.

Statement	Yes	No
1. Our community provides workforce training options for its citizens.	X	
2. Our workforce training programs provide citizens with skills for jobs that are available in our community.	X	
3. Our community has higher education opportunities, or is close to a community that does.	X	
4. Our community has job opportunities for college graduates, so that our children may live and work here if they choose.	X	

- Workforce training is provided within the community through Naval Submarine Base Kings Bay and adjacent to the Coastal Georgia Community College. There are also colleges that offer courses at the NAVY Base including Brenau, and Valdosta.

Governmental Relations

Regional Solutions

Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer.

Statement	Yes	No
1. We participate in regional economic development organizations.	X	
2. We participate in regional environmental organizations and initiatives, especially regarding water quality and quantity issues.	X	
3. We work with other local governments to provide or share appropriate services, such as public transit, libraries, special education, tourism, parks and recreation, emergency response, E-911, homeland security, etc.	X	
4. Our community thinks regionally, especially in terms of issues like land use, transportation and housing, understanding that these go beyond local government borders.	X	

Regional Cooperation

Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources or development of a transportation network.

Statement	Yes	No
1. We plan jointly with our cities and County for comprehensive planning purposes.	X	
2. We are satisfied with our Service Delivery Strategy.	X	
3. We initiate contact with other local governments and institutions in our region in order to find solutions to common problems, or to craft regionwide strategies.	X	
4. We meet regularly with neighboring jurisdictions to maintain contact, build connections, and discuss issues of regional concern.	X	

City of Woodbine

Development Patterns

Traditional Neighborhoods

Traditional neighborhood development patterns should be encouraged, including use of more human scale development, compact development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.

Statement	Yes	No
1. If we have a zoning code, it does not separate commercial, residential and retail uses in every district.	X	
2. Our community has ordinances in place that allow neo-traditional development "by right" so that developers do not have to go through a long variance process.	X	
3. We have a street tree ordinance that requires new development to plant shade-bearing trees appropriate to our climate.	X	
4. Our community has an organized tree-planting campaign in public areas that will make walking more comfortable in the summer.	X	
5. We have a program to keep our public areas (commercial, retail districts, parks) clean and safe.		X
6. Our community maintains its sidewalks and vegetation well so that walking is an option some would choose.		X
7. In some areas several errands can be made on foot, if so desired.		X
8. Some of our children can and do walk to school safely.		X
9. Some of our children can and do bike to school safely.		X
9. Schools are located in or near neighborhoods in our community.	X	

- The City of Woodbine allows for mixed use Planned Unit Development (PUD).
- There is no specific program to keep public areas clean, rather the City uses inmate labor when necessary.

- There is not a good sidewalk system in place that connects the town to the school.

Infill Development

Jurisdictions should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.

Statement	Yes	No
1. Our community has an inventory of vacant sites and buildings that are available for redevelopment and/or infill development.	X	
2. Our community is actively working to promote brownfield redevelopment.		X
3. Our community is actively working to promote greyfield redevelopment.		X
4. We have areas of our community that are planned for nodal development (compacted near intersections rather than spread along a major road).		X
5. Our community allows small lot development (5,000 square feet or less) for some uses.		X

- Woodbine does not allow small lot development unless it is part of a Planned Unit Development (PUD). In R-1, the smallest allowable lot size is 10,000 square feet.

Sense of Place

Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.

Statement	Yes	No
1. If someone dropped from the sky into our community, he or she would know immediately where he or she was, based on our distinct characteristics.	X	
2. We have delineated the areas of our community that are important to our history and heritage, and have taken steps to protect those areas.		X
3. We have ordinances to regulate the aesthetics of development in our highly visible areas.		X
4. We have ordinances to regulate the size and type of signage in our community.	X	
5. We offer a development guidebook that illustrates the type of new development we want in our community.		X
6. If applicable, our community has a plan to protect designated farmland.	NA	NA

- Woodbine has a nationally designated historic district.
- Ordinances to regulate the aesthetics of development will come out of the City's forthcoming Master Plan.

Transportation Alternatives

Alternatives to transportation by automobile, including mass transit, bicycle routes, and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.

Statement	Yes	No
1. We have public transportation in our community.		X
2. We require that new development connects with existing development through a street network, not a single entry/exit.	X	
3. We have a good network of sidewalks to allow people to walk to a variety of destinations.	X	
4. We have a sidewalk ordinance in our community that requires all new development to provide user-friendly sidewalks.	X	
5. We require that newly built sidewalks connect to existing sidewalks wherever possible.	X	
6. We have a plan for bicycle routes through our community.	X	
7. We allow commercial and retail development to share parking areas wherever possible.	X	

- The City does not object to commercial and retail developments sharing parking areas.

