

City of Port Wentworth



Comprehensive Plan 2008 Community Agenda



Submitted to:

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Ecological
Planning
Group

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Introduction

The Georgia Department of Community Affairs (DCA) administers Rules for Local Comprehensive Planning for all Qualified Local Governments in Georgia. The purpose of this program is to provide guidance for long range planning that will accomplish the following goals as outlined by the DCA:

- Involve all segments of the community in developing a vision for the community's future;
- Generate local pride and enthusiasm about the future of the community;
- Engage the interest of citizens in implementing the plan; and
- Provide a guide to everyday decision making for use by the local government officials and other community leaders.

The Chapter 110-12-1: Standards and Procedures for Local Comprehensive Planning, "Local Planning Requirements," were updated in May 2005. The updated guidelines require the completion of three major elements, the Community Assessment, Community Participation Plan, and Community Agenda as part of the Comprehensive Plan. The Community Assessment summarizes the local government's evaluation of its development patterns, issues and opportunities, and level of compliance with the DCA's Quality Community Objectives. The Community Participation Plan is a proposal for a community involvement program that will offer a wide range of opportunities to local citizens interested in participating in the development of the Comprehensive Plan. Lastly, the Community Agenda includes an update of the material in the Assessment based on public input, as well as a short and long term work program and list of policies for land use decision making.

The DCA defines the intent of the Community Agenda as follows:

"The purpose of the Community Agenda is to lay out a road map for the community's future, developed through a very public process of involving community leaders and stakeholders in making key decisions about the future of the community. The Community Agenda is the most important part of the plan, for it includes the community's vision for the future, key issues and opportunities it chooses to address during the planning period, and its implementation program for achieving this vision and addressing the identified issues and opportunities. The Community Agenda is intended to generate local pride and enthusiasm about the future of the community, thereby making citizens wish to ensure that the plan is implemented."

The City of Port Wentworth's Community Assessment and Community Participation Plan were submitted to DCA in August 2007. Upon approval of these documents, the City began implementation of the Community Participation Plan and development of the Community Agenda. Port Wentworth's deadline for adoption of the Agenda is October 31, 2008.

This document is the Community Agenda for the City of Port Wentworth. It is being submitted to DCA 60 days in advance of the mandated deadline to allow for DCA review and City Council adoption prior to October 31, 2008.

This format of this document considers the outline proposed in the State Planning Recommendations, as well as Chapter 110-12-1-.05 of the Rules.

- Chapter 1 addresses the Communities Vision for the Future as established through the public involvement process. This chapter includes a summary of the public involvement, as well as a description of the Character Areas.
- Chapter 2 includes a summary of the Issues and Opportunities as developed in the Community Assessment and updated through the public involvement process.
- Chapter 3 contains an Implementation Plan that includes a Short Term Work Program (STWP) and Policies for Land Use.

1. Vision for the Future

The City of Port Wentworth has established a vision for its future through a comprehensive public involvement program. The public shared their views on future development and quality of life issues through participation in an online survey, as well as a through representation at a number of community meetings. A visioning exercise was conducted at the public meeting held on November 17, 2007 at the Rice Hope Community Center. The City encouraged further public participation through handouts, newspaper articles, and its webpage. Feedback gathered through these public events was interpreted by the City and the following Vision for the Future was established:

Through appropriate land use planning and sustainable community development, Port Wentworth will grow into a family-oriented city with a variety of neighborhood commercial businesses, sufficient public facilities and services, desirable recreational opportunities, a welcoming pedestrian environment, and a focus on preserving natural and cultural resources.

This vision is intended to communicate the City's pride in its existing attributes including the historic neighborhoods, coastal environment, and various recreational and cultural opportunities in the City. Additionally the vision reflects the City's commitment to the preservation and these resources and expansion of community services and facilities through the implementation of the Community Agenda.

The public involvement and outreach that was conducted in an effort to establish a vision for the City is summarized in this chapter. This effort also enabled City staff to finalize the future land use (Character Areas), establish recommended development patterns, outline land use policies, and draft the Short Term Work Program. Each element of the approved Public Participation Program is addressed, and any applicable documentation is included in Appendix A.

1.1 Community Participation Program

As part of the development of the Community Agenda, the City found it essential to work with citizens to identify the issues and challenges unique to Port Wentworth. The public participation process began with an evaluation of the current strengths and needs of the community that led to a vision for the future. The programs described below were intended to provide citizens the opportunity to offer their opinions and provide feedback on the Community Assessment. This approach has allowed the City to draft a Community Agenda that accurately reflects the overall vision for the community. The comprehensiveness of this public involvement program has ensured that the public will continue to feel vested in results of the planning process. The City provided multiple levels

of public involvement so that citizens were able to contribute according to their desired level of participation.

In accordance with the approved Community Participation Plan, a number of community meetings were held to develop a vision for the City and to review the draft development strategies, issues and opportunities, and other information presented in the Community Assessment. Educational material has been available online on the City's website, the Port Wentworth Chamber of Commerce website, and at City Hall to keep the public informed throughout the process. An online survey was conducted to provide an opportunity for the public at large to offer input and ideas regarding the City's future. Finally, prior to submittal of the Community Agenda and at the conclusion of the planning process, a second public meeting was held to present the Agenda to the City Council and the public.

The following public involvement strategies have been implemented by the City as part of the public involvement strategy and are discussed in this report:

- Community Meetings
- Community Survey
- Handouts
- Website

1.1.1 Community Meetings

Community involvement was an essential part of the success of the Community Agenda development. Effective involvement from key individuals/groups from the community will ensure that the Agenda gains community wide support, addresses the issues and concerns of the general population, and is ultimately implemented.

There were five community meetings held throughout the planning process to review the findings of the Community Assessment, outline a vision for the future, and provide feedback to the City of Port Wentworth. Community meetings were held in an informal but professional manner to create an environment that facilitated participation.

The following is a description of the meetings including the date held and topics discussed:

- Meeting 1 – Port Wentworth Business Community “Meet and Greet”
November 6, 2007 from 5:30PM to 7:30PM at Citizens Bank of Port Wentworth
This meeting was geared towards the business community and held in conjunction with one of the Chamber of Commerce's regularly scheduled “Meet and Greet” functions. The Chamber advertized the meeting on their website and through an email chain. The City advertized the meeting on their official City function billboard. Consultants representing the City of Port Wentworth presented the findings of the

Community Assessment to attendees and distributed promotional materials to encourage attendees to take the Community Survey. Attendees were also encouraged to provide feedback to the City and its consultants on elements of the Comprehensive Plan.

- Meeting 2 – North Port Wentworth Suburban Area
Tuesday November 13, 2007 from 5:30PM to 7:30PM at the Rice Hope Community Center
This meeting was one of a series of three meetings originally planned to elicit the participation and feedback of residents throughout the City. Each meeting consisted of a presentation on the findings of the Community Assessment, discussion regarding the City's Vision for the future, and identification of issues & opportunities. The meetings were held in various locations throughout the city in order to provide convenient access to all neighborhoods within the City.
- Meeting 3 – Downtown Port Wentworth Area
Monday November 26, 2007 from 5:30PM to 7:30PM at City Hall
This meeting was one of a series of three meetings originally planned to elicit the participation and feedback of residents throughout the City. Each meeting consisted of a presentation on the findings of the Community Assessment, discussion regarding the City's Vision for the future, and identification of issues & opportunities. The meetings were held in various locations throughout the city in order to provide convenient access to all neighborhoods within the City.
- Meeting 4 – Monteith/Meinhard Rural Village Area
Tuesday December 11, 2007 from 5:30PM to 7:30PM at White Oak Baptist Church
This meeting was one of a series of three meetings originally planned to elicit the participation and feedback of residents throughout the City. Each meeting consisted of a presentation on the findings of the Community Assessment, discussion regarding the City's Vision for the future, and identification of issues & opportunities. The meetings were held in various locations throughout the city in order to provide convenient access to all neighborhoods within the City.
- Meeting 5 – Monteith/Meinhard Rural Village Area
Thursday January 31, 2008 from 6:00PM to 8:00PM at White Oak Baptist Church
Based on significant community interest identified at Meeting 4, a follow up meeting was held for citizens in the Monteith/Meinhard Rural Village Area. The meeting format was that of an informal land use charrette. Maps of the Character Area, current zoning, aerials, and historical features were brought and citizens were encouraged to discuss, draw on, and revise the maps for use in the Community Agenda. A survey on Issues & Opportunities identified in the Community Agenda was conducted at this meeting and the results are included in Appendix A.,

Promotional materials and summaries for these meetings can be found in Appendix A.

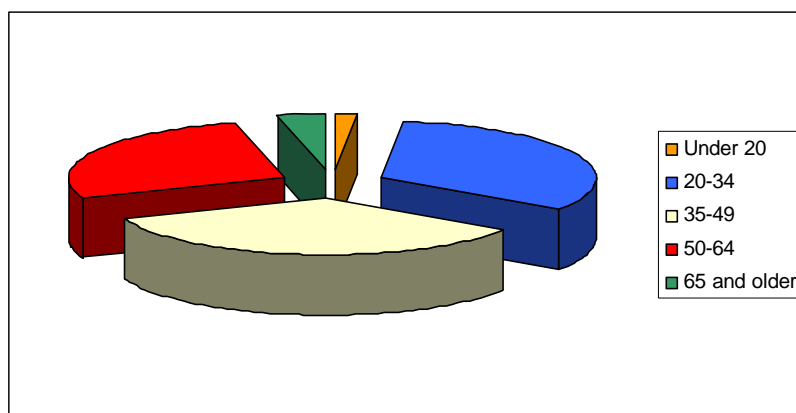
1.1.2 Online Survey

In an effort to increase public involvement, the City administered a community survey to gain feedback from citizens. The community survey has been an effective tool since it was available to a large population at a minimal cost. The survey was posted on the City website in October 2007.

The results of the surveys were tabulated and a summary of the results is included below. For a full description of the survey and results, please see Appendix B. Results of the survey were considered and incorporated into the final draft of the Community Agenda. The City's Vision of the Future, development patterns and future work program are all reflective of the goals expressed by the community.

Soliciting input from residents, local businesses and property owners provided an opportunity for the public to identify their opinions on various topics and issues, such as: community appearance, economic development, services, traffic and commuting, housing, quality of life, and overall planning issues.

The 32 question survey was made available in electronic format on the City of Port Wentworth's official website and the Port Wentworth Chamber of Commerce website. Hard copy surveys were available at City Hall. The survey was posted in October 2007 and was available until March 2008. A total of 58 surveys were completed and tabulated during that period. This equates to approximately 0.16% of the total population. Survey results reflect a 95% confidence level with a confidence interval of $\pm 13\%$. The full summary of the survey responses has been included in Appendix A.



The initial three questions were designed to illustrate the background of the survey participants. There was a fairly wide distribution in the ages of people taking the survey with 95% falling between the ages of 20 – 65.

A vast majority (80%) of the respondents were home owners. When questioned about the length of residency, over half (50.9%) of the survey respondents have lived in Port Wentworth for 5 years or less and only 10.9% have lived in the City their entire lives.

Questions 4 rated the importance of characteristics that attracted respondents to move to the City of Port Wentworth. The characteristics identified as being most important included employment / job, the affordability of the City, and the overall quality and pace of life. The people responding to the survey rated the variety of retirement services as the least important factor when deciding to move to Port Wentworth.

Questions 5 & 6 asked people their opinion on the need for various types of housing. Approximately 78% of the respondents felt there is a need for more single family residential development, 77% felt there was a need for housing that appealed to young couples/families, and 68% felt there was a need for retirement-type housing. Conversely, 86% of the respondents felt there should be less manufactured housing. Question 7 asked people specifically about what types of land uses they thought were most appropriate for the Crossgate Road corridor. The responses were distributed evenly, as shown in the table below, with slightly more people feeling commercial development only would be the most appropriate land use for this corridor.

<i>Response</i>	<i>Count</i>	<i>Percent</i>
Commercial development only, residential down-zoning prohibited	15	29.40%
A mix of single family detached residential development and commercial development	14	27.50%
Mixed use development that is primarily commercial development with some upstairs residential development.	10	19.60%
None of the above	12	23.50%

In Question 8, people were asked to rate their satisfaction with commercial development, residential development, and historic preservation. The results are somewhat evenly distributed without there being a clear majority of people who are satisfied or dissatisfied. In question 9, an overwhelming majority of respondents (86%) were in favor of setting aside portions of subdivisions as permanently protected greenspace.

Question 10 indicated residents were satisfied with residential development and land use patterns within the City, but felt there was a need for standards related to historic preservation, architectural and design standards as indicated in the table below. Citizens were especially concerned that the City considered the public costs associated with new development prior to permitting it.

<i>Response</i>	<i>Agree</i>	<i>Disagree</i>	<i>No Opinion</i>
If development patterns continue, Port Wentworth will lose its uniqueness.	59.6% (31)	34.6% (18)	5.8% (3)

<i>Response</i>		<i>Agree</i>	<i>Disagree</i>	<i>No Opinion</i>
Development patterns of single-family homes should continue		84.6% (44)	13.5% (7)	1.9% (1)
Commercial development patterns should continue		58.0% (29)	38.0% (19)	4.0% (2)
The City should develop programs/regulations/incentives that preserve historic buildings		84.3% (43)	5.9% (3)	9.8% (5)
The City should develop programs/regulations/incentives for architectural design		84.0% (42)	10.0% (5)	6.0% (3)
The City should develop regulations that require green space preservation in new development		94.1% (48)	2.0% (1)	3.9% (2)
The City should consider the following when new development is proposed:				
	a. public costs for new services	81.3% (39)	10.4% (5)	8.3% (4)
	b. the availability of adequate infrastructure	89.8% (44)	6.1% (3)	4.1% (2)
	c. impacts on residential and small business property taxes	83.7% (41)	14.3% (7)	2.0% (1)
	Variances should be granted only when they meet the land code's definition of a hardship.	68.0% (34)	16.0% (8)	16.0% (8)

According to the results from questions 11 and 12, over 62% of people felt they know how their property is zoned and what uses are allowed and only 7.5 % of people felt the City does enough to protect historic resources.

Questions 13 and 14 are related to employment related trends. Only 17% of the survey respondents work in the City of Port Wentworth and 64% of people felt that employment options within the City are inadequate.

In questions 15, respondents were if there was a need for more of the following types of commercial establishments within the City.

<i>Response</i>	<i>More</i>	<i>Less</i>	<i>Same</i>
Restaurant	92.3% (48)	3.8% (2)	3.8% (2)
Retail/Shopping	94.3% (50)	1.9% (1)	3.8% (2)
Hotel	14.3% (7)	34.7% (17)	51.0% (25)
Family entertainment	94.1% (48)	2.0% (1)	3.9% (2)
Teen entertainment	77.6% (38)	12.2% (6)	10.2% (5)
After work hours entertainment	44.0% (22)	32.0% (16)	24.0% (12)
Day care (child)	63.3% (31)	16.3% (8)	20.4% (10)

<i>Response</i>	<i>More</i>	<i>Less</i>	<i>Same</i>
Eco-tourism businesses	62.7% (32)	5.9% (3)	31.4% (16)
Parking	34.7% (17)	8.2% (4)	57.1% (28)
Privately funded Convention Center	54.0% (27)	26.0% (13)	20.0% (10)
Private funding Banquet Hall	56.0% (28)	20.0% (10)	24.0% (12)
Other	29.6% (8)	18.5% (5)	51.9% (14)

Respondents were also asked if they felt that the City need more of the following types of recreational facilities.

<i>Response</i>	<i>Yes</i>	<i>No</i>	<i>Don't Know</i>
Public Pool	38.5% (20)	48.1% (25)	13.5% (7)
Skate Park	57.7% (30)	36.5% (19)	5.8% (3)
Miniature Golf	59.6% (31)	26.9% (14)	13.5% (7)
Nature-based Interpretive Center	69.2% (36)	21.2% (11)	9.6% (5)
Outdoor Amphitheatre	59.6% (31)	34.6% (18)	5.8% (3)
Visitors Center	54.9% (28)	43.1% (22)	2.0% (1)
Historical Interpretive Center	67.3% (35)	25.0% (13)	7.7% (4)
Indoor Theatre	88.7% (47)	9.4% (5)	1.9% (1)

In question 17, people surveyed felt that commercial development should be concentrated along major streets and at limited locations within neighborhoods.

Questions 18 asked people identify which natural resource issues were of greatest importance to the City. While all issues listed (with the exception of threatened and endangered species protection) had a significant majority of respondents identifying them as “very important,” water quality, stormwater management, adequate wastewater treatment capacity, and future water supply ranked the highest. Parks and a local library generated the highest percentages in the recreational /public facilities category.

In question 19, survey participants were asked to rank the importance of the recreational facilities. A significant majority of the respondents ranked parks, libraries, and playgrounds as being very important. A significant majority of respondents ranked trails/multi-use paths, museums/historic sites, sports fields, public gym, and Houlihan Landing as being moderately important to very important.

Question 20 asked people to rate their level of satisfaction with the following City services.

<i>Response</i>	<i>Satisfied</i>	<i>No Opinion</i>	<i>Dissatisfied</i>
Solid waste collection	71.2% (37)	9.6% (5)	19.2% (10)
Parks	13.7% (7)	33.3% (17)	52.9% (27)
Sidewalks	22.0% (11)	30.0% (15)	48.0% (24)
Drainage Systems	35.3% (18)	21.6% (11)	43.1% (22)

Response	Satisfied	No Opinion	Dissatisfied
Cleanliness of Public Spaces	30.0% (15)	36.0% (18)	34.0% (17)
Traffic congestion	21.2% (11)	5.8% (3)	73.1% (38)
Law enforcement response time	76.9% (40)	21.2% (11)	1.9% (1)
Fire-fighting response time	65.4% (34)	30.8% (16)	3.8% (2)
First Responder response time	69.2% (36)	28.8% (15)	1.9% (1)
Traffic laws enforcement	75.0% (39)	19.2% (10)	5.8% (3)
Street and road signage	65.4% (34)	17.3% (9)	17.3% (9)
Storm warning mechanism	31.4% (16)	54.9% (28)	13.7% (7)
Disaster/emergency planning	35.3% (18)	54.9% (28)	9.8% (5)
Housing numbering system	55.8% (29)	26.9% (14)	17.3% (9)
Code enforcement	34.6% (18)	44.2% (23)	21.2% (11)
Condition of City Streets	37.3% (19)	17.6% (9)	45.1% (23)
Adequacy of curb cuts	30.0% (15)	38.0% (19)	32.0% (16)
Overall appearance and cleanliness	40.4% (21)	26.9% (14)	32.7% (17)

In question 21, people were asked to prioritize various issues in the City. A significant majority of the people surveyed placed a “high priority” on the following issues: creating a safe and family oriented environment, community character, creating walkable communities, main street beautification/redevelopment, creating a guideline for future development, restaurant/retail development, greenspace/openspace preservation, water conservation, recreation opportunities, community policing, education opportunities, traffic congestion, small business retention and recruitment, and neighborhood watch program.

Questions 22-24 were yes/no questions relating potential future projects in the City. Of the people who responded to the survey, 79% were in favor of a project to honor Eli Whitney (inventory of the Cotton Gin at Mulberry Grove Plantation). Over 75% of respondents supported the concept of building a multi-sport complex in Port Wentworth, and 55% of respondents still supported the project even if it would result in a tax increase.

Questions 25-28 relate to the topic of public transportation in Port Wentworth. Of the people surveyed, 54% felt that there was a need for county-wide public transportation (Chatham Area Transit CAT) transit services to be provided to the City of Port Wentworth; however only 40% would be in support of a tax increase to fund a CAT transit stop in the City.

People were also asked to indicate their level of support for various transportation projects identified in the Chatham Urban Transportation Study (CUTS). A significant amount of the respondents (80%) were in support of adding lanes to Highway 21. When asked about use of the City’s Park-n-Ride it was recorded that only 7% of people actually take advantage of this service. This percentage is fairly consistent with the US Census figures for commuting

patterns within the City, which indicated that approximately 10.5% of the workforce in the City carools to work.

The final three questions address respondents that are moving out of the City of Port Wentworth. Only 28% of the respondents plan on moving outside of the City within the next five years. According to the survey, the four top reasons for moving were family considerations, too much traffic, changes in employment, and schools.

The survey proved to be a valuable tool for gauging the community's overall feelings about what issues are important in Port Wentworth. It is clear from these results that the issues discussed as part of the comprehensive planning process are in line with the issues most important to everyday citizens.

1.1.3 Public Information

In addition to the strategies identified above, the City utilized the following Public Information techniques:

- Media Coordination: The City has worked with local newspaper representatives to ensure that the Comprehensive Planning process was well publicized. The local newspaper, *The Spirit*, is widely read, with a regional circulation. The paper is also accessible to anyone online. An article was included in the January 24, 2008 issue of *The Spirit* discussing the Comprehensive Plan. The Comprehensive Plan article can be found in Appendix A.
- Utility Bill Inserts: The City of Port Wentworth posted a message urging residents to take the community survey as an insert to utility bills. This was performed once at the beginning of the public involvement process and again toward the end of the program to remind residents of the survey and to give one last push for public feedback. Utility bill inserts were included as part of the November and February billing cycle, respectively.
- Informational Handouts: Several informational documents were developed and distributed throughout the Comprehensive Planning process. These handouts consisted of flyers and power point presentations that provided a summary of the Community Assessment and Community Agenda documents. Flyers advertizing the survey and community meeting dates were also developed, distributed, and made available to the public at City Hall. Please see Appendix A for a sample of the informational handouts distributed throughout the public involvement process.
- Webpage: A webpage was dedicated to the Comprehensive Plan and added to the City's website to allow for immediate dissemination of information related to the

planning process. The webpage, <http://www.cityofportwentworth.com/city-government.htm>, was posted in October 2007 and includes a link to the online survey, as well as electronic versions of the Community Assessment information packet and Comprehensive Plan Components handout. The Port Wentworth Chamber of Commerce was actively involved in the planning process and posted information to their website.

1.1.4 Public Hearing

The state minimum standards require that a Public Hearing be held before City Council to inform the public that the planning process for updating the Comprehensive Plan is nearing completion. The Project Team staff presented the Community Agenda to the City Council Meeting prior to submittal of the document to the Georgia Department of Community Affairs. The presentation informed the Council and the public about the scope of the plan and allowed them to provide feedback on the Agenda to the Project Team. The meeting was open to the public and advertised in accordance with City procedures. The meeting schedule was posted on the City's website and the agenda for the meeting was made publicly available at City Hall prior to the hearing. The Agenda is included in Appendix A. The following items were presented at the public hearing.

- Community Agenda
- Character Areas and Future Land Use
- Issues and Opportunities
- Land Use Policies
- Short Term Work Program

1.1.5 Public Participation Program Summary

The Public Participation Program described above has directly and significantly contributed to the content of this Community Agenda. Through feedback from the general public, the Project Team was able to develop a Vision for the Future, revise the Character Area map and development strategies, expand the Issues and Opportunities, and draft an implementation plan to achieve the goals outlined within this document.

1.2 Future Development Strategy

The City of Port Wentworth has devised a future development strategy based on the Character Areas identified in the Community Assessment. A full-size map of the Future Development Land Use Strategy is included in Appendix B. This map will be the basis for the updates to the City’s Official Zoning Ordinance and Map and will be used by City staff and elected officials to guide new development. The Official Zoning Map will be reviewed and updated, along with the Zoning Ordinance, as part of the Short Term Work Program to ensure that land use regulations match the spirit of this plan.

