

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

## *Joint Comprehensive Plan Community Assessment*

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Finally, many of the photos included in this plan are used with permission from Tara D. Fields, whose passion for the history and genealogy of Camden County is aptly expressed in her 11-year web venture known as “The Crypt.” Visit Ms. Fields website at [www.camdencounty.org](http://www.camdencounty.org) and see for yourself how one person’s efforts are promoting the historic, cultural and natural treasures of Camden County and the Cities of Kingsland, St. Marys and Woodbine.

Thank you one and all.

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## I. Identification of Potential Issues and Opportunities

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

### ***Camden County***

#### **Existing Development Patterns**

##### *Issues*

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

##### *Opportunities*

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

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

## Population

### *Issues*

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

## Economic Development

### *Issues*

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

### *Opportunities*

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



## Housing

### *Issues*

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

### *Opportunities*

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

## Natural and Cultural Resources

### *Issues*

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

### *Opportunities*

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

## Community Facilities and Services

### *Issues*

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

### *Opportunities*

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

## Intergovernmental Coordination

### *Issues*

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

### *Opportunities*

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

## Transportation

### *Issues*

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

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

#### *Opportunities*

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

## ***City of Kingsland***

### **Existing Development Patterns**

#### *Issues*

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

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

#### *Opportunities*

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

### **Population**

#### *Issues*

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

#### *Opportunities*

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

### **Economic Development**

#### *Issues*

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

- Economic development efforts favor new development over redevelopment opportunities.

#### *Opportunities*

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

## **Housing**

#### *Issues*

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

#### *Opportunities*

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

## **Natural and Cultural Resources**

#### *Issues*

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

#### *Opportunities*

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

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

## Community Facilities and Services

### *Issues*

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

### *Opportunities*

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

## Intergovernmental Coordination

### *Issues*

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

### *Opportunities*

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

## Transportation

### *Issues*

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

### *Opportunities*

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

## ***City of St. Marys***

### **Existing Development Patterns**

#### *Issues*

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

*Opportunities*

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

**Population***Issues*

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

*Opportunities*

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

**Economic Development***Issues*

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

*Opportunities*

- The City has sufficient jobs or economic opportunities for local residents.
- There is a balance between the location of available housing and major employment centers.
- There is innovative development taking place within the City, such as the site of the former Durango paper mill that is being redeveloped as a mixed-use community.



- The City has a vision for its future economic development as outlined in the 2005 *Economic Diversification of Camden County, Georgia* study prepared by Georgia Tech.
- Economic development projects are promoted with adequate consideration paid to their impacts on infrastructure and natural resources.
- Economic development projects are considered in terms of cost benefit analysis.
- St. Marys' economic development strategy focuses on helping grow local small businesses.
- Business retention and recruitment is active and successful within the City.

## Housing

### *Issues*

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

### *Opportunities*

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

## Natural and Cultural Resources

### *Issues*

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

### *Opportunities*

- The City of St. Marys will not permit development in any environmentally sensitive wetlands or places of historic and cultural significance.
- There is an appropriate amount of greenspace and parkland within the community.
- There are no environmental pollution problems in St. Marys.

- Citizens are aware of the natural and cultural resources in the community. Public understanding of these sites' significance has led to those sites being improved, enhanced, and promoted.
- St. Marys has appropriate protections in place for its cultural, historic, and natural resources.

## Community Facilities and Services

### *Issues*

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

### *Opportunities*

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

## Intergovernmental Coordination

### *Issues*

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

### *Opportunities*

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

## Transportation

### *Issues*

- Transportation corridors are congested during peak hours.
- The City of St. Marys lacks transportation choices for access to housing, jobs, services, goods, health care, and recreation.
- Some of the streets within the City, such as the main commercial corridor (SR 40), are designed in ways that discourages pedestrian and bike activity.
- Currently, streets in new developments are not connected to or compatible with those in neighboring parts of the community. However, this issue will be corrected with the new subdivision ordinance. Wetlands and marshes create this problem as well.

### *Opportunities*

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

## ***City of Woodbine***

### **Existing Development Patterns**

#### *Issues*

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

#### *Opportunities*

- The City of Woodbine is surrounded by the unincorporated County and has the greatest potential for expansion.

- There is a need and opportunity to incorporate quality growth principles and apply the State's Quality Community Objectives.
- There are opportunities for reinvestment, redevelopment, and infill within the City.
- The City recently annexed 1,724 acres (Zoned R-1 and PD, but current land uses are agriculture and forestland).
- Protecting the waterfront provides opportunity for preservation and can increase the local inventory of green space .