Regional Identity

Each region should promote and preserve a regional "identity," or regional sense of place, defined in terms of traditional architecture, common economic linkages that bind the region together, or other shared characteristics.

Statement	Yes	No
1. Our community is characteristic of the region in terms of architectural styles and heritage.	X	
2. Our community is connected to the surrounding region for economic livelihood through businesses that process local agricultural products.	X	
3. Our community encourages businesses that create products that draw on our regional heritage (mountain, agricultural, metropolitan, coastal, etc.).	X	
4. Our community participates in the Georgia Department of Economic Development's regional tourism partnership.	X	
5. Our community promotes tourism opportunities based on the unique characteristics of our region.	X	
6. Our community contributes to the region, and draws from the region, as a source of local culture, commerce, entertainment and education.	X	

- The City participates in the Georgia Department of Economic Development's regional tourism partnership through the Joint Development Authority.

Resource Conservation

Heritage Preservation

The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.

Statement	Yes	No
1. We have designated historic districts in our community.	X	
2. We have an active historic preservation commission.		X
3. We want new development to complement our historic development, and we have ordinances in place to ensure this.	X	

Open Space Preservation

New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors. Compact development ordinances are one way of encouraging this type of open space preservation.

Statement	Yes	No
1. Our community has a greenspace plan.	X	
2. Our community is actively preserving greenspace, either through direct purchase or by encouraging set-asides in new development.	X	
3. We have a local land conservation program, or we work with state or national land conservation programs, to preserve environmentally important areas in our community.		X
4. We have a conservation subdivision ordinance for residential development that is widely used and protects open space in perpetuity.		X

- A conservation subdivision ordinance for residential development that is used to protect open space in perpetuity will be developed through the City of Woodbine Master Plan.

Environmental Protection

Environmentally sensitive areas should be protected from negative impacts of development, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.

Statement	Yes	No
1. Our community has a comprehensive natural resources inventory.		X
2. We use this resource inventory to steer development away from environmentally sensitive areas.		X
3. We have identified our defining natural resources and taken steps to protect them.	X	
4. Our community has passed the necessary "Part V" environmental ordinances, and we enforce them.		X
5. Our community has a tree preservation ordinance which is actively enforced.	X	
6. Our community has a tree-replanting ordinance for new development.	X	
7. We are using stormwater best management practices for all new development.	X	
8. We have land use measures that will protect the natural resources in our community (steep slope regulations, floodplain or marsh protection, etc.).		X

- The City will pass the necessary "Part V" ordinances once the Master Plan is complete.

Social and Economic Development

Growth Preparedness

Each community should identify and put in place the pre-requisites for the type of growth it seeks to achieve. These might include infrastructure (roads, water, and sewer) to support new growth, appropriate training of the workforce, ordinances and regulations to manage growth as desired, or leadership capable of responding to growth opportunities and managing new growth when it occurs.

Statement	Yes	No
1. We have population projections for the next 20 years that we refer to when making infrastructure decisions.	X	
2. Our local governments, the local school board, and other decision-making entities use the same population projections.	X	
3. Our elected officials understand the land-development process in our community.	X	
4. We have reviewed our development regulations and/or zoning code recently, and believe that our ordinances will help us achieve our QCO goals.		X
5. We have a Capital Improvements Program that supports current and future growth.	X	
6. We have designated areas of our community where we would like to see growth, and these areas are based on a natural resources inventory of our community.	X	
7. We have clearly understandable guidelines for new development.		X
8. We have a citizen-education campaign to allow all interested parties to learn about development processes in our community.	X	
9. We have procedures in place that make it easy for the public to stay informed about land use issues, zoning decisions, and proposed new development.	X	
10. We have a public-awareness element in our comprehensive planning process.	X	

- Development regulations and the zoning code will be reviewed and updated to help the City achieve their Quality Community Objectives through the Master Plan.
- The City has an informal Capital Improvements Program that supports current and future growth.

Appropriate Businesses

The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, long-term sustainability, linkages to other economic

activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.