A narrative description is provided for each Character Area in the Future Land Use Strategy and includes the following elements:

- **Character Area Description:** This section provides a description of the unique and defining land use characteristics within each area that the City wishes to preserve or enhance.
- **Implementation Measures:** This section includes implementation measures designed to achieve the desired development patterns for the area and achieve the vision as outlined in the Character Area Description.
- **Zoning Considerations.** This section identifies the existing zoning classifications found within each character area, and makes an assessment regarding their appropriateness for achieving the vision for that area. In some cases, recommendations for amendments to the Land Use Code have been made so that the Code will become a tool to help the City accomplish the goals set forth in this plan. The table below provides a brief summary of the existing zoning classifications and allowable uses within each category.

Category	District Name	Description, Allowed Uses / Densities
R-A	Residential - Agriculture	The purpose of this district is to protect those more rural areas within Port Wentworth for future urban development and to protect certain rural highway roadside areas against strip development which can lead to traffic congestion, traffic hazards, and roadside blight.
R-1	Residential (One-Family)	The purpose of this district shall be to create an environment in which one-family dwellings, and certain nonresidential uses, are permitted in order to promote stability and character of low density residential development with adequate open space. A maximum density of four (4) dwelling units per gross acre of residential land area shall be permitted in this district.

Category	District Name	Description, Allowed Uses / Densities
R-1A	Residential (One-Family, Medium Density)	The purpose of this district shall be to create an environment in which one-family dwellings and certain nonresidential uses are permitted in order to promote the stability and character of medium density. Six (6) dwelling units per gross acre of residential land area shall be permitted in this district.
R-2	Residential (Two-Family)	The purpose of this district shall be to create an environment in which only one-family, two-family, three-family, and four-family dwellings and certain nonresidential uses are permitted in order to promote the stability and character of medium density residential development with functional open space. A maximum density of twelve (12) dwelling units per gross acre of residential land area shall be permitted in this district.
R-M	Multi-Family Residential	The purpose of this district shall be to provide areas for multifamily development and compatible nonresidential development. The net dwelling unit density for this zone shall be established at the time of rezoning; but shall be not more than eighteen (18) units per gross acre.
R-M-H	Residential-Mobile Home Park	The purpose of this district shall be to establish a residential district in which the uses and regulations are restricted in order to permit the development of mobile home parks in a manner which protects and preserves property values of adjacent properties. Such uses shall comply with the Mobile Home Park Regulations for the City of Port Wentworth.
RMH-1	Residential-Mobile Home	The purpose of this district shall be to establish a residential district in which the uses and regulations are restricted to permit the development of mobile homes and single-family residences and certain compatible nonresidential uses, and to permit the development in a manner which protects and preserves property values of adjacent properties. This district shall be used for areas where development is sparse and where such use will help to stabilize or to upgrade the area. This zone may be used on a lot-by-lot basis to allow mobile homes where placement of the mobile home will not adversely affect surrounding property values or impair the purposes and intent of the Zoning Ordinance.
R-I-P	Residential-Institutional	The purpose of this district shall be to create an area in which residential, institutional, and professional uses can be intermixed and at the same time achieve a healthful living environment with functional open space. A maximum density of twelve (12) dwelling units per gross acre of residential land area shall be permitted in this district.
C-1	Neighborhood Business	The purpose of this district shall be to create an area in which certain types of convenience-shopping-retail sales and service uses can be established and at the same time prevent nuisances or hazards created by vehicular movement, noise or fume generation, or high intensity use detrimental to adjacent residential development.

Category	District Name	Description, Allowed Uses / Densities
C-2	Community Business	The purpose of this district shall be to provide community shopping facilities consisting of a wide variety of sales and service facilities at locations that will be accessible to the Port Wentworth market area.
C-3	General Business	The purpose of this district shall be to create and protect areas in which heavy commercial and certain industrial-like activities are permitted.
C-3/4	Adult Entertainment Business	Any commercial establishment where adult entertainment is sponsored, allowed, encouraged, condoned, presented, sold, or offered to members of the public over eighteen (18) years of age.
I-1	Industrial	The purpose of this district shall be to create and protect areas for those industrial uses which do not possess objectionable characteristics such as causing heavy truck traffic, odor, noise, dust, etc., which might be detrimental to surrounding neighborhoods, or to the other uses permitted in this district. The following listed uses which are allowed in this district are required to follow procedures and standards outlined in the I-2 zoning district: distribution facilities, warehouses, container yards, and truck terminals. (Ord. No. 06-11, 4-27-06)
I-2	Industrial	The purpose of this district shall be to create and protect areas in which industries which are not permitted in an I-1 district can be permitted.
P-	Planner Overlay	Planned District
PUD-M	Planned Unit Development	Any multifamily development consisting of townhouses, apartments, or condominiums of three (3) acres or more. Single-family detached, single-family semi-detached, duplexes, and senior citizens congregate housing development shall also be permitted in this district.
PUD-O	Planned Unit Development - Office	a. Land under unified control to be planned and development in single development operation or a definitely programmed series of development operations; such development may include a program for establishment, operation, and maintenance of common open spaces, areas, facilities, and improvements available for common use by occupants of the district; and,
		b. A development consisting of principal and accessory structures and uses substantially related to the character of the district, which will be developed according to comprehensive and detailed plans for streets, utilities, lots or building sites, and the like.

Category	District Name	Description, Allowed Uses / Densities
		c. Any development for office use that abuts a residential district (i.e., R-A, R-1, R-1-A, R-2, R-M, R-M-H, RMH-1, R-I-P District), will remain in character with the surrounding neighborhood and that any replacement or alteration of existing buildings must be approved by the Port Wentworth Planning Commission. All new buildings will be similar in design, height, position and materials of the surrounding homes and approved by the Planning Commission prior to construction.
MPO	Master Planned Overlay	The purpose of this district shall be to assure continuity of development with the Port Wentworth Master Plan, as envisioned by the Port Wentworth citizens and City Council. This overlay district shall provide for review of all developments within this district.

1.2.1 Traditional Village

This character area comprises the historic downtown district surrounded by older residential areas with more traditional development patterns. Characteristics include grid street pattern; sidewalks; small, regular lots; and neighborhood-scale businesses.



Implementation Measures:

- Encourage the continuation of the street grid pattern.
- Ensure that infill development and redevelopment are consistent with the traditional architectural and design style.
- Allow for higher density housing in this area to achieve the critical mass necessary to revitalize the downtown area.
- Identify and protect historic structures.
- Encourage façade improvements along the commercial main street area.
- Identify vacant or underutilized buildings and property along Coastal Highway.
- Develop a Downtown Development Plan for infill development and redevelopment along Commercial Highway.
- Develop and enforce commercial and residential property maintenance standards.

- Require the continuation of existing sidewalk networks in new development.
- Identify and seek funding for streetscape improvements to improve the pedestrian environment.
- Incorporate golf carts into any plans and projects related to the sidewalk network and pedestrian environment.
- Develop a recruitment and retention strategy for small businesses in this area.

Zoning Classifications:

Property within the Traditional Village character area is currently zoned in accordance with the following categories:

- R-1
- P-C-1
- P-C-2
- P-C-3
- PUD-O
- P-RIP
- P-I-1

Zoning Considerations:

- The following zoning categories are consistent with the desired mixed-use character of the traditional village: R-1, P-C-1, P-C-2, PUD-O, and P-RIP.
- The City should ensure that any development that is permitted through a P-C-3 zoning designation is consistent with the desired uses as well as the mass and scale of existing development in the Traditional Village Zoning category. Some uses currently permitted within this zoning category may be too intensive for this area.
- P-I-1 is not appropriate within the Traditional Village Character Area since it allows for planned industrial development. The City may wish to revise or amend the P-I-1 zoning definition to avoid undesirable development and intensive commercial and industrial uses in the downtown area.

1.2.2 Historic Rural Neighborhood

This character area includes historic neighborhood areas with low density residential development, neighborhood scale commercial uses, and organic development patterns. Defining characteristics are a sense of community and long standing connections between the residents and the land.



Implementation Measures:

- Ensure that new development, infill development and redevelopment are consistent with the character of the existing neighborhoods.
- Encourage compatible architecture styles that maintain the regional rural character.
- Provide signage to designate each historic rural neighborhood area.
- Involve each community in the development of a community concept plan for their community.
- Ensure that the existing zoning allows only for uses compatible with the defined community character.
- Design for greater pedestrian orientation and access.
- Wherever possible, connect new development to regional network of greenspace, sidewalks, and trails available to pedestrians, bicyclists, and equestrians, for both tourism and recreational purposes.
- Consider development of a sidewalk/streetscape plan that includes bikeways and street lights along major corridors.
- Maintain rural neighborhood atmosphere while accommodating appropriate family-oriented commercial uses to serve residents, including, but not limited to: health care offices, restaurants, and day care
- Residential development should consist of traditional lower-density residential uses.
- Limit / prohibit instances of spot zoning.
- Investigate methods and funding sources to provide optional water and sewer service for areas currently on septic systems and private wells.
- Develop a plan for the continued operation and maintenance of stormwater infrastructure
- Prioritize these neighborhoods as locations for new public use buildings and facilities, including:
 - Schools
 - Senior Center
 - Community Center
 - Recreational Uses
 - Greenspace
 - Library/Computer lab
 - Neighborhood park / resource center
- New commercial or industrial development adjacent to this neighborhood should be required to include landscaping & significant vegetated buffers.
- Identify, preserve and promote historic and cultural resources.

Zoning Classifications:

Property within the Historic Rural Neighborhood character area is currently zoned in accordance with the following categories:

- R-A
- P-C-1
- P-C-2
- P-C-3
- PUD-O
- P-RIP
- C-1
- C-3
- P-D-R

Zoning Considerations:

- Any commercial development allowed within these neighborhoods must be of a mass, scale, and intensity that is consistent with the historical and residential character of these areas.
- Some uses allowed within the zoning category C-3, and P-C-3 are inconsistent with the character of these neighborhoods.
- The City should consider whether uses allowed within PUD-O are consistent with the desired character of these neighborhoods.

1.2.3 Rural Residential

This area is rural, undeveloped land with little development pressure for suburban growth. Development patterns include low pedestrian orientation and access, very large lots, open space, and high degree of building separation.

Implementation Measures:

- Maintain rural atmosphere while accommodating new residential development by encouraging rural cluster or conservation subdivision design that incorporates significant amounts of rural/ agricultural open space.
- Encourage compatible architecture styles that maintain the regional rural character.
- Do not allow “franchise” or “corporate” architecture.



- Wherever possible, connect to or create a regional network of greenspace and trails available to pedestrians, bicyclists, and equestrians, for both tourism and recreational purposes.
- Ensure adequate wetland protection.

Zoning Classifications:

Property within the Rural Residential character area is currently zoned in accordance with the following categories:

- R-A
- P-RIP

Zoning Considerations:

- The current zoning categories are consistent with the desired character of the traditional village.
- The City may want to establish minimum and maximum lot coverage standards as R-A re-zoning requests come before City Council.
- Identify areas that should be preserved as Rural Residential.



1.2.4 Suburban

These areas are where typical types of suburban residential subdivision development have occurred or will occur in the future. Development within these areas is encouraged to include neo-traditional or cluster development patterns.

Implementation Measures:

- New developments should have strong walkable connections within and between neighborhoods.
- Encourage roadway connectivity.
- Allow for smaller local roads and associated right-of-ways.
- Allow for appropriate neighborhood scale mixed uses within planned developments to provide a destination for pedestrians and to minimize the need for long trips.
- Require the preservation of trees during the development process and post-development.

- Encourage the preservation of open space and conservation-type subdivisions.
- Allow for various housing types and residential densities within planned developments.
- Ensure the adequate creation of educational as well as active and passive recreational facilities for all new residential development.
- Ensure the adequate capacity of infrastructure for existing and future development through sound long-range planning.
- Allow for planned mixed uses that serve the daily needs of the residents.

Zoning Classifications:

Property within the Suburban character area is currently zoned in accordance with the following categories:

- R-A
- R-1
- P-C-3
- P-RIP
- M-P-O

Zoning Considerations:

- Require master planning and open space preservation as part of any planned development in this area.
- Commercial development permitted should be of a mass, scale, and intensity that is consistent with the residential character.
- Intensive commercial uses allowed within P-C-3 are appropriate along major State and County roads, but should be avoided within suburban neighborhoods.

1.2.5 Mixed Use

These areas are targeted for economic development that will provide benefit to both the citizens of Port Wentworth and the Savannah metropolitan region. These areas will include a mix of residential, office, and commercial uses. Commercial uses should be designed to meet local residents' daily needs and/or to provide on-site job opportunities for local residents. These projects should be designed to be consistent with the character of the surrounding neighborhoods.

Implementation Measures:

- Residential development and commercial uses should be designed to compliment each other and create a live/work environment.
- Varied residential densities and housing types should be allowed.

- Commercial uses should include a mix of retail, services, and offices to serve neighborhood residents' day-to-day needs, and should match the character of the neighborhood.
- Mixed-use area design should be very pedestrian-oriented, with strong, walkable connections between different uses.
- Developments should provide connectivity to neighboring communities and major destinations, such as libraries, neighborhood centers, health facilities, commercial clusters, parks, schools, and adjacent neighborhoods on infill sites.
- Active manufacturing that involves clean technologies should be allowed if part of a masterplanned project designed to provide jobs and other local benefits to the City.
- Design and architectural standards should be compatible with the surrounding area.

Zoning Classifications:

Property within the Mixed Use character area is currently zoned in accordance with the following categories:

- R-A

Zoning Considerations:

- The City may wish to consider an overlay district for this area that specifically defines acceptable types of development and aesthetics.
- Development within this area should be designed in accordance with the PUD-O or similar zoning category.

1.2.6 Transportation & Warehousing

Land uses in this area include those related to trucking, storage or other transportation and warehouse activities.

Implementation Measures:

- Require the planning of future industrial areas and parks.
- Ensure adequate facilities and infrastructure capacity to serve industrial areas.
- Require design and landscape standards to improve the aesthetics of industrial areas.



- Enforce existing ordinances related to water quality protection in industrial areas.
- Review existing stormwater design standards to ensure adequate consideration is given to water quantity and quality treatment in industrial areas.
- Ensure that industrial uses do not adversely impact surrounding residential and commercial areas.
- Consider transportation issues when approving future industrial areas.
- Consider fiscal impacts of new industrial development to the municipality prior to approval.
- Do not permit transportation or warehousing activities in other character areas.

Zoning Classifications:

Property within the Industrial character area is currently zoned in accordance with the following categories:

- | | |
|---------|---------|
| • R-A | • P-RIP |
| • R-1 | • I-1 |
| • P-R-M | • P-I-1 |
| • C-3 | • P-I-2 |
| • P-C-3 | |

Zoning Considerations:

- Residential development should be discouraged within this area should be discouraged.
- Down-zoning within this area should be prohibited.

1.2.7 Community Gateway

This character area includes the developed or undeveloped land surrounding the intersection of I-95 and Highway 21 that serves as an important entrance or means of access to the community. Features include location of trucking stops and shelters and associated service businesses.

Implementation Measures:

- Develop a theme for signage in this area to welcome visitors to Port Wentworth. Ensure the theme is consistent with other marketing and branding efforts related to Port



Wentworth.

- Develop a welcome area that includes signage, landscaping, etc.
- Consider the placement of a historical/cultural interpretive center or museum that highlights the many historical features of Port Wentworth.
- Develop and enforce design and landscape standards to protect the aesthetics of this area.
- Restrict uses to commercial uses consistent with the character of the area. Prohibit overly industrial uses.
- Encourage uses that serve tourists and visitors.

Zoning Classifications:

Property within the Community Gateway character area is currently zoned in accordance with the following categories:

- M-P-O
- R-A
- R-1
- P-C-1
- P-C-2
- P-C-3

Zoning Considerations:

- The City should consider whether residential development is appropriate for this area.
- The City may wish to develop a commercial overlay district

1.2.8 Local Highway Corridor

A local highway corridor is developed or undeveloped land paralleling a local highway that has the potential to experience uncontrolled strip development if growth is not properly managed.



Implementation Measures:

- Streetscape and pedestrian enhancements should be encouraged within these corridors.

- Support installation of the bikeway/sidewalk along Highway 25 to provide a community connection to the Savannah Wildlife Refuge.
- Encourage façade improvements and streetscape improvements along Highway 25.
- Require all new development and redevelopment to connecting to the existing sidewalk network.
- Develop design and landscape standards for commercial development along local highway corridors.
- Require pedestrian and automotive interconnections between commercial development along local highway corridors and nearby residential development.
- Support roadway projects that ease congestion along Highways 21 and 25 corridors.
- Develop standards for signage along local highway corridors.
- Participate in and support projects to ensure that local highway corridors that are also hurricane evacuation routes have an adequate level of service.
- Identify and support infill development and redevelopment along the Highway 21 and Highway 25 corridors.

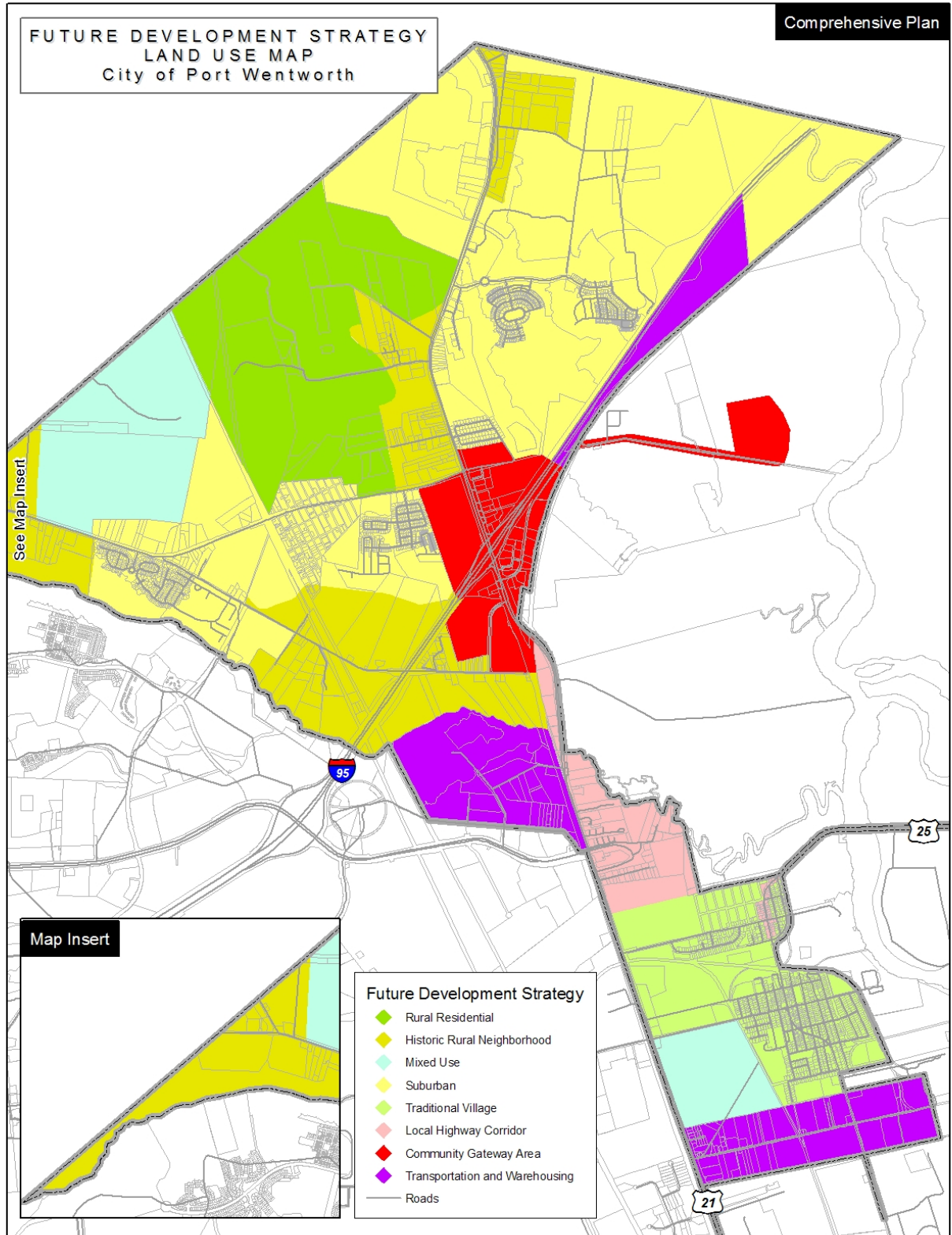
Zoning Classifications:

Property within the Local Highway Corridor character area is currently zoned in accordance with the following categories:

- R-A
- R-1
- C-2
- P-C-2
- P-C-3
- R-M-H

Zoning Considerations:

- The City should consider whether residential development is appropriate for these areas.
- The scale and intensity of planned commercial development should be consistent with surrounding properties and uses.
- More intensive commercial uses and commercial zoning districts are appropriate within these corridors.



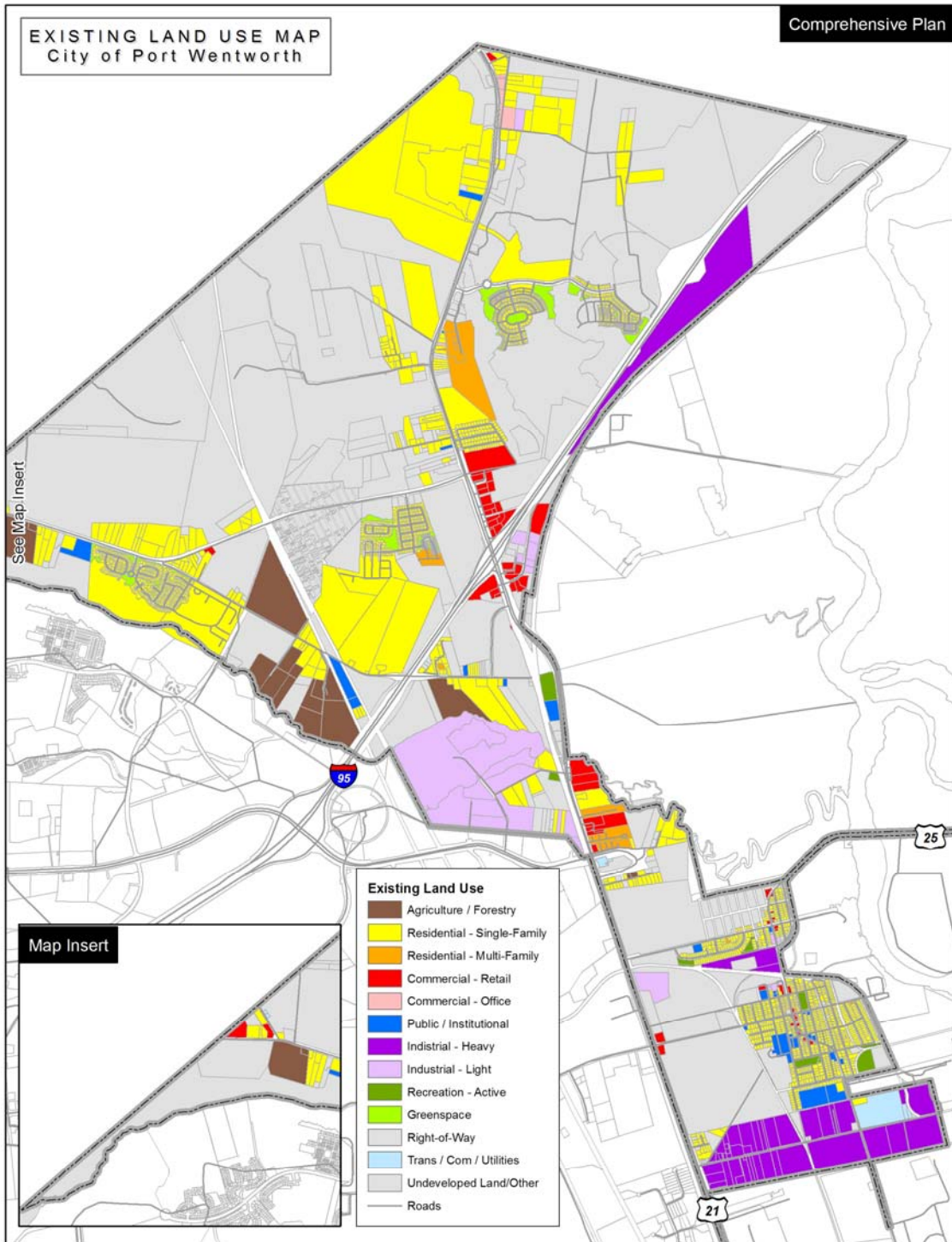
1.3 Land Use Analysis and Considerations

The City has performed an analysis of existing land uses, existing zoning designations and proposed future development patterns to determine the percentages of various land uses with the city, to evaluate the evenness and viability of the distribution of the various land uses, and to provide the rational nexus for the Future Land Use Map and future Zoning Ordinance update.