## **Population**

### *Issues*

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

### *Opportunities*

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

## **Economic Development**

### *Issues*

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

### *Opportunities*

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

## **Housing**

### *Issues*

- There is a need to develop policies that support maintaining a sense of place and aesthetics intended by community leaders and residents.
- Housing in the south end is showing signs of disinvestment.
- Small lot development is limited to PD zoning.

*Opportunities*

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

**Natural and Cultural Resources**

*Issues*

- There is no historic preservation commission in Woodbine.

*Opportunities*

- The natural and cultural resources are largely still intact and action is being taken to preserve these important areas and sites.
- The largely undeveloped waterfront provides opportunities for the City to enhance its sense of place.
- Arts organizations within the County would like to see the old theater rehabilitated to accommodate cultural activities and events.

**Community Facilities and Services**

*Issues*

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

*Opportunities*

- The City can use new infrastructure to guide growth.

**Intergovernmental Coordination**

*Issues*

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

*Opportunities*

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

**Transportation**

*Issues*

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

*Opportunities*

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

## II. Analysis of Existing Development Patterns

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

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

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

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

### Methodology

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

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

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

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

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

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

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

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



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

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

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

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

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

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

### **Criteria for Areas Requiring Special Attention**

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

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

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

## Camden County

### Existing Land Use

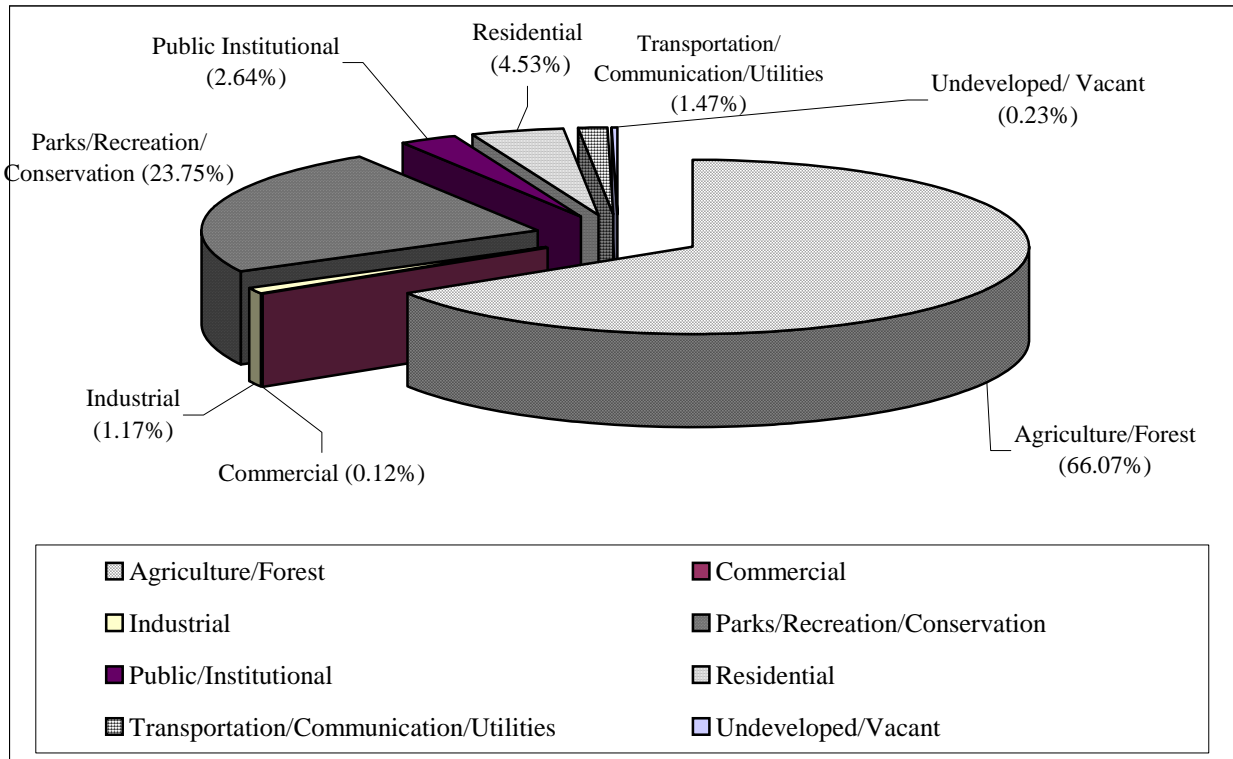
Table LU-1 and Figure LU-1 show the amount of land allocated for each land use in Camden County. Map LU-1 illustrates the geographical dispersion of land uses in Camden County.