Statement	Yes	No
1. Our economic development organization has considered our community's strengths, assets and weaknesses, and has created a business development strategy based on them.	X	
2. Our economic development organization has considered the types of businesses already in our community, and has a plan to recruit businesses and/or industries that will be compatible.	X	
3. We recruit firms that provide or create sustainable products.	X	
4. We have a diverse jobs base, so that one employer leaving would not cripple our economy.	X	

- Woodbine has informally considered the community's strengths, assets and weaknesses, and has created a business development strategy based on them.

Employment Options

A range of job types should be provided in each community to meet the diverse needs of the local workforce.

Statement	Yes	No
1. Our economic development program has an entrepreneur support program.	X	
2. Our community has jobs for skilled labor.	X	
3. Our community has jobs for unskilled labor.	X	
4. Our community has professional and managerial jobs.	X	

- The University of Georgia Small Business Development Center (SBDC) located in Brunswick, holds full time hours twice a month in Camden County. The SBDC has an entrepreneur support program.

Housing Choices

A range of housing size, cost, and density should be provided in each community to make it possible for all who work in the community to also live in the community (thereby reducing commuting distances), to promote a mixture of income and age groups in each community, and to provide a range of housing choice to meet market needs.

Statement	Yes	No
1. Our community allows accessory units like garage apartments or mother-in-law units.		X
2. People who work in our community can also afford to live in the community.	X	
3. Our community has enough housing for each income level (low, moderate and above-average).		X
4. We encourage new residential development to follow the pattern of our original town, continuing the existing street design and maintaining small setbacks.		X
5. We have options available for loft living, downtown living, or "neo-traditional" development.		X
6. We have vacant and developable land available for multifamily housing.	X	
7. We allow multifamily housing to be developed in our community.	X	
8. We support community development corporations that build housing for lower-income households.	X	
9. We have housing programs that focus on households with special needs.	X	
10. We allow small houses built on small lots (less than 5,000 square feet) in appropriate areas.		X

- Small houses on small lots are only allowed in areas designated as a Planned Unit Development (PUD).
- While the City has a mix of housing options, there is a need for more housing for moderate income levels.
- Loft living, downtown living, and neo-traditional development will be allowed with new zoning regulations included in the Master Plan.

Educational Opportunities

Educational and training opportunities should be readily available in each community – to permit community residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.

Statement	Yes	No
1. Our community provides workforce training options for its citizens.		X
2. Our workforce training programs provide citizens with skills for jobs that are available in our community.		X
3. Our community has higher education opportunities, or is close to a community that does.	X	
4. Our community has job opportunities for college graduates, so that our children may live and work here if they choose.	X	

- The Camden Campus of Coastal Georgia Community College is located in Kingsland, which provides higher education opportunities to the residents of Woodbine.
- The City has a workforce training program through Coastal Georgia Community College.

Governmental Relations

Regional Solutions

Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer.

Statement	Yes	No
1. We participate in regional economic development organizations.	X	
2. We participate in regional environmental organizations and initiatives, especially regarding water quality and quantity issues.		X
3. We work with other local governments to provide or share appropriate services, such as public transit, libraries, special education, tourism, parks and recreation, emergency response, E-911, homeland security, etc.	X	
4. Our community thinks regionally, especially in terms of issues like land use, transportation and housing, understanding that these go beyond local government borders.	X	

Regional Cooperation

Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources or development of a transportation network. The city has bus service to serve the needs of seniors and handicapped individuals.

Statement	Yes	No
1. We plan jointly with our cities and County for comprehensive planning purposes.	X	
2. We are satisfied with our Service Delivery Strategy.	X	
3. We initiate contact with other local governments and institutions in our region in order to find solutions to common problems, or to craft regionwide strategies.	X	
4. We meet regularly with neighboring jurisdictions to maintain contact, build connections, and discuss issues of regional concern.	X	

IV. Supporting Analysis of Data and Information

The following pages are an analysis of supporting data and information presented in the Technical Appendix. The pertinent data and analysis of selected trends are summarized. See the Technical Appendix for detailed information from Census 2000 data, interviews, and significant other research conducted for Camden County and the Cities of Kingsland, St. Marys, and Woodbine's Joint Comprehensive Plan Community Assessment. Only the evaluation and data necessary to substantiate important trends and character areas are presented in this analysis.

The community is directed by the Department of Community Affairs to employ a 20-year planning time frame. This planning period allows the community and the analytical team to evaluate significant trends. It also encourages the community to look far enough into its future to potentially guide these trends.