1.3.1 Existing Land Use

The following Existing Land Use information is based on the windshield survey performed in September 2006, and a desktop-update performed in March 2008. The table below compares the percentage acreage of the various identified categories of land use within the City of Port Wentworth. The map on the following page illustrates the current distribution of land uses within the City. While a large portion of the City is currently undeveloped, current land use patterns in Port Wentworth indicate that existing development is primarily single-family residential. Industrial land use is also fairly prevalent within the city, currently encompassing approximately 9% of the total area of the City.

Land Use	Acres	Percent of City
Agriculture / Forestry	276.0	2.8%
Commercial - Office	14.6	0.1%
Commercial - Retail	157.4	1.6%
Greenspace	55.6	0.6%
Industrial - Heavy	473.2	4.8%
Industrial - Light	379.3	3.9%
Public / Institutional	76.8	0.8%
Recreation - Active	35.3	0.4%
Residential - Multi-Family	108.2	1.1%
Residential - Single-Family	1,894.4	19.4%
Right-of-Way	25.2	0.3%
Trans / Com / Utilities	41.1	0.4%
Undeveloped Land/Other	6221	63.8%
TOTAL	9,758	100%



1.3.2 Existing Zoning Map

The Zoning Table below was developed using information taken from the City's officially adopted Zoning Map as of March 2008. The Zoning acreage closely mirrors current land use patterns with the exception commercial business. While 11.7% of the City is zoned for general business, only 1.7% of the City actually has a land use of either retail or office commercial. This indicates that development within areas zoned General Business is primarily of a light industrial nature. One of identified needs and goals of this plan is to encourage the establishment of more retail and service neighborhood scale commercial businesses. However, from this analysis it appears that the land use trend is currently towards light industrial. The City may wish to review the uses allowed within the General Business zoning category or to create a Planned Neighborhood Business zoning category that encourages less intensive commercial land uses within these areas.

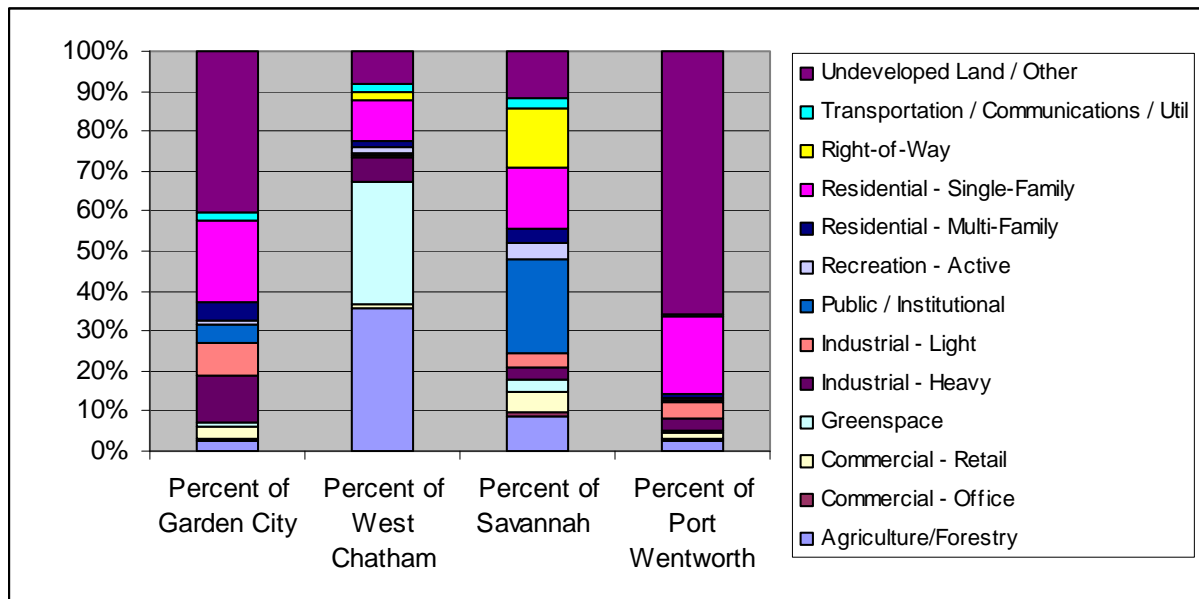
Zoning Category	Area (Acres)	Percent of City
M-P-O	1,318.3	12.3%
Community Business	3.2	0.0%
General Business	16.3	0.2%
Industrial	6.5	0.1%
Neighborhood Business	31.4	0.3%
Planned Community Business	109.6	1.0%
Planned General Business	1,246.0	11.7%
Planned Industrial	765.8	7.2%
Planned Neighborhood Business	60.0	0.6%
Planned Residential (Multi-Family)	22.4	0.2%
Planned Residential Institutional	617.1	5.8%
Planned Unit Development - Office	3.1	0.0%
Residential - One Family	979.5	9.2%
Residential Agriculture	5,495.7	51.4%
Residential Mobile Home Park	18.1	0.2%
Total	10,693.0	100%

1.3.3 Land Use Comparison

The table below shows the distribution of land uses for the cities of Port Wentworth, Garden City and Savannah as well as the unincorporated West Chatham area. This information for areas outside of the City of Port Wentworth was taken from the Chatham

County – Savannah Community Assessment (2006) and the Garden City Community Assessment (2007.)

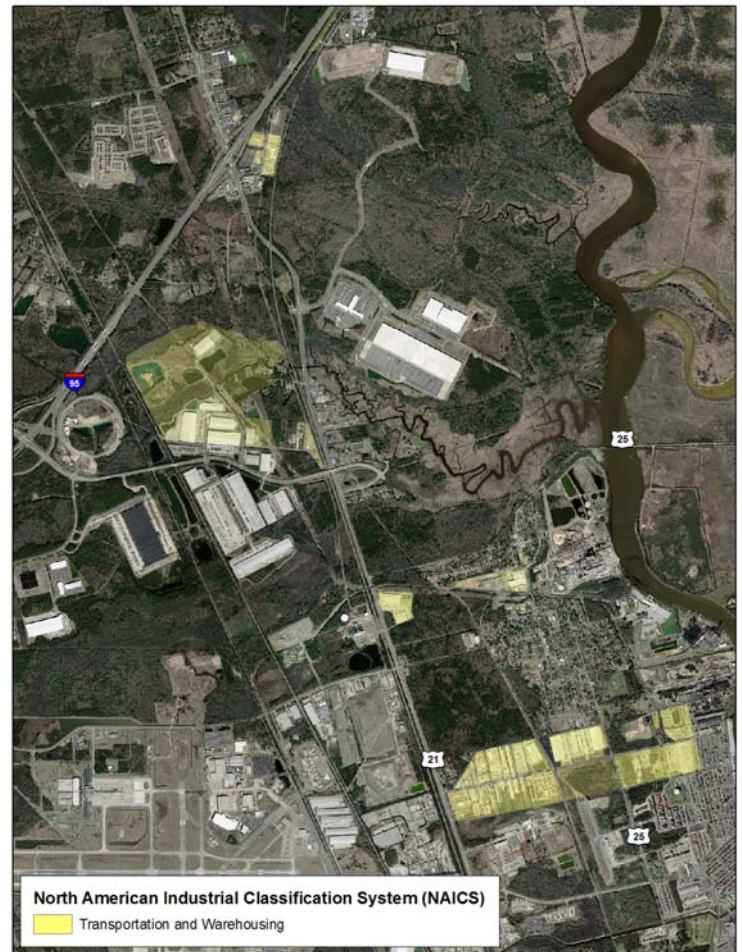
Land Use Categories	Percent of Garden City	Percent of West Chatham	Percent of Savannah	Percent of Port Wentworth
Agriculture/Forestry	2.4%	27.4%	7.2%	2.8%
Commercial - Office	0.6%	0.0%	0.9%	0.1%
Commercial - Retail	3.3%	0.9%	4.4%	1.6%
Greenspace	0.7%	23.7%	2.7%	0.6%
Industrial - Heavy	11.8%	4.6%	2.2%	4.8%
Industrial - Light	8.3%	0.6%	3.1%	3.9%
Public / Institutional	4.5%	0.5%	19.9%	0.8%
Recreation - Active	1.2%	1.1%	3.5%	0.4%
Residential - Multi-Family	4.5%	0.9%	2.7%	1.1%
Residential - Single-Family	20.5%	7.9%	13.1%	19.4%
Right-of-Way	0.1%	1.8%	12.4%	0.3%
Transportation / Communications / Util	1.8%	1.6%	2.1%	0.4%
Tidal Marsh	n/a	15.5%	11.1%	n/a
Open Water	n/a	7.2%	4.8%	n/a
Undeveloped Land / Other	40.3%	6.2%	9.9%	63.8%



When compared to the surrounding jurisdictions, the City of Port Wentworth has the second highest proportion of industrial land uses as well as single family residential land uses. However, the City lags behind Garden City and Savannah in the amount of multi-family residential, retail commercial and office commercial land uses. The City lags behind all other jurisdictions in terms of the amount greenspace, and active recreation. The City should work to address these uneven distribution of some of these land uses as compared to the over trends of the region as this plan is implemented.

1.3.4 Analysis of Industrial Land Uses

The City of Port Wentworth conducted an analysis of industrial land uses in the two areas of the City where industrial uses are most concentrated; Grange Road and North Port. The City evaluated these areas in greater detail using the North American Industrial Classification System (NAICS). Classifying industrial land using the NAICS farther demonstrates that the City has become a cluster for industrial uses in the Transportation and Warehousing sector. These trends in industrial development within Port Wentworth can be directly tied to the City's proximity to the Georgia Ports Authority. The industrial clusters located in Port Wentworth that have NAICS coded facilities for transportation and warehousing are illustrated to the right are.



2. Quality Community Objectives

The following assessment was conducted to address the Quality Community Objectives (QCOs), adopted by the Board of the DCA highlighting the development patterns and policies that will help local governments protect their unique cultural, natural and historic resources as their communities continue to grow. The assessment was modeled on the QCO Assessment tool created by the Office of Planning and Quality Growth. A status report is included below to illustrate the City's strengths and needs as they relate to local zoning, ordinances, and policies. In most cases, the City has already begun to address the QCOs, and will continue to work towards fully achieving the quality growth goals set forth by the DCA.

2.1.1 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.”

The City of Port Wentworth has several traditional neighborhoods in various places throughout the City. The largest concentration of this type of development is found in the neighborhoods surrounding the downtown area. This area is defined as the “Traditional Village” on the Community Character Map. This neighborhood contains a traditional grid pattern street network with a mix of residential homes typical of post World War II developments. There are other pockets of traditional neighborhood development dispersed throughout the City. These areas are illustrated on the Character Map as “Historic Rural Neighborhoods.” The City supports infill development, redevelopment, and restoration within these areas and wishes to preserve the existing character of each area by encouraging new development to be consistent with the existing neighborhood fabric.

STRENGTHS:

- Small lot sizes with short front yard setbacks encourage traditional/neo-traditional development patterns, and provide the residential density necessary to support local businesses.
- Grid street patterns encourage connectivity and improve walkability of the community. It also ensures easy connections to other areas of the City.

NEEDS:

- Streetscape improvements should be examined to make pedestrian movement safer and more appealing.
- The City should provide incentives for desirable redevelopment and infill projects.
- The City should develop design standards so new development is consistent with the existing neighborhood.

2.1.2 Infill Development

“Communities 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.”

The City has identified several areas along the Highway 21 corridor as having potential for commercial infill development. They have also called out the Highway 25 corridor as a potential infill area. Both these highways experience a significant amount of traffic on a daily basis. Highway 21 is the main route through the City and is currently experiencing a significant amount of commercial development in the form of restaurants, hotels, gas stations, and businesses. This corridor also has the potential for redevelopment of vacant or underutilized structures. Infill development along the Highway 25 corridor also has great potential as there are a number of vacant and under-utilized commercial and residential structures.

STRENGTHS:

- There are both the opportunity and support for redevelopment and infill development projects in the City.
- The City has an active Chamber of Commerce that could assist with the identification and advertisement of potential commercial infill and redevelopment sites.

NEEDS:

- The City needs to complete an inventory of vacant buildings and sites to target for redevelopment and/or infill development.
- The City should encourage redevelopment and infill development projects by providing incentives.

2.1.3 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”

The City of Port Wentworth contains a number of unique features that add to the City’s sense of place. The surrounding coastal marshlands and proximity to the Savannah River

contribute to the identity of the City. A revitalization and beautification effort in the downtown area would be a great benefit as it would enhance the sense of place in the City.

STRENGTHS:

- The City already contains a significant amount of unique historic and cultural features.
- A tourist industry already exists within the region.
- The City is part of the Savannah metropolitan area.
- Unique natural resources add to the City's sense of place.

NEEDS:

- There is a need for revitalization and façade improvements in the downtown area.
- The City should continue marketing Port Wentworth to tourists that are already visiting the area.

2.1.4 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.”

The City of Port Wentworth has a large percentage of residents commuting to work outside the city limits. Additionally, Highway 21 is the main thoroughfare for people living in Effingham County that work in the Savannah area. Due to the lack of transportation alternatives, these people are mainly traveling alone by automobile. The lack of convenient public transportation options leads to more traffic congestion in the City. The Georgia Ports Authority is in close proximity to the City, which generates a significant amount of truck traffic, thus exacerbating the traffic congestion. The City is dedicated to providing and improving the pedestrian/cycling environment by offering alternative routes. The City is currently working to develop bicycle lanes and shared road-ways along a number of roads in the City.

STRENGTHS:

- There is an existing demand for an improved pedestrian environment.
- The City has begun planning for transportation projects that include bike lanes and shared roadways.
- There is an existing, planned bypass project that will connect Jimmy DeLoach Parkway to the Georgia Ports Authority, which will reduce traffic on Highway 25.

NEEDS:

- Traffic movement along arterial roadways needs to be reduced in areas with a higher concentration of pedestrians.
- Improvements need to be made along Highway 25 to create a safer area for pedestrian traffic.
- Sidewalk improvements need to be scheduled and completed around the City.
- The City should consider providing CAT services for residents, if it is financially feasible.

2.1.5 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.”

The City of Port Wentworth is part of Chatham County and shares a close connection with the surrounding communities in the area. The shared history of Savannah and other jurisdictions has left the entire County with a wealth of facts, events, and landmarks that help identify the region as a whole.

STRENGTHS:

- The combined characteristics of Port Wentworth and the surrounding communities offer a variety of activities for visitors.
- The tourist industry is already functioning in the region.

NEEDS:

- The City needs to coordinate with the City of Savannah to better market available activities in the region, and to link Port Wentworth to the successful tourist industry in Savannah.

2.1.6 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.”

The City recognizes the importance of its historic features and locations as a means of connecting to the past and adding to the destination appeal of the City. There are a number

of historic sites located throughout the City. However, the locations of many historic landmarks in the City are not clearly defined. An inventory of historic sites would assist the City in identifying these sites and determining the best approach for preserving and promoting them.

STRENGTHS:

- There are many important historic locations and sites within the City of Port Wentworth.
- This history of the City and the region could support a viable tourism industry for the City.

NEEDS:

- An inventory of historic structures and sites needs to be completed.
- There needs to be more public education with regard to the historic structures in the City.
- A center for historic and tourist information should be located within Port Wentworth.
- Restoration/preservation of historic buildings needs to be encouraged.

2.1.7 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.”

There is a limited amount of dedicated open space and/or public parks in the City. However, there are some smaller parks located within the traditional neighborhoods in the older parts of the City. Active suburban developments have been designed in a manner where portions of openspace and/or public space are set aside for residents in the community.

STRENGTHS:

- Development is restricted in the coastal marshlands.
- New developments are incorporating and setting aside greenspace as part of the subdivision design.
- Neighborhood parks and space exist in many of the older neighborhoods in the City.

NEEDS:

- The City should develop and actively implement an Openspace Plan.
- Develop and enforce a landscape ordinance/plan.
- The City should work to link existing and future greenspace/openspace through a network of multiuse trails and green infrastructure.

2.1.8 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.”

The City contains coastal marshlands, waterways, and a variety of different plants and animals that rely on the health of these resources for survival. As a result, the City is taking a more active role in the protection of these environmental resources.

STRENGTHS:

- The City has existing ordinances that are protective of natural resources, including the Stormwater Ordinance, the Erosion & Sedimentation Control Ordinance, the Flood Damage Prevention Ordinance, and the Part V Environmental Planning Criteria.
- The City is adjacent to a large wildlife sanctuary, the Savannah River Wildlife Refuge.

NEEDS:

- The City needs to work with industries to minimize impact on the environment.
- The City needs to develop, update, and implement plans addressing water conservation and solid waste management.

2.1.9 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, 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.”

The City of Port Wentworth has been working to accurately assess the need for new infrastructure, community facilities, and economic development programs to accommodate a growing population.

STRENGTHS:

- Population projections have been forecasted for the City for the next 20 years, and these numbers will be referenced when making infrastructure decisions.

NEEDS:

- The City needs to address wastewater service and capacity issues.
- The existing public schools do not have adequate capacity for the projected population increase.

2.1.10 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.”

Current growth and expansion in the region has led to an increase in commercial and business development in the City. The City should focus on retention of existing businesses and recruitment of new businesses appropriate to the demographics, infrastructure, and long-term vision.

STRENGTHS:

- There is a strong presence of manufacturing, transportation, and service related businesses.
- The City has a traditional village area and several historic rural neighborhoods that provide a location for neighborhood commercial businesses.
- Rice Hope is developing an alternative neighborhood commercial area that will serve new residential neighborhoods on the north side of Port Wentworth.

NEEDS:

- There is a need for more professional businesses as well as neighborhood-oriented commercial service and retail.
- The City should develop a plan for downtown redevelopment revitalization to address the traditional village along Highway 25.
- The City needs to develop incentives or programs that provide assistance to small businesses.

2.1.11 Employment Options

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

The City contains a wide array of employment options. The majority of employment opportunities in the City are found in the warehousing, transportation, and other industrial fields. There has been an increasing opportunity for employment in the services related industries such as restaurants and retail as commercial development along Highway 21 continues.

STRENGTHS:

- Jobs are available for a wide range of skill levels and educational background.

NEEDS:

- There is a need for more professional jobs in the City.
- Creating more employment opportunities will improve the live/work ratio in the City.

2.1.12 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 choices to meet market needs.”

The City of Port Wentworth contains a variety of housing options as well as a wide range in the price of houses. A mix of low-density single-family residential homes, multi-family residential, townhouses, and apartments are distributed around the city. The older residential areas of the City offer houses of a more traditional style and design, while the new suburban developments contain a mix of housing options for new residents. The suburban developments contain a mix of homes that range from starter homes for young couples to larger houses for more established families looking to expand to townhomes for “empty nesters.”

STRENGTHS:

- A variety of different housing types exist throughout the City suitable to a variety of lifestyles.
- Housing exists at prices that are affordable for a wide range of incomes.

NEEDS:

- The City needs to develop policies to ensure that new housing is consistent with the existing neighborhood fabric.

2.1.13 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.”

There are a number of colleges, universities, technical training opportunities in Chatham County. Residents of Port Wentworth have relatively easy access to these resources.

STRENGTHS:

- Training and educational opportunities are available to residents of Port Wentworth.
- There are higher education opportunities in the area.
- Jobs opportunities exist for college graduates in the Port Wentworth area.

NEEDS:

- The City should work to provide more jobs for educated workers within the City to improve the live/work ratio.

2.1.14 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.”

The City of Port Wentworth does not have a large tax base and therefore relies on cost saving through more efficient government. Furthermore, the City welcomes opportunities to approach problems from a regional perspective, when appropriate.

STRENGTHS:

- The City has collaborated with the other municipalities in West Chatham to develop a West Chatham Regional Solid Waste Management Plan.

NEEDS:

- The City should continue to look for opportunities to collaborate with other local governments.

2.1.15 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 of Port Wentworth has a good working relationship with the City of Savannah, Chatham County, the Chatham County – Savannah Metropolitan Planning Commission, and other neighboring jurisdictions.

STRENGTHS:

- The City works closely with neighboring cities and the County where applicable.

NEEDS:

- The City will need to coordinate its planning efforts with those of the MPC and other neighboring local governments to ensure consistency on overlapping issues and opportunities.

2.1.16 Summary of Character Area QCO Analysis

In an effort to determine the City’s level of compliance with the Quality Community Objectives identified by the DCA, the City evaluated each of the Character Areas to measure the City’s progress towards a sustainable and livable community. The matrix below shows the Character Areas across the top and the QCO’s down the side. If existing development patterns within a particular Character Area matched a QCO, or if the Character Area had the potential to achieve the goals set forth by the QCO, then it was marked with a check. A majority of check marks for an objective indicate that the City has in place many of the governmental options and tools for managing development patterns. A lack of checks may provide guidance as to how to focus planning and implementation efforts for those governments seeking to achieve these Quality Community Objectives. The table below shows how current development patterns within each Character Area comply with each objective.