**Table LU-1**  
**Existing Land Uses in Camden County**

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

Source: Existing Land Use Map, Camden County

**Figure LU-1**  
**Existing Land Uses in Camden County**



Source: Existing Land Use Map, Camden County

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

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

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

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

### **Areas Requiring Special Attention**

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

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

### **Areas of Significant Natural Resources**

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

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

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

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<sup>1</sup> City of St. Marys Website

<sup>2</sup> Naval Submarine Base Kings Bay Website

## **Areas of Significant Cultural Resources**

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

## **Areas in Need of Redevelopment**

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

## **Areas of Rapid Development/Change of Use**

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

## **Areas of Significant Disinvestment**

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

## **Recommended Character Areas**

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

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

**Table LU-2  
Camden County Character Areas**

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

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



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

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

**Map LU-1**

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**Map LU-2**

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**Map LU-3**

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**Map LU-4**

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**City of Kingsland****Existing Land Use**

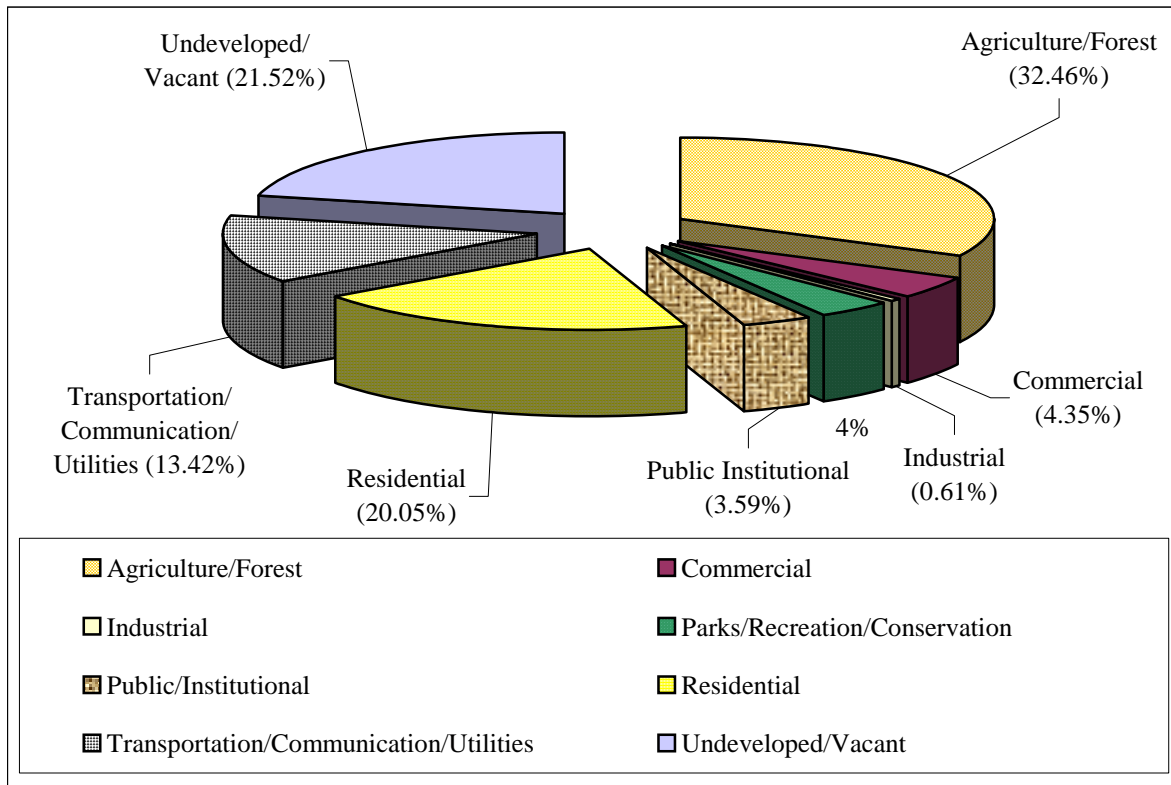
Table LU-3 and Figure LU-2 show the amount of land allocated for each land use in the City of Kingsland. Map LU-5 illustrates the geographical dispersion of land uses in the City of Kingsland.