There are a number of trends identified that affect the County and all the Cities. A high level of in-migration, caused by a number of factors, is leading to a high rate of growth in the population. This rapid growth rate is the progenitor of the trends identified. Decision makers will want to review the section *Identification of Issues and Opportunities* for a list of issues and opportunities specific to each jurisdiction. The overarching trends for Camden County and the Cities of Kingsland, St. Marys and Woodbine are summarized in the following statements:

- The natural beauty and uniqueness of the area is threatened by development patterns that are inconsistent with quality growth principles and natural and cultural resource protection.
- A rapid rate of growth is expected for the foreseeable future.
- Coordination of economic development efforts and economic diversification is essential to the long-term health of the area's economy.
- Maintaining housing choice and affordability is vital to the diversity and livability of the community.
- Development sensitive to and protection of natural and cultural resources is critical to sustaining viability and desirability of the jurisdictions.
- Recent development is not balanced with the expansion of community facilities and services.
- Public resources could be used more effectively if the County and the Cities have coordinated and mutually supportive policies, as well as open communications between all jurisdictions.
- Providing transportation alternatives is key to alleviating and preventing traffic congestion.

The policies through which community leaders choose to address these trends will determine the way in which Camden County, Kingsland, St. Marys, and Woodbine will build their communities and neighborhoods.

Camden County

Existing Development Patterns

Existing development patterns are indicative of a community that is growing. Longtime Camden County residents are watching their quiet coastal community transform into a choice destination for retirees and tourists. New or innovative and high density development is typically met with neighborhood opposition, which forces development out into parts of the county that are not served by existing infrastructure and community facilities.

Within unincorporated Camden County, the proliferation of low density, disconnected, residential subdivisions are taxing the County's ability to provide cost effective delivery of services and infrastructure to the point that the County enacted a moratorium on approval of new subdivision plats and building permits in October 2006. The largest land use in Camden County is Agriculture/Forestry, however, that is expected to decrease significantly as large tracts of forestland are quickly being converted to residential use. Commercial and industrial land uses in the County make up less than two percent. A mixed balance of land use would provide for a more even distribution of the property tax burden.

Camden County has a wealth of natural and cultural resources, which significantly contribute to the desirability of the area. As development occurs in, around, and near these resources, care should be taken to protect wildlife habitat, preserve archeological sites and maintain water quality through adoption and enforcement of the appropriate ordinances.

Population

The high rate of population growth evident in Camden County between 1990 and 2000 and projected during the planning period will impact all aspects of the County. The growth rate in Camden County is exceeding the County's ability to provide services. In addition, the population projections indicate that the percentage of County residents over 50 years old will increase to over 30 percent of the population by 2030. This is the most important trend identified in the County and causes many

collateral impacts. A significant number of senior housing options as well as medical care facilities will be needed, along with the workforce to staff these facilities.

Economic Development

Camden County has an abundant available workforce according to the *Economic Diversification Study* completed by Georgia Tech in 2005. Census data shows a decrease in the number of residents working within the county, and an increase in the number of residents commuting outside of the County, and the State of Georgia for employment. This could be attributed to the desirability of the area, and the willingness of workers to commute farther distances.

Service Producing Industries and Government account for the two largest shares of the County's employment base. This signals an economy significantly reliant on tourism and its ability to accommodate tourists, as well as the continued presence of Naval Submarine Base Kings Bay.

Continuing efforts to collaborate and work together to develop a cohesive economic development focus will be essential for Camden County to reach its strategic goals.

Housing

Camden County is experiencing growth pressures affecting housing choice and affordability. The County experienced a growth rate of over 60 percent for single-family housing in the 1990's. Demand for housing has been steady and strong, which is driving the cost of land and the purchase price of homes upward. Multi-family housing represents the fastest growing section of the housing market in Camden County behind single-family housing.

Community organizations can play a vital role in the availability of housing choice and affordability. Habitat for Humanity of Camden County and the Camden Partnership Community Housing Team are working in the County to address housing needs; Habitat for Humanity has built two homes in unincorporated Camden County since 1997. Developers could be encouraged to expand their housing developments to include a variety of units at various price points. From 1990 to 2000, the cost of housing increased by 28 percent in the County. Census data shows the cost of housing continues to rise faster than income growth.

The County should address a variety of housing policy issues. These issues include building code enforcement, streamlined process for demolition, and the location of new manufactured homes. The

County can also promote the construction of affordable multi-family housing through policies and ordinances that provide for higher density units when infrastructure and services are available.