Community Character Areas								
	Rural Residential	Historic Rural Neighborhood	Mixed Use	Suburban	Traditional Village	Local Highway Corridor	Community Gateway Area	Transportation & Warehouses
Traditional Neighborhoods	X	X	X	X	X			
Infill Development	X	X		X	X	X		
Sense of Place	X	X	X	X	X	X		
Transportation Alternatives			X	X	X	X	X	
Regional Identity	X	X	X	X	X	X	X	X
Heritage Preservation	X	X			X			
Open Space Preservation	X	X	X	X	X		X	X
Environmental Protection	X	X	X	X	X		X	X
Growth Preparedness	X	X	X	X	X		X	X
Appropriate Businesses			X		X	X	X	X
Employment Options			X		X	X	X	X
Housing Choices	X	X	X	X	X			
Educational Opportunities			X		X			
Regional Solutions	X	X	X	X	X	X	X	X
Regional Cooperation	X	X	X	X	X	X	X	X

3. Issues & Opportunities

A truly effective Comprehensive Plan will not only identify issues faced by the community as it continues to develop, but will also provide solutions in the form of recommended land use policies, development standards, and community-based projects and programs. Part 110-12-1-.05 of the DCA rules for development of the Community Agenda state:

This Chapter is the final, locally agreed upon, list of issues and opportunities the community intends to address...Each of these issues or opportunities must be followed-up with corresponding implementation measures in the Implementation Program.

Through the Public Involvement Program, the City reviewed the list of Issues and Opportunities submitted in the Community Assessment and amended this list as appropriate to better mirror the City's Vision for the Future. The issues and opportunities are organized by the major functional elements as defined in the Comprehensive Plan Rules. The issues are first identified and then followed by a list of potential opportunities.

3.1 Population

Major Trend: Despite a decrease in population prior to the 2000 Census, population is likely to grow rapidly for the next ten years due to several major residential housing developments within the City. More families are moving to Port Wentworth because of the affordability of the new housing stock leading to an increase in the average household size, and increase in school age children, and a decrease in the average age.

ISSUES:

- The number of school age children is likely to increase dramatically.
- Existing schools do not have sufficient capacity for the current population and cannot accommodate the expected increase school age children.
- Existing recreational facilities for school age children are insufficient to meet current and future needs.
- As the population grows there will be a need to expand City services including: solid waste collection; wastewater capacity; public works and public safety.

OPPORTUNITIES:

- Work with the CCBOE to plan for an expansion of existing school facilities or to plan for new facilities.
- Inventory existing facilities and services and encourage the development of services and facilities focused on school age children and families.

- Perform a comprehensive assessment of City services and determine the amount of remaining “capacity.”
- Develop a plan to expand City infrastructure, services, and facilities as the population continues to grow.
- Work with developers to identify the need and make provisions for additional City services.

3.2 Economic Development

Major Trend: Port Wentworth’s downtown historic district is in decline and no longer serves as a focal point for the community.

ISSUES:

- Additional population proximate to the downtown district is needed to support the neighborhood-based businesses and revitalize the downtown district.
- Significant truck traffic on Highway 25 discourages foot and car traffic and makes neighborhood scale commercial development along this corridor difficult.
- The aesthetics of the downtown district do not encourage customers and contribute to a negative perception of this area.
- Much of the land in the downtown district is owned by only a few landholders, some of whom do not live in Port Wentworth.
- Port Wentworth needs to be more proactive on redevelopment projects in the downtown district.
- Adequate parking is not available in the downtown district.
- Port Wentworth does not have a sufficient number or variety of restaurants or retail shops.
- Code enforcement for vacant or derelict buildings and commercial truck traffic needs to be increased.

OPPORTUNITIES:

- Encourage beautification and revitalization of existing commercial structures through façade grants. Target specific owners who will participate and set an example.
- Develop a plan for downtown revitalization that includes the following:
 - An evaluation of the local market to ensure that any new downtown and neighborhood commercial development matches the identified needs and available demographics.

- A recruitment and retention strategy to attract and support small neighborhood-based businesses in the downtown district.
- Coordination with the Tourism Council's branding plan.
- Economic incentives to encourage redevelopment in the downtown district.
- A process to ensure redevelopment/infill process for commercial development is not prohibitive or perceived as difficult.
- Identified potential City-sponsored redevelopment projects in the downtown district.
- Identified potential sites for multi-family development in or near the downtown district.
- A streamlined approval process for new developments and redevelopments that are consistent with the desired character of the downtown area.
- Develop a strategy to address poorly maintained and vacant structures along the Highway 25 corridor.
- Increase code enforcement for vacant structures, property maintenance, and commercial truck traffic.
- Covenant and sell public land in or near the downtown district for the purpose of multi-family development.
- Support, through the permitting of appropriate neighborhood commercial projects, the development of an alternative town center in Rice Hope.
- The viaduct redevelopment project will incorporate beautification of the surrounding area including sidewalks and tree plantings.

Major Trend: The Georgia Ports Authority and Gulfstream are expanding and this has a significant impact on the City of Port Wentworth.

ISSUES:

- Truck traffic will increase which will cause congestion and traffic safety issues.
- The State has not adequately planned for offsite impacts.
- There is development pressure for warehousing.

OPPORTUNITIES:

- Extension of the Jimmy DeLoach Highway will provide an alternative route for truck traffic.
- There are opportunities for spin-off and support operations for logistics, truck servicing, and Gulfstream part assembly to be located in Port Wentworth.
- Areas appropriate for warehousing should be clearly defined.

Major Trend: There is a potential for history based tourism and ecotourism in Port Wentworth; however it has not been adequately supported.

ISSUES:

- Port Wentworth is not known for its historical significance, and many of the historic sites in Port Wentworth are not widely recognized.

OPPORTUNITIES:

- Support the Tourism Council's efforts to "brand" Port Wentworth.
- Create a visitors center that features the various historic, cultural, and natural resources Port Wentworth has to offer.
- Create a signage theme and install signage to identify the many cultural and historic sites throughout the city.

3.3 Housing

Major Trend: The City currently has a wide variety of housing types and price points.

ISSUES:

- Infill development and redevelopment in residential areas is sometimes out of character with the architectures/density of the surrounding area.
- There needs to be a variety of housing options for people of varying income levels and life stages.
- There is a trend in the traditional village for owner occupied residences to convert to rental.

OPPORTUNITIES:

- Continue to allow for and encourage the development of a variety of housing types and densities with a range of housing costs in appropriate areas.
- Identify and keep an electronic database of historic houses.
- Investigate tools and incentives to encourage the restoration of historic housing.
- Encourage homeownership.

3.4 Land Use

Major Trend: There is not an up-to-date future land use plan for the City, and development has not always been coordinated with the character of the surrounding neighborhood.

ISSUES:

- Undeveloped land between Highway 25 and Highway 21 has been identified by developers for warehousing, which is not consistent with the identified character of this area.
 - The City desires this property to be residential development with some commercial development along the Highway 25 corridor, in accordance with designated character area.
 - The Jimmy DeLoach Parkway extension will also run through the middle of this property, which is identified as being part of a residential area.
- Commercial development must be appropriate for the surrounding land uses, i.e. intensive commercial uses such as warehousing are not appropriate for neighborhood commercial nodes.
- Land use patterns and zoning should encourage the preservation of rural communities such as Monteith/Menhard and Swamp Fox.

OPPORTUNITIES:

- Identify an area between the future proposed Jimmy DeLoach Parkway extension and Highway 21 for multi-family residential.
- Identify the remaining area adjacent to Highway 25 for neighborhood commercial development with adequate parking.
- Ensure that the zoning ordinance clearly defines appropriate uses and is coordinated with the desired character of the area.

3.5 Transportation

Major Trend: The existing level of service for the transportation network is poor and does not provide a useful network of roadways, connectivity, and alternative modes.

ISSUES:

- Truck traffic on Highway 25 creates a dangerous environment for pedestrians and cars and inhibits the commercial development potential.
- Accidents are increasing due to the conflict between GPA related truck traffic and passenger vehicles.
- Traffic on Highway 21 is continuing to increase and congestion will worsen when current development projects off Highway 21 are complete.
- There is no public transit.

OPPORTUNITIES:

- The existing Park & Ride facilities are a success and the City should continue to support them.
- The City should consider identifying additional Park & Ride location south of I-95 and north of Rice Hope entrance.
- Existing sidewalks provide a good alternative transportation network and the City should continue to require future development to tie into the sidewalk network.
- The golf cart ordinance is a success and the City should continue to allow for their use and work to provide a safe multi-use trail network for the carts.
- The City should continue to support transportation projects that will improve the level of service and reduce truck traffic on Highways 21 and 25, including Jimmy DeLoach Parkway extension and Effingham Parkway.
- The City should investigate the potential to link the existing CAT network.
- Consider the development of a private bus system that would connect Port Wentworth to the existing CAT network that could be sponsored by local community businesses.

3.6 Natural & Cultural Resources

Major Trend: Development is diminishing ecological integrity, historic integrity, and cultural significance of community resources.

ISSUES:

- Many of the existing historic sites have been developed with little consideration for the significance of the site.
- Much development of adjacent historic areas has taken place beyond the control of the City.
- There are few remaining artifacts that related to the history of the area.
- There is no facility where people can visit to learn about the history of the area.
- Development entities, public officials, and citizens are not aware of local history or the need to conserve/protect that history.
- There are not adequate linkages between greenspace, parks, cultural or historic interest points, local trail systems, state designated bike routes, and existing trails in neighboring communities.
- The Savannah Wildlife Refuge is an important ecological resources located adjacent to the City of Port Wentworth.

OPPORTUNITIES:

- An inventory of historic sites and structures should be updated and maintained.

- This inventory should be considered in the approval of rezoning and development projects.
- The City should consider the development for a visitor's center that could accommodate a historic interpretive center to highlight the area's history. This center could also house exhibits related to the Savannah Wildlife Refuge and St. Augustine Creek.
- The City should work with the Chamber of Commerce and Tourism Council to promote Port Wentworth as a place for history/eco-based tourism.
- The City should support projects that connect parks and points of interest in Port Wentworth.

Major Trend: Land development activities are increasing stormwater runoff and demand for water supply which impairs water quality, increases demand on the existing infrastructure and resources, and creates flooding problems.

ISSUES:

- Ongoing development is increasing the amount of impervious surface and decreasing the amount of greenspace available for infiltration of stormwater.
- Citizens, developers and local officials do not often fully understand the environmental impacts of development.

OPPORTUNITIES:

- The City should require new smart-growth developments to set aside a required minimum amount of greenspace.
- Implement SWMP in compliance with the City's Phase I MS4 NPDES permit.
- Perform drainage studies within each drainage basin, on a prioritized basis, to guide new development and plan the City's Capital Improvement/Replacement program.
- Provide education about resource conservation and protection that includes the public, local elected officials, developers, economic developers, etc.
- Consider the development of a stormwater utility to fund the SWMP, drainage analysis, and capital programs.
- The State of Georgia has issued the Coastal Georgia Water and Wastewater Plan with new requirements for water withdrawal permit holders.
- The City should ensure that development that takes place adjacent to or upstream of the Savannah Wildlife Refuge does not have an adverse impact on this resource.
- Acquire and permanently protect property within the 100-year floodplain.

3.7 Facilities & Services

Major Trend: New development has put a strain on existing facilities and services.

ISSUES:

- Development is outpacing the ability of the City to provide services.
- The capacity of existing community facilities and utilities should be evaluated and considered during future land use planning.
- Existing wastewater treatment facility is inadequate.
- Wastewater is the limiting factor on new growth.
- The communities ISO rating could be improved.
- This City has a significant inflow & infiltration problem within its existing wastewater collection system.
- Houlihan Bridge Boat Facilities needs improvement.

OPPORTUNITIES:

- Determine the existing and desired level of service for all City services and infrastructure.
- Perform a public safety services study to evaluate the need to create police precincts and provide additional fire service.
- Expand requirement for developers to incorporate fire suppression into their projects.
- Provide publicly accessible greenspace/openspace in new development and redevelopment.
- Assess the capacity of existing and future planned services and facilities, and utilize this information when permitting new development.
- Continue planning for additional wastewater capacity.
- Implement inflow & infiltration program to open up existing wastewater capacity.
- Implement a water conservation program that incorporates water reuse and addresses water loss to comply with applicable environmental permits.
- The public works department must be expanded to provide additional and more efficient service.
- Consider the implementation of impact fees for police, fire, roads, and recreation.
- The City should seek to gain ownership of the Houlihan Boat facility and improve the landing and construct a dry dock.

3.8 Intergovernmental Coordination

ISSUES:

- Port Wentworth could benefit from more coordination with other local, county, and State governments/agencies, regional agencies, private agencies, the business community, and the public.

OPPORTUNITIES:

- Port Wentworth will work with other local governments to identify remote Park & Ride sites.
- Continue to participate in regional transportation planning efforts to work towards implementation of this objective.
- Continue to work with local government to ensure the adequate provision of infrastructure and capacity to serve future development.
- Work with local and regional agencies to promote Port Wentworth as a tourist destination.

4. Implementation Program

The implementation program is the overall strategy for achieving Port Wentworth's Vision of the Future, encouraging compliance with the Character Areas and Future Land Use Maps outlined in this Agenda, and for addressing each of the Issues and Opportunities. It identifies specific programs and tasks to be undertaken by the City to implement the Agenda. A proposed schedule, responsible parties, and potential funding sources are outlined within this plan. The Georgia Department of Community Affairs requires the following elements as part of a community's Implementation Program:

- **Short Term Work Program (STWP):** A STWP must identify specific implementation actions the local government, or other entities, intend to take during the first five-year time frame of the planning period. This includes any ordinances, administrative systems (such as site plan review, design review, etc.), community improvements or investments, financing arrangements, or other programs or initiatives to be put in place to implement the plan. The STWP must include the following information for each listed activity:
 - Brief description of the activity;
 - Timeframe for undertaking the activity;
 - Responsible party for implementing the activity;
 - Estimated cost (if any) of implementing the activity; and
 - Funding source(s), if applicable.
- **Report of Accomplishments:** A report of plan accomplishments must identify the current status of each activity in the previous STWP. The report of accomplishments must include the following information about each task identified in the previous STWP.
 - Status, i.e. identifies if the task has been completed, is underway, has been postponed, or has not been accomplished.
 - If a task is currently underway, the report must include a projected completion date;
 - If a task has been postponed or not accomplished, the report must include an explanation as to why.
 -
- **Policies:** Communities must develop a set of policies the local government will adopt to provide ongoing guidance and direction to local government officials for making decisions consistent with achieving the Community Vision or addressing identified Issues and Opportunities.
- **Supplemental Plans (optional):** Communities should incorporate by reference any supplemental plans that focus on special areas, situations or issues of

importance to the community, such as plans for conservation or management of natural or cultural resources, redevelopment plans for particular areas of the community, master plans for downtown development, neighborhood plans, corridor plans, gateway plans, rural preservation plans, recreation plans, or the community's required solid waste management plan (see definition in Chapter 110-12-1-.09).

4.1 Short Term Work Program

The Short Term Work Program below has been established for the planning period of 2008 through 2013. This STWP will be updated in 2013, and a Report of Accomplishments will be completed at that time.

City of Port Wentworth Short Term Work Program				
Activities	Years	Responsible Party	Cost Estimate	Funding Source
<i>Population</i>				
Participate in Local Update of Census Addresses (LUCA.)	2008	Administration	Staff Time	General Fund
Perform a special population study to project the number of school age children.	2010-2012	Administration	Staff Time	General Fund
<i>Economic Development</i>				
Façade Improvement Program: Seek façade grants for revitalization along Hwy 25.	2008-2013	Downtown Development Authority	\$10,000	DCA
Update City code to include design standards for commercial corridors.	2009-2010	Administration	\$15,000	DCA, General Fund
Support Senora Guadalupe Festival in the Fall and coordinate with Garden City on festival implementation (Dec 12)	2008-2013	Downtown Development Authority	\$1,000	General Fund
Support Stand up for America Day festivities (April)	2008 - 2013	Parks & Recreation	\$30,000	General Fund
Develop an Economic Revitalization Plan for the Traditional Village, Community Gateway, and Local Highway Corridor.	2010-2011	Downtown Development Authority	\$30,000	DCA, General Fund
Create an inventory of potential infill and redevelopment commercial properties.	2009-2010	Downtown Development Authority	\$5,000	DCA, General Fund
Review codes related to vacant structures to evaluate if the process for enforcement or acquisition can be streamlined.	2009-2010	Administration	Staff Time	General Fund
Evaluate vacant structure demolition program, where the owner retains the property and the City demolishes the structure.	2009-2010	Administration	Staff Time	General Fund
Explore the creation of a City-sponsored neighborhood clean-up program to include targeted neighborhood clean ups.	2010	Administration	Staff Time	General Fund
Consider the designating public land in or near the downtown district for the purpose of multi-family development.	2011	Administration	Staff Time	General Fund
Site, plan, and build a visitors center that features the various historic, cultural, and natural resources Port	2009-2013	Tourism Council	\$500,000	SPLOST, General Fund

City of Port Wentworth Short Term Work Program				
Activities	Years	Responsible Party	Cost Estimate	Funding Source
Wentworth has to offer.				
Create a signage theme and install signage to identify the many cultural and historic sites throughout the city	2009-2010	Tourism Council	\$15,000	DCA, General Fund
Revise Zoning Ordinance and ensure it clearly defines where warehousing operations are permitted within the City.	2009-2010	Administration	\$2,500	General Fund
Develop a business recruitment and retention program.	2008-2010	Chamber of Commerce	\$15,000	Chamber Dues
Housing				
Develop and maintain an inventory traditional and historic homes	2009-2010	Administration	\$5,000	DCA, General Fund, CIG
Develop design standards to ensure that infill development is compatible in the Traditional Village area.	2009-2010	Administration	\$5,000	DCA, General Fund
Develop tools to encourage the restoration and reuse of historic housing.	2009-2010	Administration	\$5,000	DCA, General Fund
Amend zoning code to allow for upstairs residential downstairs commercial mixed use developments.	2009-2010	Administration	\$2,500	DCA, General Fund
Provide gateway signage identifying Historic Rural communities.	2010-2011	Administration	\$10,000	DCA, General Fund
Land Use				
Update Short Term Work Program	2013	Administration	\$5,000	General Fund
Review and update Zoning Ordinance to be consistent with this Plan	2009-2010	Administration	\$40,000	General Fund
Develop design standards for commercial areas, community gateway, and traditional village area.	2009-2010	Administration	\$5,000	General Fund
Identify an area between the future proposed Jimmy DeLoach Parkway extension and Highway 21 for multi-family residential.	2008-2010	Administration	Staff Time	General Fund
Identify the remaining area adjacent to Highway 25 for neighborhood commercial development with adequate parking.	2008-2010	Administration	Staff Time	General Fund
Identify areas that are to be preserved as rural residential areas.	2008-2010	Administration	Staff Time	General Fund
Work with Historic Rural Communities to developed neighborhood plans that address desired development patterns	2010-2012	Administration	\$30,000	General Fund
Transportation				
Seek funding for a streetscape project for Monteith Rd.	2012-2013	Administration	\$150,000	GaDOT

City of Port Wentworth Short Term Work Program				
Activities	Years	Responsible Party	Cost Estimate	Funding Source
Identify additional Park & Ride locations south of I-95 and north of Rice Hope entrance.	2011-2012	Administration	Staff Time	General Fund
Work in partnership with the Chamber of Commerce to study the development of a private bus systems connecting Port Wentworth to the existing CAT Network.	2011-2012	Administration, Chamber of Commerce	Staff Time	General Fund, Chamber Dues
Natural & Cultural Resources				
Develop and maintain a GIS inventory of historic, cultural and natural resources.	2009-2010	Administration	\$25,000	General Fund, CIG
Make this inventory publically available so that new developments can plan around valuable resources.	2009-2010	Administration	\$25,000	General Fund, CIG
Include the consideration of this inventory as part of the site plan review and re-zoning process.	2009-2010	Administration	\$25,000	General Fund, CIG
Develop and implement a Parks & Recreation Masterplan that addresses recreational facilities, public spaces, and greenspace acquisition and includes programming for all ages.	2009-2011	Parks & Recreation	\$25,000	General Fund, State Grants
Include a requirement of open space preservation in all planned development zoning categories.	2009-2010	Administration	Staff Time	General Fund
Perform drainage studies within each drainage basin, on a prioritized basis, to guide new development and plan the City's Capital Improvement/Replacement program.	2008-2010	Administration	\$1,500,000	SPLOST
Consider the development of a stormwater utility to fund implementation of the NPDES Phase I SWMP, drainage analysis, and capital programs.	2009-2011	Administration	\$75,000	General Fund, Water & Sewer Enterprise Fund
Develop an overlay district for land that borders the Savannah Wildlife Refuge to ensure that development does not have an adverse impact on this resource.	2009-2010	Administration	\$5,000	General Fund, DCA
Participate in the Chatham County Natural Resource Protection Commissions program to pursue acquisition of new openspace.	2008-2013	Parks & Recreation	Staff Time	General Fund
Continue to implement water conservation programs through public awareness campaign	2008-2013	MPC	\$20,000	Water & Sewer Enterprise Fund
Support implementation and enforcement of NPDES Phase I MS4 Stormwater Permit.	2008-2012	MPC	\$45,000	General Fund

City of Port Wentworth Short Term Work Program				
Activities	Years	Responsible Party	Cost Estimate	Funding Source
Seek flood insurance reductions through participation in the Community Rating System (CRS) program of the NFIP.	2012-2013	Administration	\$10,000	General Fund
Update the Stormwater Ordinance to include the provisions outlined in the Coastal Supplement of the Georgia Stormwater Management Manual and associated model ordinance.	2008-2009	Administration	\$10,000	General Fund
Consider the development of a City-operated Wetland Mitigation Bank as a method to fund the protection of wetlands.	2012-2013	Administration	Staff Time	General Fund
Consider participation in the MPC's Historic Preservation program or adopt a City Historic Preservation Ordinance and appoint a Historic Preservation Committee.	2009-2010	Administration	Staff Time	General Fund
Facilities & Services				
Perform a study to determine the existing and desired level of service for all City services and infrastructure	2008-2010	Administration	\$50,000	General Fund, DCA, SPLOST
Assess the capacity of existing and future planned services and facilities, and utilize this information when permitting new development.	2008-2010	Administration	\$50,000	General Fund, DCA, SPLOST
Perform a public safety services study to evaluate the need to create police precincts and provide additional fire service.	2008-2010	Administration	\$50,000	General Fund, DCA, SPLOST
Perform impact fee study to investigate the implementation of fees for police, fire, roads, and recreation.	2008-2010	Administration	\$25,000	General Fund, DCA, SPLOST
Expand requirement for developers to incorporate fire suppression into their projects.	2009-2010	Administration, Fire Department	Staff Time	General Fund
Upgrade/purchase new fire protection equipment	2011-2013	Fire Department	\$250,000	SPLOST
Upgrade wastewater treatment plant.	2008-2011	Administration	\$13,400,000	SPLOST, General Fund, Water & Sewer Enterprise Fund
Implement inflow & infiltration program for the wastewater collection system.	2008-2015	Public Works Department	\$250,000	Water & Sewer Enterprise Fund
Expand public works department to provide additional and more efficient service.	2008-2015	Administration	\$250,000	General Fund

City of Port Wentworth Short Term Work Program				
Activities	Years	Responsible Party	Cost Estimate	Funding Source
Identify opportunities for reuse water to serve public facilities and land.	2009-2011	Parks & Recreation and Public Works	Staff Time	General Fund
Design and construct and elevation storage tank for the City's water distribution system to improve operating pressure	2009 - 2013	Administration	\$2,500,000	Water & Sewer Enterprise Fund, SPLOST, General Fund
Rideshare Pump Station Rehabilitation	2009-2012	Administration	\$500,000	Water & Sewer Enterprise Fund, SPLOST, General Fund
Pump Station No. 2 Rehabilitation & Force Main (Coldstream)	2009	Administration	\$780,000	Water & Sewer Enterprise Fund, SPLOST, General Fund
Pump Station No. 1 Rehabilitation (Armada)	2008	Administration	\$535,000	Water & Sewer Enterprise Fund, SPLOST, General Fund
O'Leary Road Waterline & Force Main	2008	Administration	\$1,075,000	Water & Sewer Enterprise Fund, SPLOST, General Fund
Force Main Redirection	2008	Administration	\$325,000	Water & Sewer Enterprise Fund, SPLOST, General Fund
Work to renew lease or acquire Houlihan Boat Facility and make identified improvements.	2011-2012	Parks & Recreation and Public Works	TBD	General Fund, State Grants
<i>Intergovernmental Coordination</i>				
Update Service Delivery Strategy	2008	Administration	Staff Time	General Fund

4.2 Report of Accomplishments

The Report of Accomplishments below has been established for the planning period of 2003 through 2008. Please note that a majority of the activities that were included in the 2003 – 2008 STWP are actually policies that the City will continue to implement on an ongoing basis. These activities have been transferred to the City’s list of Policies as part of this Comprehensive Plan update.