**Table LU-3**  
**Existing Land Uses in Kingsland**

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

Source: Existing Land Use Map, City of Kingsland

**Figure LU-2  
Existing Land Uses in Kingsland**



Source: Existing Land Use Map, City of Kingsland

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

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

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

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



Georgia State Highway 40  
Commercial Corridor

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

### Areas Requiring Special Attention

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

### Areas of Significant Natural Resources

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

### Areas of Significant Cultural Resources

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

## Areas in Need of Redevelopment

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

## Areas of Rapid Development/Change of Use

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

## Areas of Transportation Improvements

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

## U. S. Highway 17 Businesses

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



Highway 17 Streetscape

## Areas Likely to be Annexed

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

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

### **Areas of Significant Disinvestment**

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

### **Recommended Character Areas**

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

**Table LU-4**  
**City of Kingsland Character Areas**

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



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

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

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

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

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**Map LU-5**

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**Map LU-6**



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**Map LU-7**

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**Map LU-8**

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

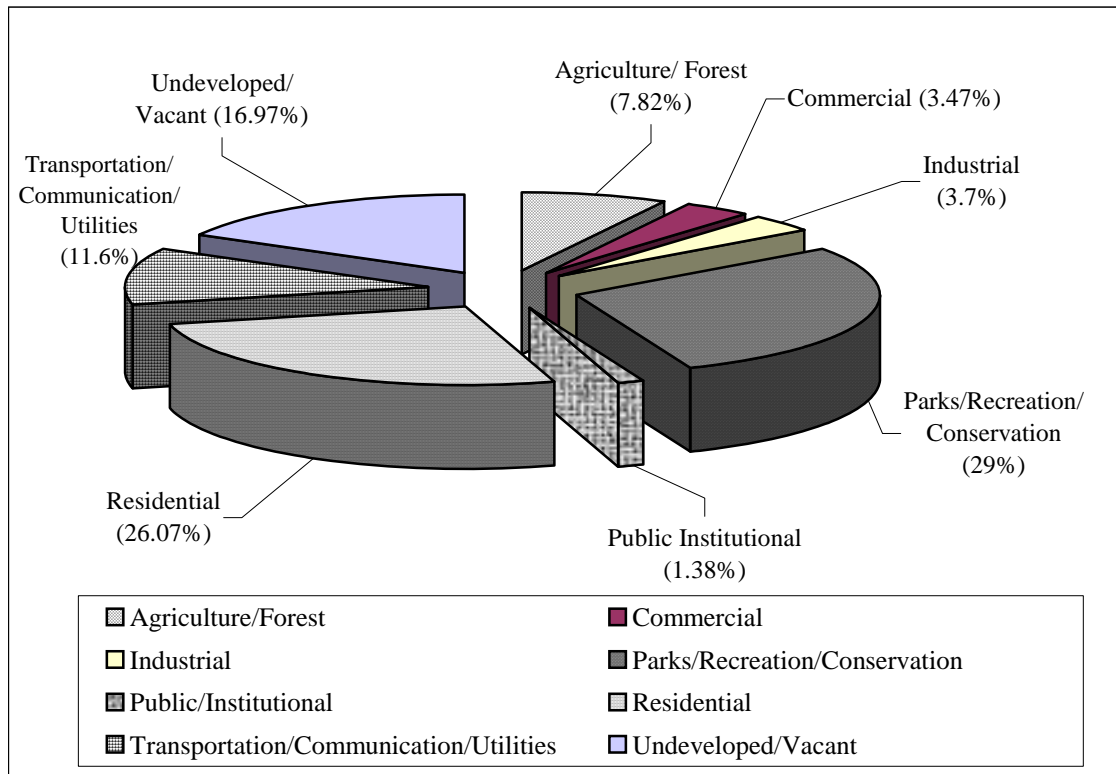
Table LU-5 and Figure LU-3 show the amount of land allocated for each land use in the City of St. Marys. Map LU-9 illustrates the geographical dispersion of land uses in the City of St. Marys.

**Table LU-5**  
**Existing Land Uses in St. Marys**

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

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

**Figure LU-3**  
**Existing Land Uses in St. Marys**



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

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

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

### Areas Requiring Special Attention

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

Six types of areas were identified:

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

### Areas of Rapid Development/Change of Use

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

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



St. Marys Waterfront



## Areas of Significant Natural Resources

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

## Areas Likely to be Annexed

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

## Areas of Significant Cultural/Historical Resources

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



Downtown St. Marys

## Areas in Need of Redevelopment

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

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

### **Development May Outpace Infrastructure**

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

### **Recommended Character Areas**

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

**Table LU-6**  
**City of St. Marys Character Areas**

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

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

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

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

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

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



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

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

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

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

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**Map LU-9**

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**Map LU-10**



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**Map LU-11**

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**Map LU-12**

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**City of Woodbine****Existing Land Use**