According to building permit data from 2000 to 2005, manufactured housing accounted for 40 percent of the new single-family housing units each year. The Camden County Housing Inventory study completed in 2006 indicated that 20 percent of the manufactured housing units in the unincorporated area were dilapidated, and eight percent were in substandard condition. The County should consider developing community housing programs to improve or upgrade the quality of its housing stock

Natural and Cultural Resources

The rapid pace of growth in Camden County puts natural and cultural resources under constant threat of encroachment or destruction. For Camden County, the existing natural and cultural resources are one of the primary attractions, which in turn generate an economic impact in the form of tourist dollars brought into the community. Local governments serve as the primary protector and manager of resources in a way that should ensure current access and availability to future generations. Some citizens feel local protection of natural, historic, and cultural resources is inadequate. The County is preparing to rewrite current ordinances, and draft new ordinances to provide greater levels of protection for its vital resources.

The Georgia Tech Economic Diversification study recognized that the County's natural, cultural and historic resources were disconnected, and recommended that the County develop a green infrastructure network that connects community amenities for environmental and social benefits. To implement this recommendation, the Camden Signature Community team contracted with The Trust for Public Land to develop a "Greenprint" plan which will provide the County and the Cities with an up-to-date inventory of the available green infrastructure and recommendations for protection as well as provisions for access. The "Greenprint" is scheduled for completion in September 2007.

Camden County has not adopted ordinances to protect wetlands, groundwater recharge areas, or river corridors in accordance with the State Part V Environmental Planning criteria.

Community Facilities and Services

The increasing in-migration of new residents is stressing current facilities and outpacing the County's ability to provide services to its growing population. The cost of providing public facilities and

services for new development is exceeding the revenues received from the new development; a financial reality that must be reconciled. The most pressing issue for Camden County is making the decision to get into the water and sewer service business or not. An attempt to create a unified utility authority to oversee a new water and wastewater system in early 2006 failed. The County is also struggling with how to deal with overcrowded conditions at the jail. In 2006, the County considered requiring all new subdivisions to have paved roads. How to pay for community facilities and services will become an even bigger question that may or may not be answered by the County Commissioners as they study the possibility of implementing development impact fees.

Intergovernmental Coordination

The coordination mechanisms present between the County and the Cities currently lie primarily within the State requirement for local governments and authorities to agree on a plan for delivering services efficiently, effectively and responsively. That plan is known as the Service Delivery Strategy (SDS), which must be verified by the Department of Community Affairs in order for the County and the Cities to remain eligible for state administered grants or state permits. The intent of the SDS is to minimize any duplication and competition among local governments. The on-going debate in Camden County surrounding the creation of a joint water and sewer authority speaks to that very point.

One future area of cooperation will be implementation of this joint comprehensive plan. The elements of the forthcoming Community Agenda, particularly the Short Term Work Program, will be specific action items for each jurisdiction to pursue and address within five years after adoption. The County and the Cities have banded together in times of need, most notably every time the Base Realignment and Closure (BRAC) Commission sets its sights on Naval Submarine Base Kings Bay. Working together to understand the relationship between comprehensive planning and the conditions and issues that drive each jurisdiction's actions is just the beginning of developing the partnerships that work for the betterment of Camden County and the Cities.

Transportation

The growth occurring in the County is stressing the capacity of the transportation routes in the County. While it is less evident in the unincorporated parts of the county, transportation corridors are becoming more congested particularly during peak hours. Maintenance of county roads is straining the budget as road conditions deteriorate under the weight of more and more vehicles. Camden County lacks transportation alternatives for transit dependant persons who need to get to jobs, services, health care, and recreational amenities.

The County lacks a local trail network that is linked to neighboring jurisdictions and the region. However, the County is moving in that direction with the Camden County Greenprint project and the study to convert an abandoned railroad bed to a multi-use trail beginning just north of Kingsland city limits to the Camden/Glynn county line.

One of the major transportation projects on the horizon for Camden County is the construction of a new interchange off of I-95 at Horse Stamp Church Road scheduled to begin in 2009.

City of Kingsland

Existing Development Patterns

Kingsland has a historic “city center” that combines commercial, civic, cultural, and recreational activities. The amount of land allocated for different uses in the City is fairly balanced, with the exception of Industrial and Parks/Recreation/Conservation uses. Kingsland has the highest percentage of land devoted to commercial uses of all the jurisdictions in the county. Kingsland is growing primarily through annexation, which developers have sought voluntarily in order to receive city water and sewer services. The City should develop policies and strategies to address redevelopment needs that are becoming evident near the intersection of MLK Boulevard and Colerain Road, and along the westside of US 17.