City of Port Wentworth Report of Accomplishments 2003-2008			
Activity	Status	Explanation	Completion Date
<i>Community Facilities</i>			
Continue to request L.A.R.P. funds for resurfacing streets	Underway	City has completed roadway resurfacing projects for Crossgate, Ponderosa, and Commonwealth. This is an ongoing activity.	Ongoing
Continue to plant trees and plants for city beautification. Enforce tree protection section of overlay district.	Underway	The Downtown Development Authority has implemented improvements in the City Parks and has installed a fountain. City planted over 50 trees in Mobley Park. Planting trees is also a requirement of new development.	Ongoing
Continue to improve and maintain stormwater drainage throughout the city	Underway	City will continue to implement its stormwater management and capital improvement program.	Ongoing
Continue to upgrade the sewer system throughout the city with slip lining	Underway	The City actually performed a complete replacement of two storm sewer lines. The City is also in the process of performing a condition assessment of its stormwater infrastructure. Upon completion of the inventory, the City will identify capital projects and the need for slip-lining.	Ongoing
Complete lighting improvements at the I-95/Hwy. 21 interchange	Completed	HWY 21 illumination completed. City and DOT has illuminated interstate exit ramps, and install traffic signals at O’Leary Road and Hwy 30.	2007
Perform maintenance on elevated water tank.	Underway	Maintenance of the Elevated Water Tank is an ongoing activity	Ongoing
Upgrade/purchase new fire protection equipment	Underway	City has purchased two pumper trucks, and has scheduled a pumper truck and a tanker for purchase in the future.	Ongoing
Acquire easements for use as a trail/open space along Hwy 21	Underway	The City has identified connectivity as being central to its vision. As property along Hwy 21 is developed, new development will be required to connect to the sidewalk system.	Ongoing
Richmond Rd. Extension	Completed		2006
Update Comprehensive Plan	Underway	City is in the process of updating the plan	2008
Upgrade Wastewater Treatment Plant	Underway	City is in the process of permitting and constructing the new wastewater treatment plant.	2011

City of Port Wentworth Report of Accomplishments 2003-2008			
Activity	Status	Explanation	Completion Date
Economic Development			
Continue to provide incentives for new businesses to locate in Port Wentworth	Underway	The Chamber of Commerce has developed a marketing incentive package for new businesses in Port Wentworth.	Ongoing
Continue to take necessary action to condemn and demolish dilapidated housing	Underway	City has condemned one structure, which is being repaired, and demolished another structure during this reporting period.	Ongoing
Facade Improvement Program	Underway	The City received two facade grants but could not elicit participation from businesses. The City will continue to try to make this program viable.	Ongoing
Support Senora Guadalupe Festival in the Fall (Dec 12)	Underway	This is an ongoing, annual activity for the City.	Ongoing
Support Stand Up for America Day	Underway	This is an ongoing, annual activity for the City.	Ongoing
Housing			
Continue to eliminate incompatible land uses that negatively impact neighborhood quality of life.	Underway	City has hired a Police Officer who is dedicated full time to code enforcement	Ongoing
Continue to provide a sense of neighborhood pride through the elimination of nuisances.	Underway		Ongoing
Continue to encourage the inclusion of handicapped units in new multi-family and special type residential facilities.	Completed	This is a Federal requirement that is unnecessary as a STWP activity.	Ongoing
Continue to review and update zoning and other development regulations to correct inconsistencies and conflicts affecting sound land use and planning decisions.	Underway	The City will fully overhaul the Zoning Ordinance upon completion of the Comp Plan.	Ongoing
Land Use			
Update Land Use Element of the Comprehensive Plan	Underway	Will be completed as part of the Comprehensive Plan Update.	Ongoing
Update Land Use Maps.	Underway	Will be completed as part of the Comprehensive Plan Update.	Ongoing
Natural and Historic Resources			
Continue to review and fully implement erosion and sedimentation control regulations based upon State criteria.	Underway		Ongoing

City of Port Wentworth Report of Accomplishments 2003-2008			
Activity	Status	Explanation	Completion Date
Participate in a countywide effort to propose protective land use measures for adoption by governments outside Chatham County to protect the water supply watershed	Underway	The City will look at this issue as the zoning code is updated.	Ongoing
Continue to participate fully in the National Flood Insurance Program.	Underway	The City now has two certified Floodplain managers.	Ongoing
Continue to encourage and cooperate with the tourist industry to promote a greater emphasis on environmental protection, education, and preservation of local natural resources in order to promote the area as an ecotourism center.	Underway		Ongoing
Continue to implement public awareness programs to encourage protection of plant and animal habitats.	Underway	The City supports MPC's efforts to educate and raise public awareness on the stormwater pollution prevention and education program associated with the City's Phase I NPDES permit.	Ongoing
Continue to implement water conservation programs through public awareness campaigns	Underway	The City supports MPC's efforts to educate and raise public awareness on the subject of water conservation through the Water Resources Program.	Ongoing
Support Countywide implementation and enforcement of NPDES Phase I permit	Underway		Ongoing
Set aside/donate property along Hwy 21 for a Georgia Civil War Heritage Trail System Marker Project.	Underway	The City has identified property for the location of markers.	2012

4.3 Policies

The implementation strategies defined in this section include a list of policies that the City of Port Wentworth will consider when making land use and zoning decisions. The purpose of the State Planning Act is for Comprehensive Plans to be developed, implemented, and actively utilized by local governments. The policies will provide guidance to local officials to assure that future decisions reflect the Community Vision as defined in the Agenda. The policies listed below were established based on conclusions drawn from the community assessment and issues identified during the public participation process.

4.3.1 Population

Main Objective: Population growth is projected to continue at a significant rate for this current planning period. Due to the types of residential developments currently under construction, this population growth also represents a switch in demographics from older City residents to younger families with school age children. The City must ensure that there are adequate services, infrastructure, and facilities available to service this growing population.

Policies to Address Population Growth:

- Work with the Census Bureau to ensure that future Census counts are as accurate as possible.
- Work with the Chatham County Board of Education (CCBOE) to ensure that there are adequate school facilities for current and future population.

By working with the CCBOE, the City can ensure that there are adequate facilities to address the one of the fastest growing segments of the populations. Policies to address the need for expanded infrastructure are included under Facilities & Services.

4.3.2 Economic Development

Main Objective: Future economic development in Port Wentworth calls for a viable plan that promotes stable residential neighborhoods, downtown revitalization, and regional commercial development along the Highway 21 corridor. More specifically, the City will work to enhance downtown with cultural activities and neighborhood businesses that attract people/tourism. The City will also continue to encourage commercial business development to support the needs of current residents and the City's tax base.

Policies to Encourage Economic Development:

- Support programs that promote recruitment and retention of appropriate businesses in the downtown area and in designated commercial areas throughout the City.
- Provide incentives for new businesses to locate in Port Wentworth
- Seek new commercial business development consistent with the Community Vision.
- Support commercial infill and redevelopment projects along Highway 21 and Highway 25.
- Support the development of commercial nodes adjacent to neighborhoods.
- Support infill development, redevelopment, and restoration projects in the downtown area that are consistent with the Community Vision.
- Prevent the encroachment of industrial uses in commercial areas.
- Discourage down-zoning in commercial areas.
- Support projects that will help with revitalization of the traditional downtown area.
- Ensure that future commercial development and redevelopment is consistent with the desired character of the area in terms of use, scale, density, and appearance.
- Continue to take necessary action to condemn and demolish dilapidated buildings.
- Support, through the permitting of appropriate neighborhood commercial projects, the development of an alternative town center in Rice Hope
- Support the viaduct redevelopment project and incorporation of beautification of the surrounding area including sidewalks and tree plantings
- Support extension of Jimmy De Loach highway to relieve truck traffic on Hwy 25.
- Support the location of spin-off and support operations for logistics, truck servicing, and Gulfstream part assembly in areas designated for industrial development.
- Support the Tourism Council's efforts to "brand" Port Wentworth and bolster the tourism economy
- Support the Chamber of Commerce's efforts to service local businesses.

The type of future economic development that takes place in Port Wentworth will have a direct impact on the quality of life for residents. Economic development, if appropriately planned, can provide jobs, increase the tax base, and improve the quality of life for residents in the City. The policies and implementation plan will be used to facilitate appropriate types of commercial development.

4.3.3 Natural & Cultural Resources

Main Objective: The City of Port Wentworth views the protection of natural and historic resources as a priority in order to achieve the community vision. The addition of open space throughout the community and identification of historic resources will enhance the quality of life for existing and future residents in the City. As development pressure continues to consume remaining tracks of land, it is important for the City to preserve the historic and ecological integrity of the City.

Policies for Natural & Cultural Resource Protection:

- Minimize the impact new developments have on existing natural resources and undeveloped land.
- Continue to implement public awareness programs to encourage protection of natural resources.
- Participate in any countywide effort to identify and adopt protective land use measures to protect the water supply watershed
- Continue to participate fully in the National Flood Insurance Program
- Continue to encourage and cooperate with the Chamber of Commerce and Tourism Council to support the development of the historic, cultural and eco-tourism industry in Port Wentworth.
- Support the development of a Visitors Center that features the significant historical, cultural and natural resources of the area.
- Support historic preservation efforts.
- Encourage preservation/restoration of historic structures and sites.
- Encourage design of new developments that incorporate openspace preservation.
- Encourage connectivity through sidewalks and trails between existing and new openspace, public spaces and buildings, and within and between residential developments.
- Support investment to improve or add parks and openspace.
- Support protection of sensitive habitats and natural features (coastal marshlands, floodplains, groundwater recharge zones, etc.).
- Continue to fully implement erosion and sedimentation control programs and stormwater management programs in accordance with State criteria.
- Support projects and programs that address increases in stormwater volume, velocity and pollutants caused by development.
- Support the implementation of Low Impact Development through implementation of the Green Growth Guidelines and the Coastal Addendum of the Georgia Stormwater Management Manual.
- Comply with the requirements of the State Water & Wastewater Permitting Plan.

The preservation of natural and cultural resources is an important component to consider as the City continues to development. Maintaining and redeveloping the existing cultural resources and the addition and conservation of greenspace are essential if the City is to achieve the community vision outlined in this Plan. The implementation of these strategies will increase the overall quality of life for both current residents and future residents in the City.

4.3.4 Facilities & Services

Main Objective: Port Wentworth will continue to maintain City facilities and offer services for residents. Priority has been placed on expanding community facilities and infrastructure to serve the growing population.

Policies for Facilities & Services:

- Continue to request L.A.R.P. funds for resurfacing streets
- Continue to plant trees and plants for city beautification
- Enforce tree protection section of overlay district ordinance.
- Continue to maintain stormwater drainage system throughout the city
- Continue to make efficient use of existing infrastructure.
- Continue to upgrade the sewer system throughout the city with slip lining
- Encourage development of new public facilities that can be utilized by residents.
- Invest in appropriate capital improvement projects to prepare the City for the impacts of new development.
- Promote infill development and redevelopment in areas where infrastructure is already in place.
- Continue work to maintain and improve ISO rating for Fire Insurance.
- Implement the recommendations of the West Chatham Solid Waste Management Plan.

As Port Wentworth continues to develop, it is important that the City continue to provide quality services to residents. Implementation of these strategies and policies will give the City a set of guidelines to help reduce the cost of new infrastructure, accommodate new development, and maintain the high standard of available City services.

4.3.5 Housing

Main Objective: The City will provide various housing options to meet the needs of current and future residents as the population continues to change.

Policies that Relate to Housing:

- Continue to eliminate incompatible land uses that negatively impact neighborhood quality of life
- Continue to provide a sense of neighborhood pride through the elimination of nuisances
- Continue to encourage the inclusion of handicapped units in new multi-family and special type residential facilities
- Continue to support neighborhood crime fighting programs, such as Neighborhood Watch.
- Support opportunities for infill residential development and redevelopment of vacant structures to provide additional housing in the downtown area.
- Encourage a mix of residential types throughout the City.
- Provide adequate affordable housing opportunities.
- Encourage home ownership.
- Encourage pedestrian-friendly residential developments to contain trails, paths, and open space.
- Encourage residential developments to have convenient access to parks, schools, commercial uses, etc.
- Promote mixed-use development in appropriate areas.
- Encourage the restoration of historic housing.

The City of Port Wentworth is projected to see a significant shift in its population mix. A variety of housing options will be required if the City is to accommodate the changing population. The policies and implementation strategies will help the City promote desirable residential developments that provide a mix of housing options.

4.3.6 Land Use

Main Objective: The City will take a management-minded approach to land use development. Focus will be placed on grayfield re-development and infill development along major commercial corridors, and appropriate small business recruitment in the downtown area and near residential neighborhoods. The City will work to provide variety of housing options and residential densities that appeal to the changing population. The City will encourage conservation of existing natural, historical, and cultural resources and promote the preservation of openspace in new developments.

Policies that Relate to Land Use:

- Work to achieve “Excellence Standards” with regards to compliance with the Coastal Comprehensive Plan.
- Promote residential and commercial infill development in identified areas.
- Promote redevelopment and reuse of existing structures.

- Support mixed-use developments in appropriate areas
- Enforce standards and guidelines to ensure new development is consistent with the community vision.
- Promote innovative developments that incorporate landscape design, preservation of open space, and multiuse trails linked to other uses.
- Encourage connectivity within and between new and existing commercial developments.

Development in the City of Port Wentworth is continuing at a steady pace. Achieving the community vision outlined in this Plan will be directly related to the manner in which future development occurs. It is essential that the City utilize these policies and implementation strategies to manage land use patterns.

4.3.7 Transportation

Main Objective: The City will increase the availability of alternative forms of transportation and create a pedestrian-friendly network of movement in the City. Better connection between existing neighborhoods and within new neighborhoods is a priority for future development. The goal is to create an environment within the City that is more pedestrian-oriented and less auto-oriented. Pedestrian paths, multiuse trails, bike lanes, etc. are all components of this vision. The City will encourage the availability of alternative transportation options for travel around the City and the greater Savannah area.

Policies Related to Transportation:

- Support projects that provide and continue the multi-use trail network that provides for golf carts.
- Support transportation projects that will improve the level of service for Hwy 21 and Hwy 25.
- Support the continued operation of the Park & Ride Facility.
- Support projects that minimize traffic congestion.
- Promote development of transportation corridors that support multiple modes of transportation.
- Encourage corridors and connections between commercial uses, recreational uses, and other public uses.
- Explore opportunities for public transportation as appropriate for community and regional mobility.
- Incorporate bike paths and sidewalks into new street development.
- Support transportation improvement projects identified on the CUTS plan that reduce truck traffic in the City.

The City will also work to minimize the negative impact of truck traffic related to the Georgia Ports and other related industries. It is the goal of the City to reduce traffic congestion along the major highways and create a safer vehicular environment.

4.3.8 Intergovernmental Coordination

The City of Port Wentworth is part of the Savannah metropolitan area, and as such it cannot continue to grow without effective intergovernmental coordination.

- Work with other local government to identify remote Park & Ride sites.
- Support regional transportation efforts that improve level of service for Hwy 21 and Hwy 25.
- Work with local tourism agencies to promote Port Wentworth as a tourist destination.
- Work with local water and wastewater utilities to ensure adequate provision of infrastructure and capacity to serve future development.

5. Supplemental Plans

5.1 Coastal Georgia Regional Comprehensive Plan Agenda

In recognition of the importance of the resources of Coastal Georgia to the economy of the State, and the projected impact of population growth over the next ten to twenty years, Governor Perdue signed an Executive Order on February 11, 2005, which called for the development of a Coastal Comprehensive Plan. The Department of Community Affairs (DCA) was charged with developing this plan with input from regional stakeholders and a broad-based advisory group.

The plan contains the following components applicable to the City of Port Wentworth (as written in the plan):

Vision Statement: The vision of Coastal Georgia is to be a unique and cohesive region based upon innovation and excellence in all we do to preserve, nurture, enhance and develop our abundant human, natural, historic, cultural and economic resources. It is this vision statement which serves as the overarching guidance for the entire plan, and which those implementing the plan should strive to attain.

Regional Assessment: This section contains the data and fact section which presents a picture of the Coast as it is currently and includes preliminary issues and opportunities identified in the comprehensive plans of the region's governments, current development patterns in the region, and data including population (existing and projected), economic drivers for the region.

Stakeholder Involvement Program: This document lays out the process to be used to involve the public in the Regional Agenda preparation process. It is intended to ensure that as many constituencies as possible have input into the plan. Broad-based participation in developing the Regional Agenda helps to ensure local buy-in for its implementation going forth.

Regional Agenda: This document is the heart of the plan. It includes the following sections:

- **Regional Issues:** Regional Issues were identified in each of the following categories: Infrastructure, Intrinsic Resources, Economic Development, and Regional Growth Management.
- **Guiding Principles:** Guiding Principles are provided for managing development in the region. These are necessary to evaluate local plans, make appropriate and feasible development decisions, and guide the issuance of state/federal permits consistent with the Plan.
- **Performance Standards:** These standards establish applicable minimal and exceptional levels of performance. Incentives are identified for local

governments and other entities that are performing exceptionally well at implementing this plan.

- **Implementation Strategy:** This section identifies specific initiatives that will be undertaken (and the entities responsible for initiating these actions) to bring this plan to fruition.

In conjunction with the development of this plan, the DCA conducted a Quality Growth Audit of all the local governments in the six-county area addressed by the Coastal Comprehensive Plan. The purpose of the audit was to assess how well each jurisdiction incorporates quality growth principles into their land use regulations. According to the Audit, “questions [were asked] from a broad range of planning and development issues related to land use, natural resources, transportation, housing, intergovernmental coordination, and community character. The results of the audit were also compared with draft performance standards developed for the Coastal Comprehensive Plan to assess how each government would currently measure up to regional minimum standards. Through this analysis, the audit also provides a measure for achieving consistency and clarity in regulating development across the coastal region.”

The City of Port Wentworth received 46 total points and was one of ten local governments that achieved a Performance Standard Ranking of Excellent. The City will work to implement the recommendation of the Coastal Comprehensive Plan in order to continue to maintain its Excellence ranking.

5.2 Solid Waste Management Plan

The Georgia Comprehensive Solid Waste Management Act was passed in order to guide solid waste management planning at local, regional and state levels. The Act requires that all communities create a local and/or regional solid waste management plan that achieves the States goals related to waste reduction, collection, disposal, land limitation, and public education. The Act stipulates that Solid Waste Management Plans be updated every ten years. The City of Port Wentworth will work to update the Solid Waste Management Plan in accordance with the schedule and requirements set forth by the Department of Community Affairs. The City is participating in the West Chatham Regional Solid Waste Management Plan in coordination with the Cities of Pooler and Bloomingdale. This regional approach not only reduces the cost to the tax payers for plan development but it also allows for regional planning and identification of intergovernmental solutions to solid waste issues.

5.3 City of Port Wentworth Stormwater Management Plan

The Environmental Protection Division (EPD) requires Phase I communities to develop a comprehensive stormwater management plan (SWMP). The City of Port Wentworth's Stormwater Management Program addresses structural and source control measures, illicit discharge detection and elimination, industrial facility stormwater runoff control, and construction site runoff management. Also discussed within the plan is the City's approach to impaired waterways/listed stream segments, highly visible pollutant sources, public education, and pollution prevention/good housekeeping.

The City's SWMP reflects Port Wentworth's commitment to effective water resources management, which ensures sustainable economic growth and quality of life for all residents. Addressing the issues in the SWMP allows the City of Port Wentworth to protect the aesthetics, ecological integrity, function, and recreational use of water resources within the City.

5.4 Service Delivery Strategy

The City of Port Wentworth has executed an extension of the Chatham County Service Delivery Strategy prior to its expiration in October 2008. The term of the extended service delivery strategy will be through April 2009, at which time the City will work with Chatham County and the other municipalities within Chatham County to develop an updated Service Delivery Strategy.

Appendix A

City of Port Wentworth



Comprehensive Plan

The City of Port Wentworth is asking for your participation in a community survey to provide input on the City's plan for the future.

Public participation is crucial in developing a plan that best represents the needs of the community.

To access the community survey and to learn about other ways to get involved, visit the City's website or the Chamber's site at:

www.cityofportwentworth.com www.portwentworthga.com

Thank you for your interest in the future of your City.