Agriculture/forest land is being converted to low to medium density planned unit developments at a rapid pace. The City should strive to balance residential growth with commercial and industrial growth while remaining mindful of the increased pressures on infrastructure, particularly water and sewer.

Population

The population of Kingsland has increased by over 400 percent since 1980. This rate of increase is projected to continue in the coming years before starting to decline after 2015. This high rate of population growth is, and will continue to, impact service delivery within the city. Young adults and children consistently make up the large portions of the population which has implications for schools, job opportunities, and the demand for recreational activities.

Economic Development

The economy is diversifying in Kingsland. Although manufacturing has been declining, the City has been diversifying its economic base in growth sectors including education, health, and social services. Kingsland's economic development efforts focus on helping grow local small businesses. Business retention and recruitment is active and successful. However, Kingsland lacks sufficient jobs or economic development opportunities for local residents. Census data indicated that nearly 75 percent of Kingsland residents commute outside of the City and the County for work.

Housing

The outlook for housing growth is good in Kingsland as there is ample undeveloped land and large tracts of agricultural/forest land that may be suitable for development. City officials note an insufficient mix of housing sizes, types, and price points in Kingsland to meet the current housing needs. Eight percent of the residential building permits issued in Kingsland between 2000 and 2005 were for manufactured homes.

Neighborhood revitalization strategies are needed for some of the neighborhoods. Habitat for Humanity of Camden County has built five homes for qualified families in Kingsland since 1997. The housing stock in Kingsland is in good condition, and slightly more than half of the units are owner-occupied. Kingsland has the highest percentage of cost-burdened households of all the jurisdictions in Camden County.

Natural and Cultural Resources

Natural and cultural resources in Kingsland provide an opportunity for the City to promote its quality of life for its residents; yet its current development practices should continue to ensure that new developments are sensitive to these resources. The City of Kingsland has adopted ordinances to protect wetlands and groundwater recharge areas according to the State Part V Environmental Planning criteria.

Community Facilities and Services

The City of Kingsland's water service infrastructure is aging, and capital improvements will be needed to replace these lines. City officials note that the existing wastewater treatment facility is at 82 percent capacity. Residential developments planned for the west side of the city will require additional water storage capacity and treatment facilities as well as wastewater treatment capacity. With a growing population comes the need for additional public safety facilities, equipment and staff.

Kingsland is meeting the community's requirements for police and fire protection at this time; however, both departments anticipate needing more facilities, equipment and staff in the near future.

Intergovernmental Coordination

Intergovernmental coordination between Kingsland and other jurisdictions within the County is dynamic and constructive. However, Kingsland could plan proactively with adjacent jurisdictions regarding areas near mutual boundaries and future annexation areas.

Transportation

The approval of large residential subdivisions which will eventually contribute to the traffic congestion on Laurel Island Parkway give cause for concern as the road is currently only two lanes. Major transportation corridors within the City, such as State Road 40 and Gross Road are congested, particularly near activity and shopping centers. The State Department of Transportation (DOT) has plans to upgrade a number of traffic signals in Kingsland, yet a number of transportation network and operational improvements suggested by the community are pending action or consideration by DOT.

City of St. Marys

Existing Development Patterns

The City of St. Marys is working to guide development patterns in ways to encourage quality growth and promote mixed use. The City has preserved a distinct sense of place in the downtown waterfront area and the surrounding neighborhoods. Approximately one-third of St. Marys land use is Parks/Recreation/Conservation, the highest of all the cities in Camden County. Residential land uses make up 26 percent of the total land allocation. The City should be mindful of the imbalance of commercial and industrial land uses proportionate to residential uses as economic growth could be stifled and the cost of services to residents could increase. With the redevelopment of the Durango paper mill on the horizon, and the proposed expansion of the industrial park if the airport is relocated, St. Marys is well positioned to address the imbalance issue.

One of St. Mary's most significant assets is its waterfront location and awe-inspiring marsh views. High-rise development should be avoided in and adjacent to these areas of scenic beauty and significant environmental resources. Provisions of public services, especially water and wastewater services, are guiding development to planned locations according to city officials.

Population

The City of St. Marys is experiencing the same population in-migration as the other jurisdictions. However, the City must address the growth in a different manner than the other jurisdictions. The City is land locked, and other than an area to the east of the City, there is little room for the City to expand. This will lead to pressures inside the City to accommodate the growth through infill and redevelopment.

In 2006, The Brookings Institute ranked St. Marys seventh in the nation for growth rate in people over age 55. While the national attention is regarded as good for the city, the implications of massive numbers of retirees flocking to St. Marys are major. Nursing home occupancy rates in Camden County were shown to be significantly higher than that of the state, according to the Georgia Tech Economic Diversification Study completed in 2006. St. Marys could prepare itself to welcome the newcomers by exploring the idea of permitting and promoting continuing care retirement communities, or CCRCs. Many CCRCs have large campuses that include separate housing for those who live very independently, assisted living facilities that offer more support, and nursing homes for those needing skilled nursing care. With all on the same grounds, people who are relatively active, as well as those who have serious physical and mental disabilities, all live nearby. Residents then move from one housing choice to another as their needs change.

Economic Development

Despite the closing of the Durango paper mill in 2002, employment in St. Marys has remained strong. The redevelopment plans for the mill site call for a mixed-use community that is estimated to be valued at \$1.25 billion at build out. St. Marys is home to the county's largest non-governmental employer Express Scripts (480 jobs), which located in a former Wal-Mart building in 2004. The relocation of the St. Marys airport is a future economic development opportunity for the City, as well as Camden County.

The labor force increased by almost 70 percent from 1990 to 2000 seemingly to meet the demands of a growing population. Based on 2000 Census data, nearly two-thirds of employed residents commute outside of St. Marys and Camden County for work.

Housing

Single-family housing represents 66 percent of the available housing in the City of St. Marys. Another 16 percent of the housing units are multi-family buildings. One of the biggest challenges for

St. Mary's officials is to maintain affordable housing choices in the face of increasing property values and demand for buildable land. Only four percent of the residential building permits issued in St. Marys between 2000 and 2005 were for manufactured homes.

Habitat for Humanity of Camden County has built four homes for qualified families in St. Marys since 1997. Another challenge for the City is that their sewer treatment capacity is limited until upgrades can be made to the Point Peter plant and Scrubby Bluff plant, thus slowing the construction of new homes.

Natural and Cultural Resources

The City's proximity to natural and cultural resources creates a unique sense of place and promotes the quality of life that residents love and newcomers seek. Officials feel like they have appropriate protections in place for its cultural, historic, and natural resources. The City of St. Marys has adopted ordinances to protect wetlands and groundwater recharge areas according to the State Part V Environmental Planning criteria. St. Marys is the only jurisdiction in Camden County that has adopted a Historic Preservation ordinance and created a Historic Preservation Commission.

Community Facilities and Services

The growth pressure caused by increased housing units and population are stretching the City's ability to provide community facilities and services. Currently, the capacity of St. Mary's wastewater treatment facility is not adequate to support new development. The City is working to secure permits to expand its Point Peter and Scrubby Bluff wastewater treatment plants. Water supply treatment facilities and additional water withdrawal capabilities will be needed in the near future. The City of St. Marys is in the process of developing a stormwater management plan to address future needs.

St. Marys is the only city in Camden County that maintains its own senior center, library and recreational facility. The Aquatic Center offers both passive and active recreation opportunities, and is quickly reaching attendance capacity.

Due to population growth, St. Mary's Police Department anticipates the need for ten new certified officers each year for the next five years in order to meet the needs of the community. St. Mary's Fire Department faces similar issues due to population growth and the sheer increase in the number of structures to protect. Adequate staffing, building a new facility and replacing aging firefighting apparatuses and equipment are current concerns for the Fire Department.

Intergovernmental Coordination

St. Marys works well with the other jurisdictions in Camden County. The City leadership plans and coordinates with neighboring jurisdictions and other governments within the region. St. Marys promotes partnerships between local government and community stakeholder groups. Future annexation planning will provide new opportunities and challenges as St. Marys is left with little other expansion opportunities.

Transportation

In the City of St. Marys accelerated growth has caused transportation corridors to be congested during peak hours. State Road 40 is a major transportation corridor for the City that terminates directly into the downtown area. Georgia DOT has plans to upgrade three signalized intersections along State Road 40. As development along New Point Peter Road occurs, it will be important for city officials to require developers to make operational improvements, such as acceleration and deceleration lanes.

The City lacks transportation alternatives for transit dependant persons who need to get to jobs, services, health care, and recreational amenities. The city provides some public transportation through a local bus.