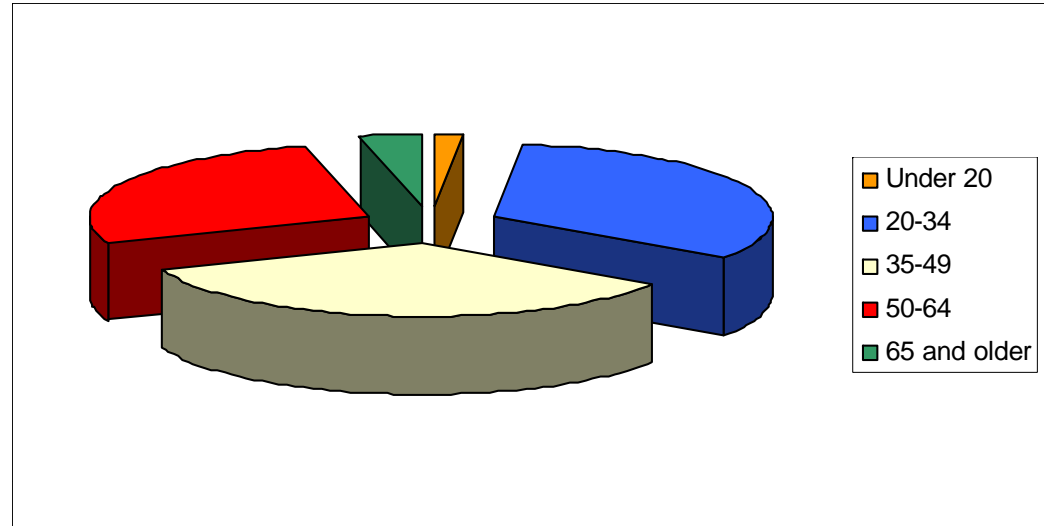
City of Port Wentworth *Comprehensive Plan*



PUBLIC OPINION SURVEY RESULTS

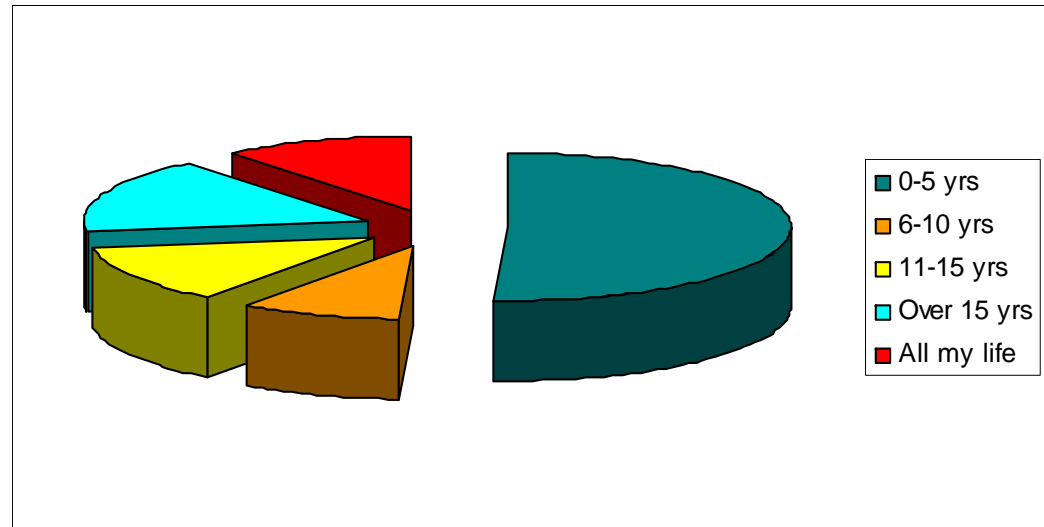
Which of the following categories describes your age?

	Percent
Under 20	1.80%
20-34	32.70%
35-49	34.50%
50-64	27.30%
65 and older	3.60%



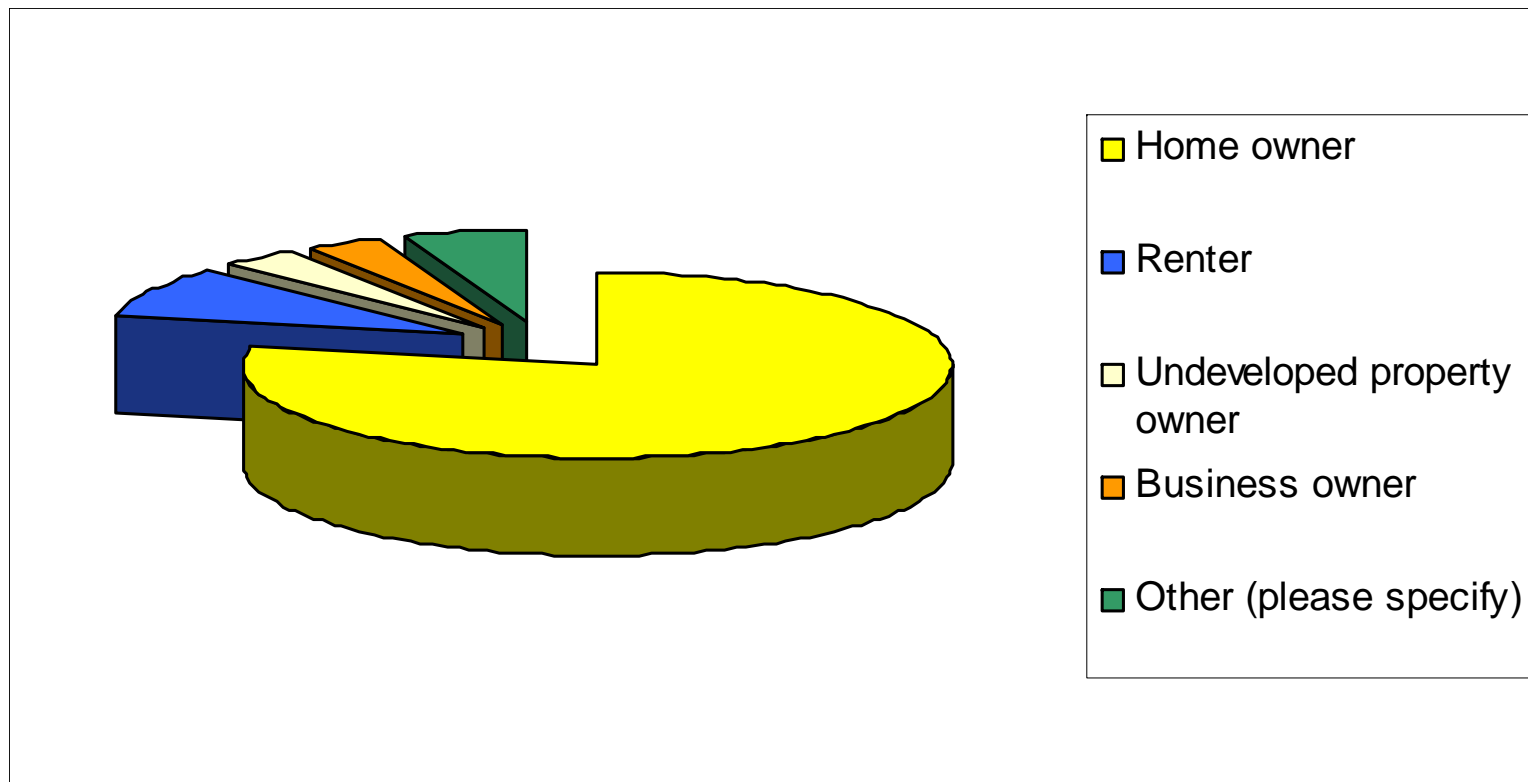
How long have you lived or owned property in Port Wentworth?

	Percent
0-5 yrs	50.90%
6-10 yrs	9.10%
11-15 yrs	12.70%
Over 15 yrs	16.40%
All my life	10.90%



Which of the following best describes your current status?

	Percent
Home owner	78.20%
Renter	9.10%
Undeveloped property owner	3.60%
Business owner	3.60%
Other (please specify)	5.50%



Please rate the following characteristics according to how important they were to you when you moved to Port Wentworth.

	Important	Not Important
Employment/Job	83.0% (44)	17.0% (9)
To be close to family and friends	52.8% (28)	47.2% (25)
To be located in the Coastal Georgia Region	47.1% (24)	52.9% (27)
The general aesthetics and attractiveness of the area	67.3% (35)	32.7% (17)
The variety of retirement services	15.7% (8)	84.3% (43)
The quality of health care	43.1% (22)	56.9% (29)
The quality of schools	66.7% (34)	33.3% (17)
The cultural activities available here	47.1% (24)	52.9% (27)
The recreational activities available here	49.0% (25)	51.0% (26)
Youth activities available here	46.0% (23)	54.0% (27)
Access to the natural environment and activities related to the natural environment	51.0% (25)	49.0% (24)
Quality/pace of life	80.8% (42)	19.2% (10)
Affordability of property and homes	77.8% (42)	22.2% (12)
It is close to City of Savannah	74.1% (40)	25.9% (14)

Do you think the City needs more, less, or the same amount of the following types of housing?

	More	Less	Same	Don't Know
Single-Family Residential	77.8% (42)	3.7% (2)	16.7% (9)	1.9% (1)
Apartments	25.9% (14)	44.4% (24)	22.2% (12)	7.4% (4)
Town homes	30.2% (16)	30.2% (16)	32.1% (17)	7.5% (4)
Multi-Families	22.2% (12)	53.7% (29)	16.7% (9)	7.4% (4)
Mixed Use Residential	31.5% (17)	42.6% (23)	14.8% (8)	11.1% (6)
Mobile Homes	3.8% (2)	86.8% (46)	3.8% (2)	5.7% (3)

Do you feel there is a need for more of the following special housing in the City?

	Yes	No	Don't Know
Housing for young couples/families	77.4% (41)	17.0% (9)	5.7% (3)
Workforce Housing	44.2% (23)	42.3% (22)	13.5% (7)
Adult Housing (50+)	68.5% (37)	18.5% (10)	13.0% (7)
Housing for disabled or individuals with special needs	41.5% (22)	20.8% (11)	37.7% (20)

Which of the following land uses do you think is most appropriate for Crossgate Rd. corridor?

	Percent
Commercial development only, residential down-zoning prohibited	29.40%
A mix of single family detached residential development and commercial development	27.50%
Mixed use development that is primarily commercial development with some upstairs residential development.	19.60%
None of the above	23.50%

Are you satisfied with the layout and architectural design of the following types of new development?

	Yes	No	Don't Know
Commercial Development	31.5% (17)	57.4% (31)	11.1% (6)
New Residential Development	54.7% (29)	32.1% (17)	13.2% (7)
Historic Restoration	24.5% (13)	47.2% (25)	28.3% (15)

Would you be in favor of setting aside portions of land as permanently protected open space/parks?

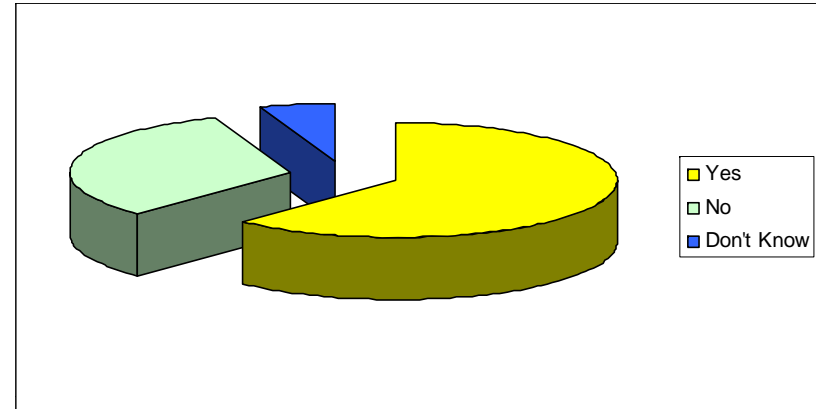
	Percent
Yes	86.50%
No	5.80%
Don't Know	7.70%

Please rate your agreements with the following statements:

	Agree	Disagree	No Opinion
If development patterns continue, Port Wentworth will lose its uniqueness	59.6% (31)	34.6% (18)	5.8% (3)
Development patterns of single-family homes should continue	84.6% (44)	13.5% (7)	1.9% (1)
Commercial development patterns should continue	58.0% (29)	38.0% (19)	4.0% (2)
The City should develop programs/regulations/incentives that preserve historic buildings	84.3% (43)	5.9% (3)	9.8% (5)
The City should develop programs/regulations/incentives for architectural design	84.0% (42)	10.0% (5)	6.0% (3)
The City should develop regulations that require green space preservation in new development	94.1% (48)	2.0% (1)	3.9% (2)
The City should consider the following when new development is proposed:			
a. public costs for new services	81.3% (39)	10.4% (5)	8.3% (4)
b. the availability of adequate infrastructure	89.8% (44)	6.1% (3)	4.1% (2)
c. impacts on residential and small business property taxes	83.7% (41)	14.3% (7)	2.0% (1)
Variances should be granted only when they meet the land code's definition of a hardship.	68.0% (34)	16.0% (8)	16.0% (8)

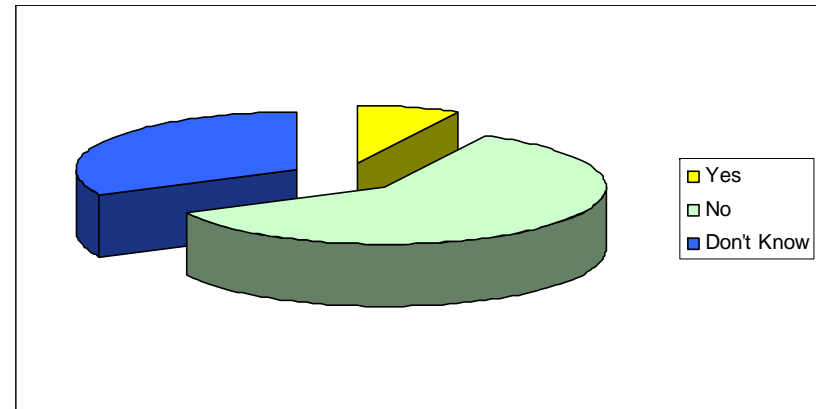
Are you aware of how your property and surrounding property is zoned and what is allowed or not allowed to be built in your area?

Response	Percent
Yes	62.30%
No	32.10%
Don't Know	5.70%



Do you think the City of Port Wentworth has done enough to protect historic resources?

Response	Percent
Yes	7.50%
No	60.40%
Don't Know	32.10%

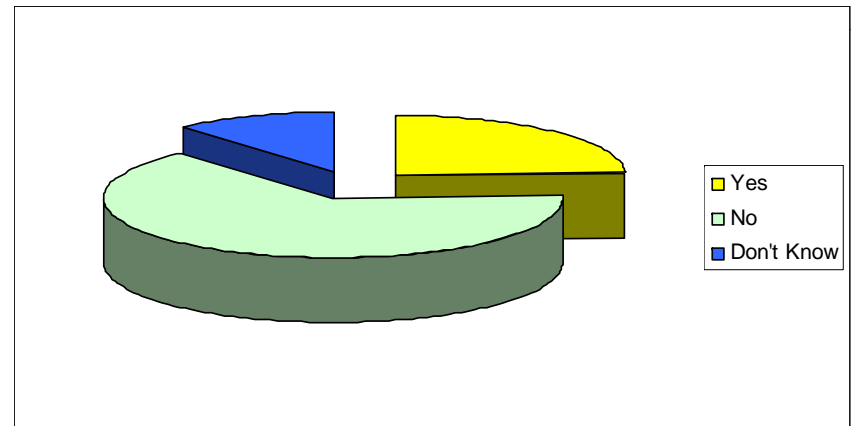


Where are you employed?

	Percent
In Port Wentworth	17.00%
In Unincorporated Chatham County	0.00%
In Garden City	9.40%
In Savannah	35.80%
In Effingham County	1.90%
Other	26.40%
I'm Retired	7.50%
I'm Unemployed	1.90%

Do you feel there are adequate employment opportunities in the City of Port Wentworth?

	Percent
Yes	24.50%
No	64.20%
Don't Know	11.30%



Do you think more of the following commercial businesses are needed in Port Wentworth?

	More	Less	Same
Restaurant	92.3% (48)	3.8% (2)	3.8% (2)
Retail/Shopping	94.3% (50)	1.9% (1)	3.8% (2)
Hotel	14.3% (7)	34.7% (17)	51.0% (25)
Family entertainment	94.1% (48)	2.0% (1)	3.9% (2)
Teen entertainment	77.6% (38)	12.2% (6)	10.2% (5)
After work hours entertainment	44.0% (22)	32.0% (16)	24.0% (12)
Day care (child)	63.3% (31)	16.3% (8)	20.4% (10)
Eco-tourism businesses	62.7% (32)	5.9% (3)	31.4% (16)
Parking	34.7% (17)	8.2% (4)	57.1% (28)
Privately funded Convention Center	54.0% (27)	26.0% (13)	20.0% (10)
Private funding Banquet Hall	56.0% (28)	20.0% (10)	24.0% (12)
Other	29.6% (8)	18.5% (5)	51.9% (14)

Do you think we need the following recreational facilities on Port Wentworth?

	Yes	No	Don't Know
Public Pool	38.5% (20)	48.1% (25)	13.5% (7)
Skate Park	57.7% (30)	36.5% (19)	5.8% (3)
Miniature Golf	59.6% (31)	26.9% (14)	13.5% (7)
Nature-based Interpretive Center	69.2% (36)	21.2% (11)	9.6% (5)
Outdoor Amphitheatre	59.6% (31)	34.6% (18)	5.8% (3)
Visitors Center	54.9% (28)	43.1% (22)	2.0% (1)
Historical Interpretive Center	67.3% (35)	25.0% (13)	7.7% (4)
Indoor Theatre	88.7% (47)	9.4% (5)	1.9% (1)

Which of the following patterns of commercial development do you think is best for the City?

	Percent
Concentrated in limited locations along major streets	52.90%
Scattered throughout the City	13.70%
In designated areas within each neighborhood	27.50%
I don't know	2.00%
Other (please specify)	3.90%

Please rank the following natural resources issues in accordance with their importance.

	Very Important	Moderately Important	Not Important
Greenspace/openspace preservation	71.2% (37)	26.9% (14)	1.9% (1)
Habitat preservation	65.4% (34)	30.8% (16)	3.8% (2)
Water Quality	92.5% (49)	5.7% (3)	1.9% (1)
Stormwater management	81.1% (43)	17.0% (9)	1.9% (1)
Water conservation	66.0% (35)	30.2% (16)	3.8% (2)
Future water supply	79.2% (42)	18.9% (10)	1.9% (1)
Adequate wastewater treatment capacity	90.6% (48)	7.5% (4)	1.9% (1)
Threatened & endangered species protection	54.7% (29)	35.8% (19)	9.4% (5)
Light pollution	67.9% (36)	28.3% (15)	3.8% (2)
Noise pollution	75.5% (40)	22.6% (12)	1.9% (1)
Tree canopy/preservation	73.6% (39)	24.5% (13)	1.9% (1)

Please rank the following recreational public facilities in accordance with their importance for Port Wentworth.

	Very Important	Moderately Important	Not Important
Parks	85.7% (42)	14.3% (7)	0.0% (0)
Trails/multiuse paths	62.7% (32)	31.4% (16)	5.9% (3)
Museums/Historic Sites	51.0% (26)	43.1% (22)	5.9% (3)
Library	80.0% (40)	18.0% (9)	2.0% (1)
Sports fields	51.0% (26)	43.1% (22)	5.9% (3)
Playgrounds	66.7% (34)	33.3% (17)	0.0% (0)
Public Gym	50.0% (25)	42.0% (21)	8.0% (4)
Houlihan Landing and Boat Ramp	51.0% (26)	39.2% (20)	9.8% (5)

Please rate your level of satisfaction with each of the following.

	Satisfied	No Opinion	Dissatisfied
Solid waste collection	71.2% (37)	9.6% (5)	19.2% (10)
Parks	13.7% (7)	33.3% (17)	52.9% (27)
Sidewalks	22.0% (11)	30.0% (15)	48.0% (24)
Drainage Systems	35.3% (18)	21.6% (11)	43.1% (22)
Cleanliness of Public Spaces	30.0% (15)	36.0% (18)	34.0% (17)
Traffic congestion	21.2% (11)	5.8% (3)	73.1% (38)
Law enforcement response time	76.9% (40)	21.2% (11)	1.9% (1)
Fire-fighting response time	65.4% (34)	30.8% (16)	3.8% (2)
First Responder response time	69.2% (36)	28.8% (15)	1.9% (1)
Traffic laws enforcement	75.0% (39)	19.2% (10)	5.8% (3)
Street and road signage	65.4% (34)	17.3% (9)	17.3% (9)
Storm warning mechanism	31.4% (16)	54.9% (28)	13.7% (7)
Disaster/emergency planning	35.3% (18)	54.9% (28)	9.8% (5)
Housing numbering system	55.8% (29)	26.9% (14)	17.3% (9)
Code enforcement	34.6% (18)	44.2% (23)	21.2% (11)
Condition of City Streets	37.3% (19)	17.6% (9)	45.1% (23)
Adequacy of curb cuts	30.0% (15)	38.0% (19)	32.0% (16)
Overall appearance and cleanliness	40.4% (21)	26.9% (14)	32.7% (17)

How much of a priority do you feel the following issues are for the City of Port Wentworth?

	High Priority	Low Priority	Not a Priority
Community Character	89.6% (43)	4.2% (2)	6.3% (3)
Main Street Beautification/Redevelopment	64.6% (31)	18.8% (9)	16.7% (8)
Historic preservation of homes	61.7% (29)	25.5% (12)	12.8% (6)
Availability of cultural activities within the City	52.1% (25)	35.4% (17)	12.5% (6)
Alternate transportation	48.9% (23)	38.3% (18)	12.8% (6)
Creating a guideline for future development	75.0% (36)	20.8% (10)	4.2% (2)
Restaurant/retail development	78.3% (36)	19.6% (9)	2.2% (1)
Walkable Communities	87.2% (41)	8.5% (4)	4.3% (2)
Greenspace/openspace preservation	78.3% (36)	19.6% (9)	2.2% (1)
Water conservation	72.9% (35)	22.9% (11)	4.2% (2)
Recreation opportunities	68.8% (33)	27.1% (13)	4.2% (2)
Community Policing	68.8% (33)	27.1% (13)	4.2% (2)
Education Opportunities	78.7% (37)	19.1% (9)	2.1% (1)
Traffic congestion	76.6% (36)	12.8% (6)	10.6% (5)
Parking	21.7% (10)	41.3% (19)	37.0% (17)
Small business retention & recruitment	72.3% (34)	17.0% (8)	10.6% (5)
A safe and family oriented environment.	91.5% (43)	8.5% (4)	0.0% (0)
Neighborhood watch program	79.2% (38)	16.7% (8)	4.2% (2)

Should Port Wentworth develop a project to honor the inventor of the cotton gin, Eli Whitney, which was invented at a historic plantation, Mulberry Grove, in the Port Wentworth area?

	Percent
Yes	79.20%
No	13.20%
Not Sure	7.50%

Would you support the concept of a multi-sport regional recreation complex being built in Port Wentworth?

	Percent
Yes	75.50%
No	15.10%
Not Sure	9.40%

If yes to the previous question, would you support this recreational complex, if it resulted in a property tax increase?

	Percent
Yes	54.90%
No	33.30%
Not Sure	11.80%

Is there a need for Chatham Area Transit to provide bus service to connect Port Wentworth to the existing Savannah, Garden City and Chatham County routes?

	Percent
Yes	56.60%
No	22.60%
Not Sure	20.80%

If yes, would you be willing to pay additional property taxes to fund this service? The cost of the service would equate to approximately \$57/year for an average single family residential home.

	Percent
Yes	40.00%
No	42.20%
Not Sure	17.80%

Are you in favor of the following transportation related projects

	Yes	No	Not Sure
Construction of and overpass over the new Port Authority Rail Line on SR 307.	47.1% (24)	27.5% (14)	25.5% (13)
I-95 Welcome Center	46.0% (23)	36.0% (18)	18.0% (9)
Improvements to Grange Road between SR 25 and SR 21.	49.0% (25)	17.6% (9)	33.3% (17)
Improvements to SR 307 (Dean Forest Road) from R.B. Miller Road to SR 21	38.8% (19)	28.6% (14)	32.7% (16)
SR 30 / Bonny bridge Road relocation	38.0% (19)	30.0% (15)	32.0% (16)
Improvements to the Houlihan Bridge (SR 25) over the Savannah River	45.1% (23)	23.5% (12)	31.4% (16)
Adding additional lanes to Hwy 21.	80.0% (40)	12.0% (6)	8.0% (4)
Northwest Toll way (Jimmy DeLoach Parkway Extension). This project is proposed to be constructed east of Hwy 21	52.3% (23)	27.3% (12)	20.5% (9)
SR 21 and would provide connection to the Jimmy Deloach Parkway	55.6% (25)	24.4% (11)	20.0% (9)
Benton Blvd.	40.4% (19)	27.7% (13)	31.9% (15)
Richmond Road / Black Creek Road. Construction of new road.	44.9% (22)	16.3% (8)	38.8% (19)

Do you use the existing Park and Ride?