City of Woodbine

Development Patterns

The largest land use in the City of Woodbine is agriculture and forest. This increased significantly with the recent annexation of property around the interchange at Exit 14 on I-95. While agriculture/forest land provides opportunities for new development, there also exists opportunity for infill and reuse development policies to be implemented in Woodbine. The south end of the City shows signs of disinvestment and is ripe for redevelopment. The limited development along US Highway 17 and State Route Spur 25 provide opportunities for the City to implement quality growth principles related to commercial development. The area adjacent to I-95 at Exit 14 that was recently annexed presents a golden opportunity for Woodbine to work with developers to create a distinctive entranceway to the community.

The waterfront area is a critical area that requires special attention and the adoption of preservation policies, such as development guidelines that are sensitive to the unique environment of the Satilla River.

The City should look at opportunities to increase park and recreation opportunities for residents as the percentage of Parks/Recreation/Conservation land in Woodbine is the lowest of all four jurisdictions in Camden County.

Population

Woodbine's rate of population growth has been much slower than that of the County and the other two cities. An analysis of per capita income and poverty status suggest that the City does not have the level of income experienced in the other jurisdictions. Woodbine is, and has been historically, the most racially balanced jurisdiction in Camden County. The City will be challenged in the future to accommodate the community facility and service demands of the new residents that are expected by 2030.

Economic Development

The largest industry by employment in the City of Woodbine is the education, health, and social services sector at 22 percent. Not surprisingly, 76 percent of Woodbine residents work outside Camden County. Future development of the newly annexed area around Exit 14 and the commercial corridors on US Highway 17 and State Route 25 Spur represent economic opportunities that will define the City of Woodbine and its economic vitality in the future.

Woodbine was designated a Better Hometown by the Department of Community Affairs in 2000, which makes the City eligible for programs and technical assistance in the development or redevelopment of their core commercial area.

Housing

The City of Woodbine has significant opportunities to create housing choices and affordable options for residents and newcomers. Single-family units and manufactured homes make up the majority of the current housing choices. The number of multi-family housing structures with three to nine units grew significantly from 1980 to 2000. There has been a slow and steady increase in the number of housing units in the City. A huge boost is expected as 2,546 single- and multi-family units are

planned for the Satilla River Bluffs mixed use development. Habitat for Humanity of Camden County has built seven homes in Woodbine since 1997, the most of all the jurisdictions.

The need for affordable housing is more apparent in Woodbine than in the other cities and within the county. Woodbine has the highest percentage of severely cost-burdened households at 6.7 percent. Forty-four percent of the residential building permits issued in Woodbine between 2000 and 2005 were for manufactured homes, the highest percentage of all the jurisdictions in Camden County.

Natural and Cultural Resources

The Satilla River has played a major role in the history of Woodbine, and provides natural and cultural resources that help define the City. Development along the Satilla River has been sparse up until the current day. Large landowners to the north, east and the west of Woodbine are making inquiries about water and sewer availability and testing the waters, so to speak.

Woodbine's winding scenic River Walk adjacent to the downtown offers unspoiled views of the Satilla River and provides the optimal setting for community gatherings and the Annual Crawfish Festival.

The City of Woodbine has not adopted an ordinance to protect wetlands according to the State Part V Environmental Planning criteria. However, this ordinance is expected to be prepared as part of the Woodbine Master Plan being developed by Wood + Partners, Inc. Woodbine has adopted an ordinance protecting the Satilla River corridor.

Community Facilities and Services

The City is feeling the pressures of growth and new development. Recent annexations are expected to strain the current water supply and wastewater capacity. With only one well and pumping facility, the City can expect to be seeking permits for new water supply wells in the very near future. Woodbine's water pollution control facility is operating at 41 percent of the total capacity of the system. The City does not maintain a stormwater management system at this time.

Woodbine relies on Camden County for police and fire protection. The City contracts with private firms to perform planning functions as well as road maintenance.

City officials anticipate that future growth will require additional employees, facilities, office space, and equipment to meet the needs of the community.

Intergovernmental Coordination

The City of Woodbine purports a good working relationship with the County and other two cities.

The City contracts with the City of Kingsland to provide building inspection and permit services.

Transportation

The City is not experiencing the impacts of growth on their transportation system like St. Marys and Kingsland. However, as new subdivisions are permitted and built out, congestion on US 17 and Spur 25 is likely to increase.