	Percent
Yes	7.50%
No	92.50%

Do you expect to move during the next 5 years?

	Percent
Yes	28.30%
No, if no move to end	71.70%

Where do you plan to move?

	Percent
Different neighborhood or another area within Port Wentworth	4.50%
Same neighborhood, just a different house or apartment.	0.00%
Nearby area (Savannah, Chatham County, Effingham County, etc.)	22.70%
Out of the area	36.40%
Not Sure	36.40%

What are your primary reasons for moving?
(check all that apply)

	Percent
Change in employment	12.30%
Family considerations	10.50%
Housing prices too high	1.80%
Taxes too high	8.80%
Feel crowded	3.50%
Too much traffic	10.50%
Schools	10.50%
Crime	1.80%
Want a bigger home	7.00%
Want a smaller home	0.00%
Want a less expensive home	0.00%
Want a more expensive home	1.80%
Too much tourist activity	0.00%
Not enough tourist activity	1.80%
Not enough activities for my age group	5.30%
No Reason	7.00%

City of Port Wentworth



Comprehensive Plan

The City of Port Wentworth is asking for your participation at a Community Meeting to provide input on the City's plan for the future.

Public participation is crucial in developing a plan that best represents the needs of the community.

Join us and support your community!


WHEN: November 13, 2007 from 5:30 – 7:30 PM

WHERE: Rice Hope Community Center.



City of Port Wentworth *Comprehensive Plan*


Community Assessment
Port Wentworth
Comprehensive Plan




Submitted to:
**Georgia Department of
Community Affairs**

By:
City of Port Wentworth, Georgia

July 2007




**Community
Participation Plan**
Port Wentworth
Comprehensive Plan




Submitted to:
**Georgia Department of
Community Affairs**

By:
City of Port Wentworth, Georgia

July 2007




**Technical Addendum
Data Assessment**
Port Wentworth
Comprehensive Plan



Submitted to:
**Georgia Department of
Community Affairs**

By:
City of Port Wentworth, Georgia

July 2007



Port Wentworth Comprehensive Plan *Overview*

- Rules of Georgia Department of Community Affairs (DCA), Chapter 110-12-1
 - Updated May 2005
- Comprehensive Plan
 - Community Assessment
 - Public Participation Program
 - Community Agenda
- Port Wentworth Submission Schedule:
 - Assessment and Participation Program: August 2007
 - Community Agenda Report: June 2008



Port Wentworth Comprehensive Plan

Community Assessment

- Development Pattern Assessment
 - Existing Land Use
 - Community Character Areas
 - Areas Requiring Special Attention
- Census Data Assessment
 - Technical Addendum
- Community Issues and Opportunities
 - Based on existing conditions and future vision
- Quality Community Objectives
 - Fifteen objectives proposed by DCA



Port Wentworth Comprehensive Plan

Character Areas

- Identify the defining and desirable character of the unique areas/neighborhoods within Port Wentworth.
- Develop recommended development strategies for each Character Area.
- Character Areas will influence future Land Use and Zoning decisions within the City.
- Traditional Village
- Rural Neighborhood
- Rural Residential
- Suburban
- Mixed Use
- Industrial
- Community Gateway
- Local Highway Corridor
- Major Highway Corridor



Port Wentworth Comprehensive Plan

Traditional Village

- This character area comprises the historic downtown district surrounded by older residential areas with more traditional development patterns. Characteristics include grid street pattern; sidewalks; small, regular lots; and neighborhood-scale businesses.



Port Wentworth Comprehensive Plan

Rural Neighborhood

- This character area includes historic neighborhood areas with low density residential development, neighborhood scale commercial uses, and organic development patterns. Defining characteristics are a sense of community and long standing connections between the residents and the land.



Port Wentworth Comprehensive Plan

Rural Residential

- This area is rural, undeveloped land with little development pressure for suburban growth. Development patterns include low pedestrian orientation and access, very large lots, open space, and high degree of building separation.



Port Wentworth Comprehensive Plan

Suburban

- These areas are where typical types of suburban residential subdivision development have occurred or will occur in the future. Development within these areas is encouraged to include neo-traditional or cluster development patterns.



Port Wentworth Comprehensive Plan

Mixed Use

- This is an area that has a mix of residential, office, and commercial uses. Commercial uses should be designed to meet local residents' daily needs and match the character of the surrounding neighborhoods.



Port Wentworth Comprehensive Plan

Industrial

- Land uses in this area include higher intensity manufacturing, assembly, processing or warehouse activities.



Port Wentworth Comprehensive Plan

Community Gateway

- This character area includes the developed or undeveloped land surrounding the intersection of I-95 and Highway 21 that serves as an important entrance or means of access to the community. Features include location of trucking stops and shelters and associated service businesses.



Port Wentworth Comprehensive Plan

Local Highway Corridor

- A local highway corridor is developed or undeveloped land paralleling a local highway that has the potential to experience uncontrolled strip development if growth is not properly managed. Streetscape and pedestrian enhancements are encouraged.

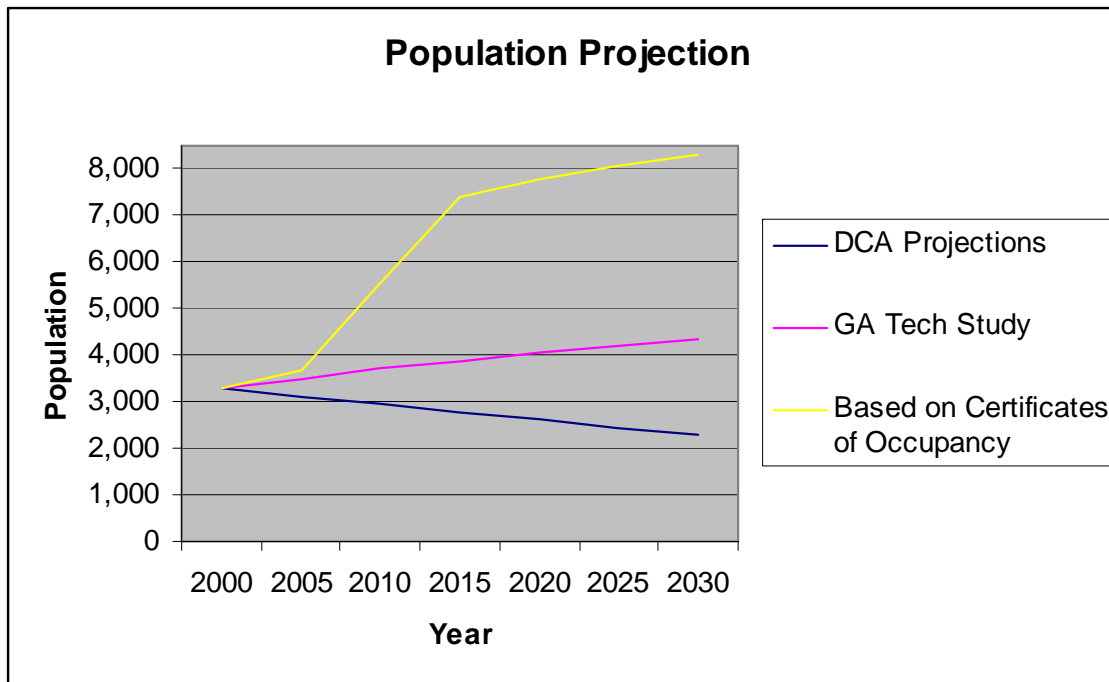


Port Wentworth Comprehensive Plan

Data Assessment

- Population Growth

	1990	2000	2005	2010	2015	2020	2025	2030
DCA Projections	4,012	3,276	3,108	2,941	2,773	2,605	2,437	2,270
GA Tech Study	4,012	3,276	3,502	3,701	3,883	4,050	4,198	4,341
Based on Certificates of Occupancy	4,012	3,276	3,657	5,525	7,392	7,762	8,072	8,314



Port Wentworth Comprehensive Plan

Data Assessment

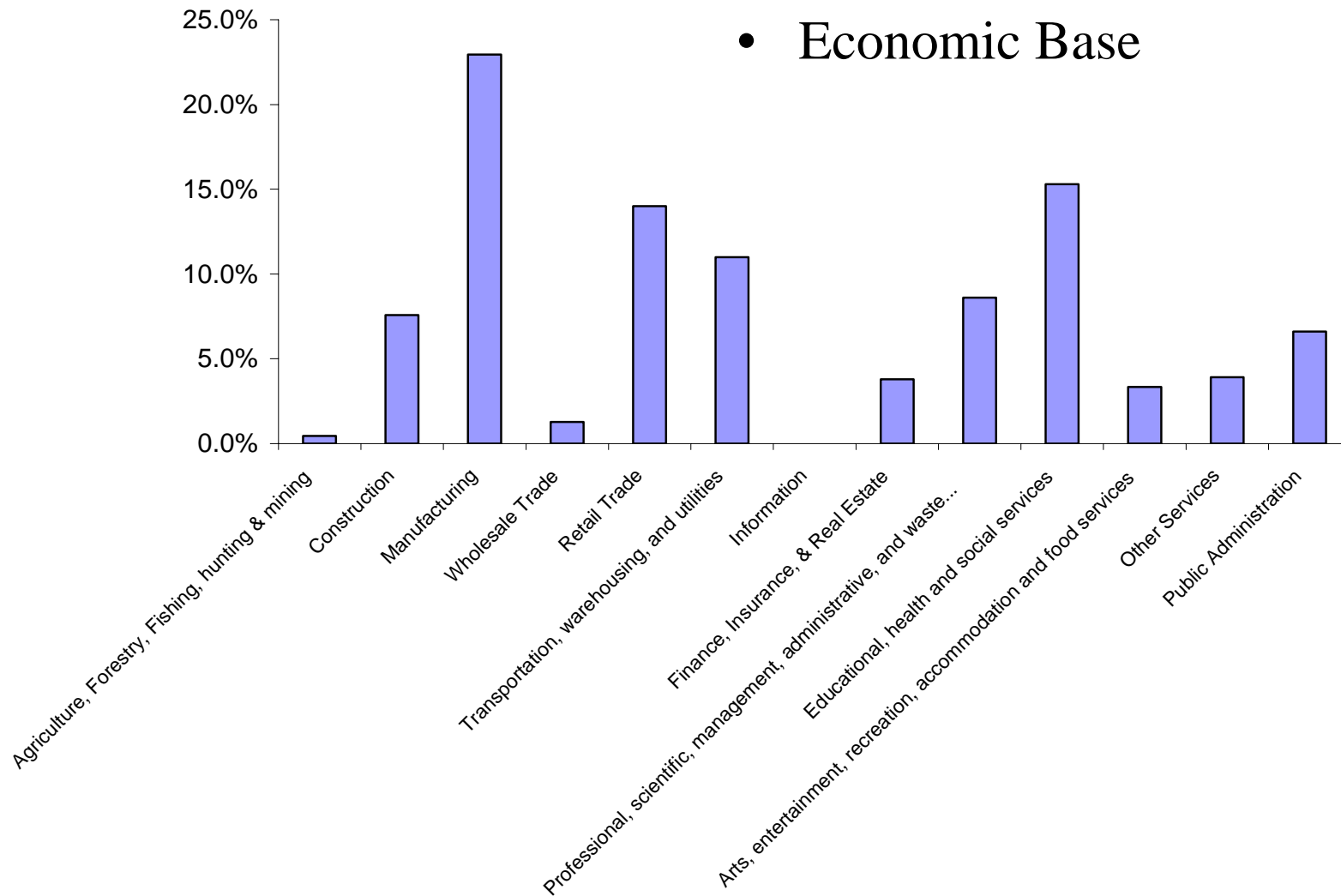
- Average Household Income

Jurisdiction	1990	2000	% Increase
Port Wentworth	\$29,761	\$48,208	62.0%
Chatham County	\$34,078	\$53,742	57.7%
Georgia	\$36,810	\$80,077	117.5%



Port Wentworth Comprehensive Plan

Data Assessment



Port Wentworth Comprehensive Plan

Data Assessment

- Commuting Patterns

Commuting Patterns	Port Wentworth	Chatham County
Car, truck, or van - - drove alone	86.6%	76.4%
Car, truck, or van - - carpooled	10.5%	13.4%
Public transportation (including taxicab)	0.5%	3.2%
Walked	0.5%	2.9%
Other means	0.9%	1.6%
Worked at home	1.0%	2.5%
Mean travel time to work (minutes)	19.9	22.3

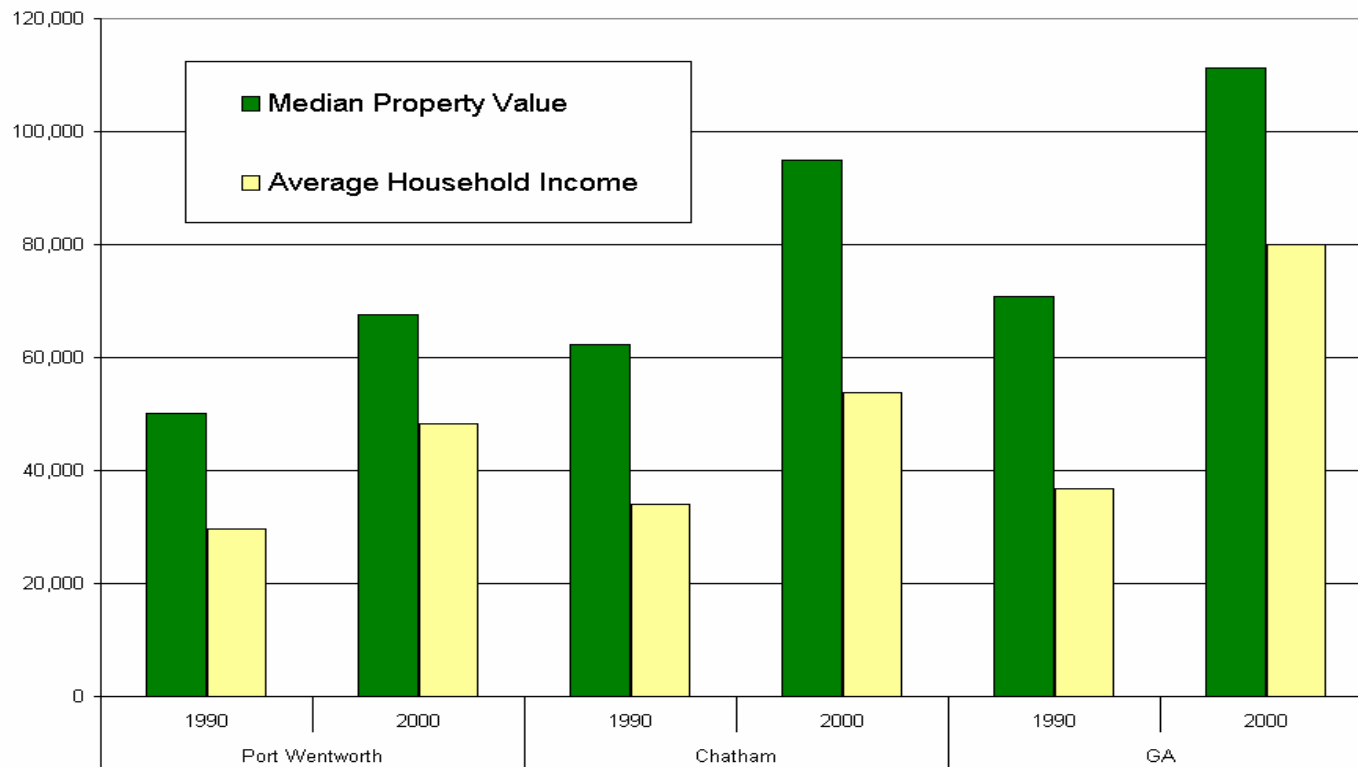
Category	Port Wentworth		Chatham County	
	1990	2000	1990	2000
Total population	4,012	3,276	216,935	232,048
Worked in City Limits	8.3%	5.0%	42.5%	42.4%
Worked outside City Limits	37.1%	41.9%	1.2%	1.6%



Port Wentworth Comprehensive Plan

Data Assessment

- Median Property Value vs. Average Household Income
 - Average sale price of property based on 2004 Chatham County BOA = **\$140,000**



Port Wentworth Comprehensive Plan

Issues & Opportunities

- Population Growth
- Economic Development
- Natural & Cultural Resources
- Facilities and Services
- Intergovernmental Coordination
- Transportation
- Housing
- Land Use



Port Wentworth Comprehensive Plan

Population Growth

- *Major Trend:* Despite a decrease in population prior to the 2000 Census, population is likely to grow rapidly for the next ten years due to several major residential housing developments within the City. More families are moving to Port Wentworth because of the affordability of the new housing stock leading to an increase in the average household size and a decrease in the average age.



Port Wentworth Comprehensive Plan

Economic Development

- *Major Trend:* Port Wentworth's downtown historic district is in decline and no longer serves as a focal point for the community.
- *Major Trend:* The Georgia Ports Authority and Gulfstream are expanding and this has a significant impact on the City of Port Wentworth.
- *Major Trend:* There is a potential for history based tourism and ecotourism in Port Wentworth; however it has not been adequately supported.



Port Wentworth Comprehensive Plan

Natural and Cultural Resources

- *Major Trend:* Development is diminishing ecological integrity, historic integrity, and cultural significance of community resources.
- *Major Trend:* Land development activities are increasing stormwater runoff which impairs water quality, increases demand on the existing stormwater infrastructure, and creates flooding problems.



Port Wentworth Comprehensive Plan

Facilities and Services

- *Major Trend:* New development has put a strain on existing facilities and services.



Port Wentworth Comprehensive Plan

Housing

- *Major Trend:* Existing housing trends in the City are positive. There is a sufficient variety of housing types, density and price points.



Port Wentworth Comprehensive Plan

Land Use

- *Major Trend:* There is not an up-to-date future land use plan for the City, and development has not always been coordinated with the character of the surrounding neighborhood.



Port Wentworth Comprehensive Plan

Transportation

- *Major Trend:* The existing level of service for the transportation network is poor and does not provide a useful network of roadways, connectivity, and alternative modes.



Port Wentworth Comprehensive Plan

Intergovernmental Coordination

- *Major Trend:* The City benefits from more coordination with other local, county, and State governments/agencies, regional agencies, private agencies, the business community, and the public.



Port Wentworth Comprehensive Plan

Quality Community Objectives

DCA adopted Fifteen QCOs:

1. Traditional Neighborhoods
2. Infill Development
3. Transportation Alternatives
4. Regional Identity
5. Resource Conservation
6. Open Space Preservation
7. Environmental Protection
8. Growth Preparedness
9. Appropriate Business
10. Employment Options
11. Housing Choices
12. Education Opportunities
13. Local Self-Determination
14. Regional Cooperation
15. Sense of Place

QCOs should be used as guidelines for future development patterns and policies to encourage sustainable, livable, vital communities.



Port Wentworth Comprehensive Plan

Next Steps: Community Agenda

- Vision
 - Character Areas
 - Future Land Use Map
 - Quality Community Objectives
 - Desired Design Patterns and Architectural Styles
- Issues and Opportunities for Port Wentworth
- Implementation Plan
 - Policies
 - Short Term Work Program



**CITY OF PORT WENTWORTH
COMPREHENSIVE PLAN**

Public Meeting Summary

White Oak Baptist Church

December 11, 2007 5:30 – 7:30 PM

MEETING SUMMARY

GENERAL COMMENTS

- Files current available on City website and Chamber website are corrupt. ISE will work with the City of Port Wentworth to resolve this issue so documents can be downloaded and viewed by public.
- Re-evaluate the population projections used in the data assessment. Get G-Stat data from City to ensure that the population projections best reflect future trends in the City.
- Ensure that the data assessment adequately emphasizes the aging population trends in the City as well as the growth in the school aged cohorts
- Change the Character Area name to “Historic Rural Neighborhood”
- Adjust boundaries of the Monteith/Meinhard Historic Rural Neighborhood as shown on the map.
- Ensure that residential character areas are buffered from industry and heavy commercial.
- Adjust the northern boundary of the “Community Gateway” Character Area to include the Food Lion site.
- Concern about the negative impacts associated with the potential Effingham Highway transportation project, specifically about the Rt. 5 phase.
- Formation of a historical committee to oversee preservation of historic sites/buildings

The following definition for the Historic Rural Neighborhood Character Area was revised based on our discussion at this meeting:

HISTORIC RURAL NEIGHBORHOOD REVISED DEFINITION:

This character area includes historic neighborhood areas with low density residential development, neighborhood scale commercial uses, and organic development patterns. Defining characteristics are a sense of community and long standing connections between the residents and the land.

Future development patterns with the Historic Rural Neighborhoods (revised):

- Ensure that new development, infill development and redevelopment are consistent with the traditional architectural and design style.
- Provide signage to designate each rural village area.
- Involve each community in the development of a community concept plan for their community.

- Ensure that the existing zoning allows only for uses compatible with the defined community character.
- Design for greater pedestrian orientation and access.
- Maintain rural neighborhood atmosphere while accommodating appropriate family-oriented commercial uses to serve residents, such as
 - Doctor's Offices
 - Restaurants
 - Day Care
- Encourage compatible architecture styles that maintain the regional rural character.
- Do not allow "franchise" or "corporate" architecture.
- Wherever possible, connect to regional network of greenspace and trails available to pedestrians, bicyclists, and equestrians, for both tourism and recreational purposes.
- Traditional single-family residential uses at limited densities
- Limit / prohibit instances of spot zoning
- Optional water and sewer service for areas currently on septic where financially feasible
- Sidewalk/Streetscape plan (potential for bikeways and street lights)
- Better maintenance of infrastructure (storm sewer)
- Addition of Public Use Buildings
 - Schools
 - Senior Center
 - Community Center
 - Recreational Uses
 - Greenspace
 - Library/Computer lab
 - Neighborhood park / resource center
- Preserve and improve connectivity of neighborhoods to surrounding road and sidewalk network.
- New development adjacent to this neighborhood should be required to include landscaping & vegetated buffers
- Identify, preserve and promote historic and cultural resources.

COMMENT CARDS:

The following written comments were submitted at this meeting:

- Transportation alternative
 - When, where, and how will these take place
- There is a need to use more updated information to project growth and population. The data presented does not accurately project the immediate need for schools in Port Wentworth
- Data presented does not show the need for recreational resource facilities for youth and senior citizens
- I do not approve of the City Comprehensive Plan as it is now. The City has not identified any of the historical areas in the northern section of the City.

- Our future growth should include a high school and middle school in Port Wentworth Montheith area or the Highway 21 area near the Effingham-Chatham County line.
- A home for elderly should be included

ATTENDEES:

James Smart
Glenn Jones (Mayor, City of Port
Wentworth)
Walter Ferguson
Rosemary Ferguson
W J Johnson
Ella Robinson
Julius Robinson
Icon Thomas
Mabic Thomas
Emma Williams
Juerlene Williams
Edward B
Johny Lee H
Jessica Washington
Victoria Stub
James Williams
Charles Hunter

Jodi Hawks
Lenny
Michael Howard (Councilman Elect)
Alexander Hicks
Janet Hester
James Curry (Councilman Elect)
George Benton
B Douglas
Fredric Ferguson
Sonia Evans Wesley
Robin Shubert
E Taylor
Johnnie Johnson
Bill Pfeiffer
Harvey Ferguson
John White
Courtney Power (ISE staff)
Edward DiTommaso (ISE Staff)

SIGN-IN (PLEASE PRINT)

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Elaine Taylor 231 Scarborough Street 232-5785

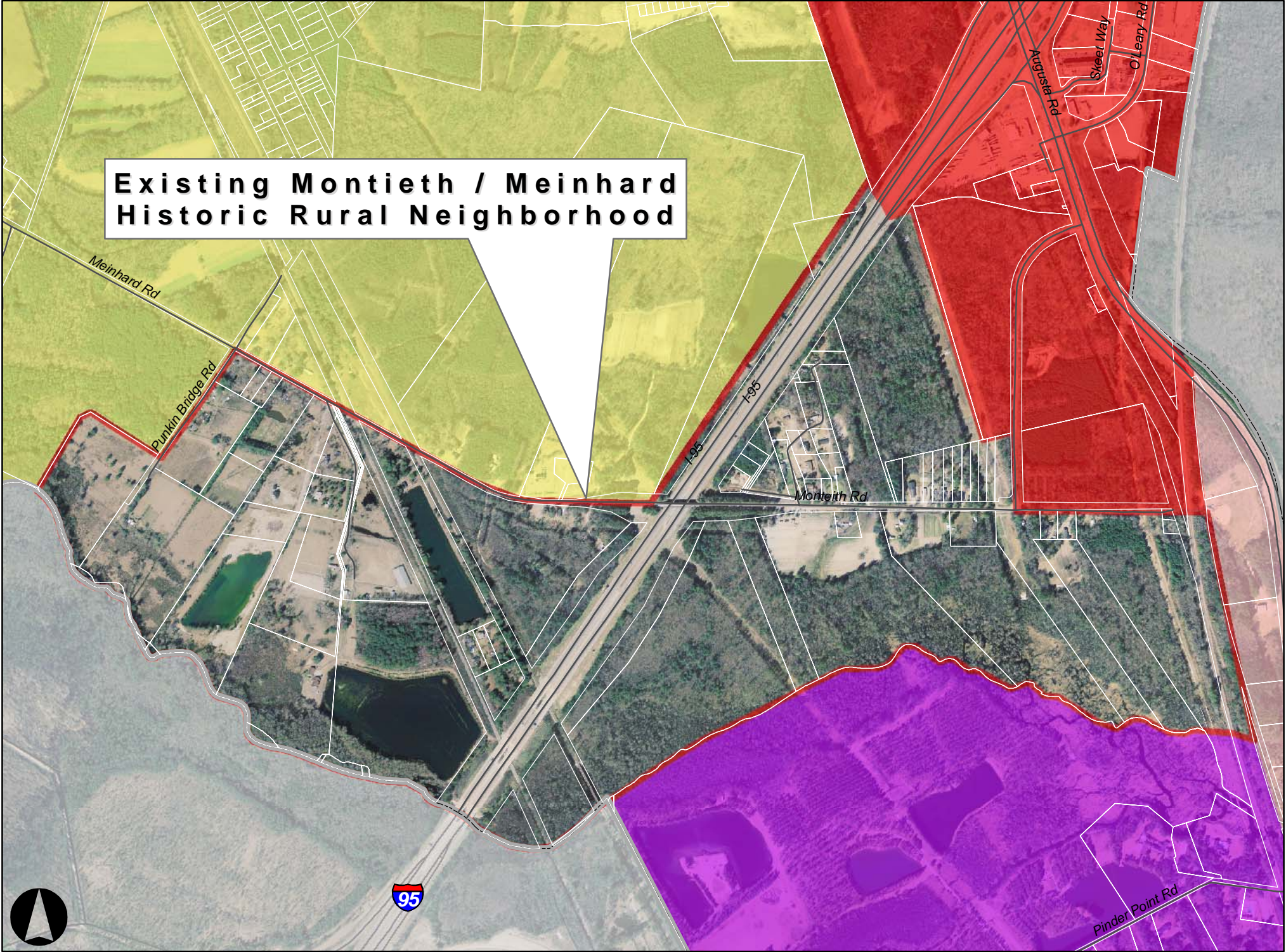
Johnnie Johnson 30 Harley Dr 964-6044

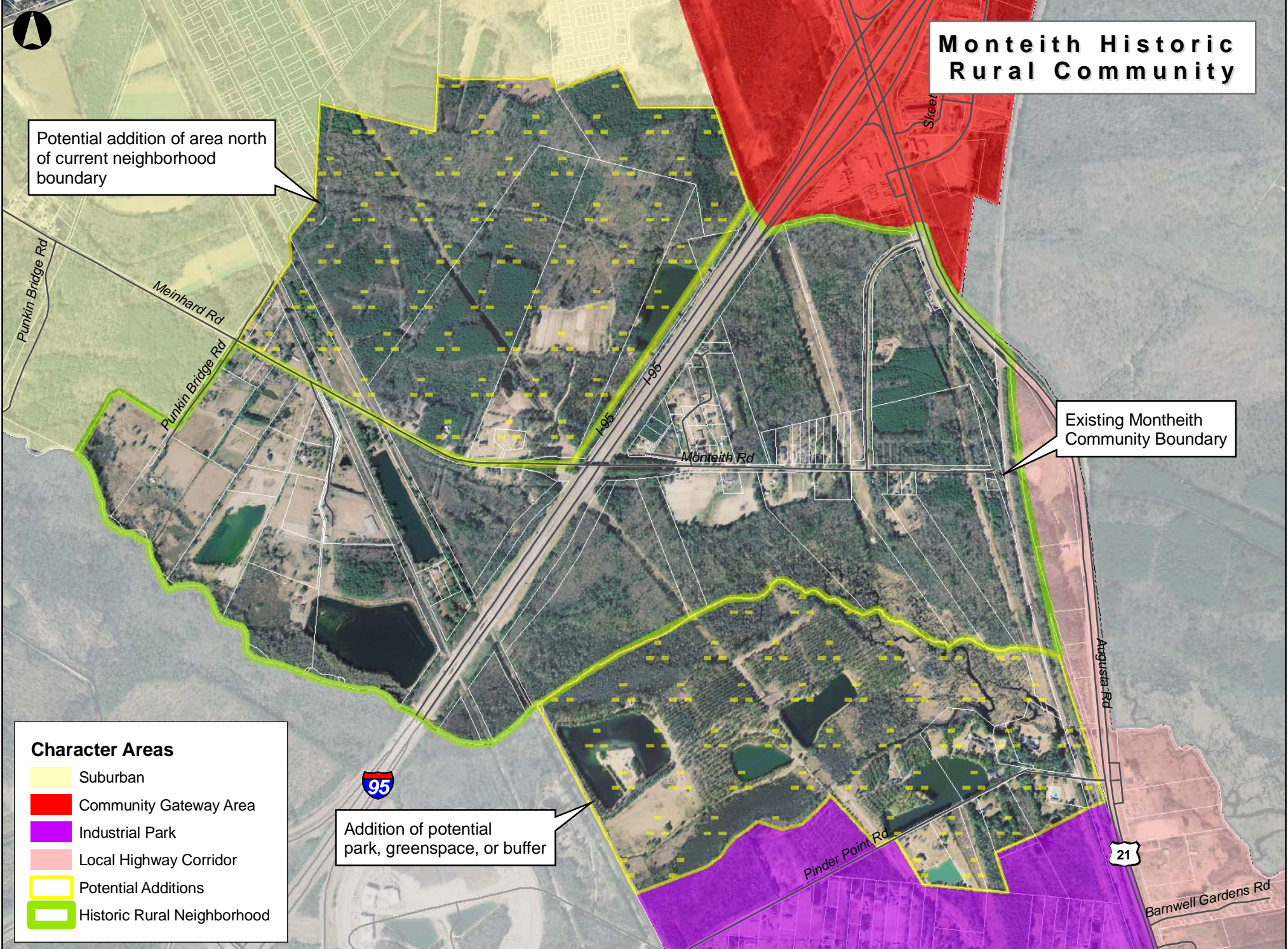
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Harvey Ferguson 12/11/07

John L White 6366398

**Existing Montieth / Meinhard
Historic Rural Neighborhood**





Monteith Historic Rural Community

Potential addition of area north of current neighborhood boundary

Existing Monteith Community Boundary

Addition of potential park, greenspace, or buffer

Character Areas

- Suburban
- Community Gateway Area
- Industrial Park
- Local Highway Corridor
- Potential Additions
- Historic Rural Neighborhood

City of Port Wentworth Comprehensive Plan Issues Survey Results

The following table contains the results of the issues survey conducted at the Public Meeting held January 31, 2008.

	<i>Agree</i>	<i>Disagree</i>	<i>No Opinion</i>
POPULATION			
The number of school age children is likely to increase dramatically.	23	1	1
Existing schools do not have sufficient capacity for the current population and cannot accommodate the expected increase school age children.	23	0	2
Existing recreational facilities for school age children are insufficient to meet current and future needs.	21	2	2
As the population grows there will be a need to expand City services including: solid waste collection; wastewater capacity; public works and public safety.	25	0	0
Other:			
Other:			
Other:			
ECONOMIC DEVELOPMENT			
Additional population proximate to the downtown district is needed to support the neighborhood-based businesses and revitalize the downtown district.	12	4	9
Significant truck traffic on Highway 25 discourages foot and car traffic and makes neighborhood scale commercial development along this corridor difficult.	18	4	3
The aesthetics of the downtown district do not encourage customers and contribute to a negative perception of this area.	13	3	9
Much of the land in the downtown district is owned by only a few landholders, some of whom do not live in Port Wentworth.	13	2	10
Port Wentworth needs to be more proactive on redevelopment projects in the downtown district.	12	4	8
Adequate parking is not available in the downtown district.	12	1	12
Port Wentworth does not have a sufficient number or variety of restaurants or retail shops.	14	2	9
Code enforcement for vacant or derelict buildings and commercial truck traffic needs to be increased.	12	4	9
Truck traffic will increase which will cause congestion and traffic safety issues.	15	1	9

	Agree	Disagree	No Opinion
The State has not adequately planned for offsite impacts.	10	0	15
There is development pressure for warehousing.	9	2	14
Port Wentworth is not known for its historical significance, and many of the historic sites in Port Wentworth are not widely recognized.	16	0	9
Other: <i>1 comment: "Lots of wetland is being destructed."</i>			
Other:			
Other:			
HOUSING			
Infill development and redevelopment in residential areas are sometimes out of character with the architectures/density of the surrounding area.	8	2	15
There needs to be a variety of housing options for people of varying income levels and life stages.	13	1	11
There is a trend in the traditional village for owner occupied residences to convert to rental.	6	1	18
Other:			
Other:			
Other:			
LAND USE			
Undeveloped land between Highway 25 and Highway 21 has been identified by developers for warehousing.	9	2	14
The City desires this property to be residential development with some commercial development along the Highway 25 corridor, in accordance with designated character areas.	6	1	18
The Jimmy DeLoach Parkway extension will also run through the middle of this property, which is identified as being part of a residential area.	4	2	19
Commercial development must be appropriate for the surrounding land uses, i.e. intensive commercial uses such as warehousing are not appropriate for neighborhoods.	8	3	14
Land use patterns and zoning should encourage the preservation of rural communities such as Swamp Fox.	8	2	15
Other:			
Other:			

	<i>Agree</i>	<i>Disagree</i>	<i>No Opinion</i>
Other:			
TRANSPORTATION			
Truck traffic on Highway 25 creates a dangerous environment for pedestrians and cars and inhibits the commercial development potential.	14	2	9
Accidents are increasing due to the conflict between GPA related truck traffic and passenger vehicles.	12	1	12
Traffic on Highway 21 is continuing to increase and congestion will worsen when current development projects off Highway 21 are complete.	14	1	10
There is no public transit.	11	0	14
Other:			
Other:			
Other:			
NATURAL & CULTURAL RESOURCES			
Many of the existing historic sites have been developed with little consideration for the significance of the site.	12	0	13
Much development of adjacent historic areas has taken place beyond the control of the City.	11	1	13
There are few remaining artifacts that related to the history of the area.	10	2	13
There is no facility where people can visit to learn about the history of the center.	13	1	11
Development entities, public officials, and citizens are not aware of local history or the need to conserve/protect that history.	14	1	10
There are not adequate linkages between greenspace, parks, cultural or historic interest points, local trail systems, state designated bike routes, and existing trails in neighboring communities.	11	2	12
The Savannah Wildlife Refuge is an important ecological resources located adjacent to the City of Port Wentworth.	17	0	8
Houlihan Bridge Boat Facilities needs improvement.	14	0	11
Ongoing development is increasing the amount of impervious surface and decreasing the amount of greenspace available for infiltration of stormwater.	13	2	10
Citizens, developers and local officials do not often fully understand the environmental impacts of development.	17	1	7
Other: 1 comment: "Just moved from New Jersey."			

	<i>Agree</i>	<i>Disagree</i>	<i>No Opinion</i>
Other:			
Other:			
FACILITIES & SERVICES			
Development is outpacing the ability of the City to provide services.	10	4	11
The capacity of existing community facilities and utilities should be evaluated and considered during future land use planning.	15	0	10
Existing wastewater treatment facility is inadequate.	10	2	13
Wastewater is the limiting factor on new growth.	9	3	13
The communities ISO (Fire Insurance) rating could be improved.	11	1	13
The State of Georgia has issued the Coastal Georgia Water and Wastewater Plan with new requirements for water withdrawal permit holders.	9	1	15
This City has a significant inflow & infiltration problem within its existing wastewater collection system.	11	2	12
Other:			
Other:			
Other:			

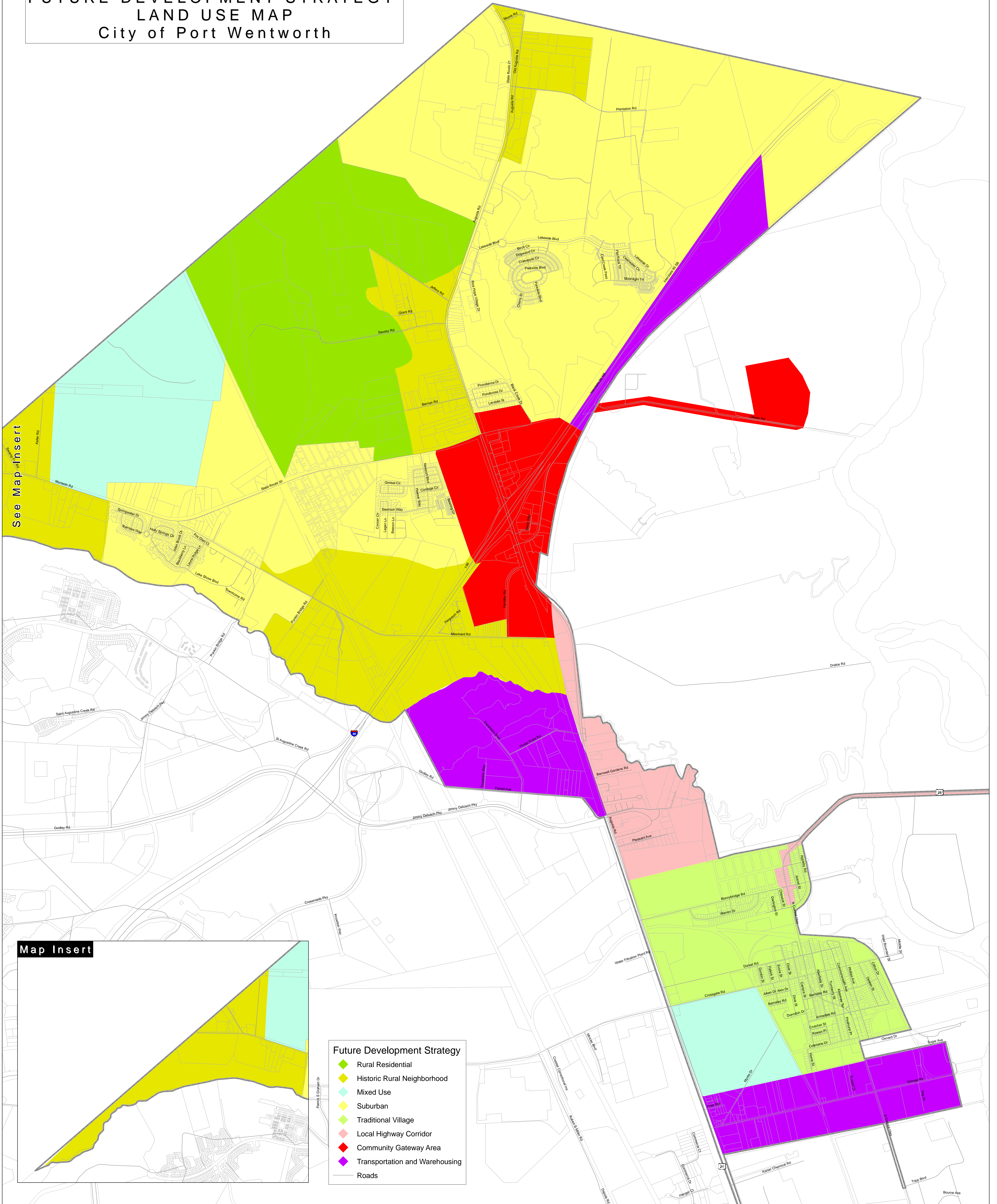
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SIGN IN

NAME	EMAIL	ADDRESS
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ROBERT L BRYAN	216	
Edward Bisant		154 Perrin Rd
Marebecca Bryant		
Wilbert Hurst SR		220 MONTITH, GA, PT WENTWORTH
Bobby Douglas		220 Grant Rd
W. J. JOHNSON		250 MONTITH RD
M. K. Stafford		602 W. 45th St. (25)
F. M. Jennings		1236 E- 33rd St,
Louise S Reynolds		217 Monteith R.D,
Myron Williams		7 Allen Brook Drive
Shirley Ferguson		102 Ferguson Rd. - Port Wentworth
Charles Ferguson		103 Ferguson Rd. - Port Wentworth
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James Steele		8168 Hwy 21 Port Wentworth
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Appendix B

FUTURE DEVELOPMENT STRATEGY LAND USE MAP City of Port Wentworth



See Map Insert

Map Insert

RESOLUTION NO. 08-18

RESOLUTION TO ADOPT

WHEREAS, the City of Port Wentworth Council has completed the Community Agenda document as part of the 20-year Comprehensive Plan Update.

WHEREAS, The Vision of the City's Comprehensive Plan is through appropriate land use planning and sustainable community development, Port Wentworth will grow into a family-oriented city with a variety of neighborhood commercial businesses, sufficient public facilities and services, desirable recreational opportunities, a welcoming pedestrian environment, and a focus on preserving natural and cultural resources.

WHEREAS, the Georgia Department of Community Affairs has found that this document adequately addresses the Standards and Procedures for Local Comprehensive Planning effective May 1, 2005 and established by the Georgia Planning Act of 1989.

BE IT THEREFORE RESOLVED, that the City of Port Wentworth does hereby adopt the 20-year Comprehensive Plan Update and pledges to faithfully implement the vision of the Plan.

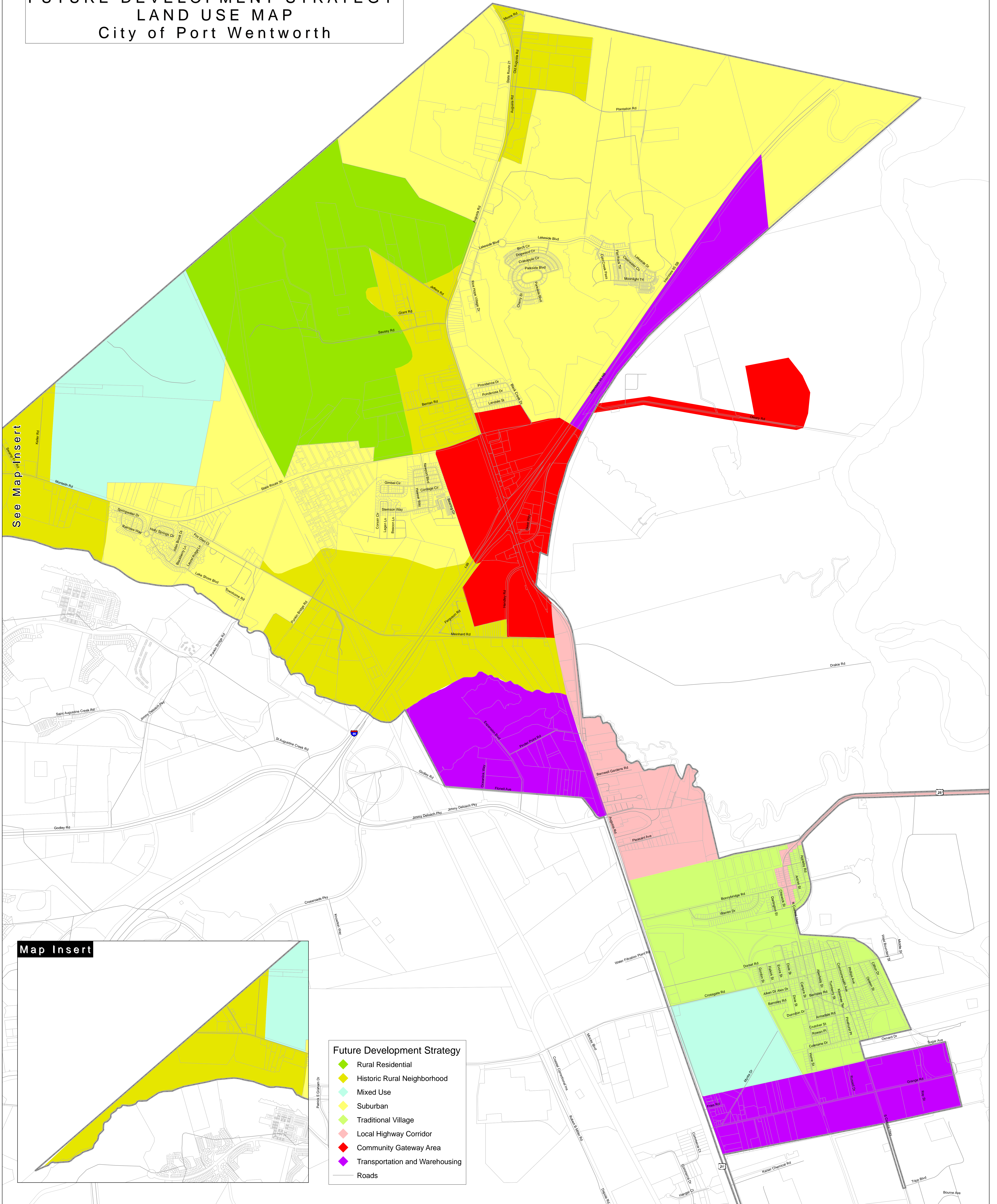
BY: G. Oltman

DATE: 10.23.08

ATTEST: Miriam B. Jordan

DATE: 10.23.08

FUTURE DEVELOPMENT STRATEGY LAND USE MAP City of Port Wentworth



See Map Insert

Map Insert