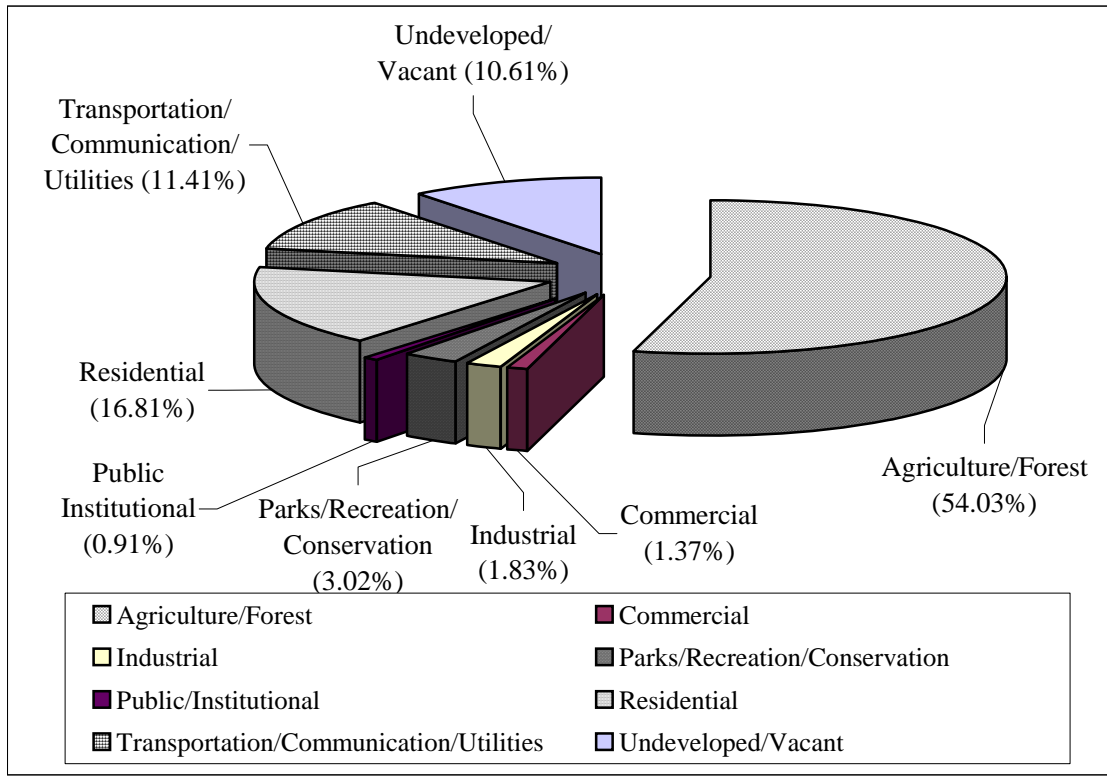
Table LU-7 and Figure LU-4 show the amount of land allocated for each land use in the City of Woodbine. Map LU-13 illustrates the geographical dispersion of land uses in the City of Woodbine.

**Table LU-7  
Existing Land Uses in Woodbine**

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

Source: Existing Land Use Map, City of Woodbine

**Figure LU-4  
 Existing Land Uses in Woodbine**



Source: Existing Land Use Map, City of Woodbine

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

A mixed balance of land use should be maintained to provide for cost effective service delivery and infrastructure. Commercial areas account for 1.37 percent while the Industrial area is 1.83 percent in the City. Most of the commercial uses are located along US Highway 17 and Spur 25.

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

### **Areas Requiring Special Attention**

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

### **Areas of Significant Disinvestment**

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

### **River Corridor**

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



Satilla River in Woodbine

### **Areas of Rapid Development/Change of Use**

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



## Areas of Significant Natural Resources

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

## US Highway 17 Businesses



US Hwy 17 Commercial Corridor

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

## Areas Likely to be Annexed

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

## Areas in Need of Redevelopment

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



Example of redevelopment in Woodbine

### **Future Historic District**

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

### **Recommended Character Areas**

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

**Table LU-8**  
**City of Woodbine Character Areas**

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

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

<p><b>Conservation Areas/Greenspace</b></p>	<p>Various areas of natural beauty, open space located throughout Woodbine. Consists of wetlands, public parks, greenspace, and ecologically or culturally significant areas.</p>	<ul style="list-style-type: none"> <li>• Preserve scenic vistas and natural ecological features.</li> <li>• Passive public and active parks should be developed to maximize potential for walking, bicycling, and other recreational activities.</li> <li>• Maintain and preserve open space with significant cultural or historical heritage.</li> <li>• Promote these areas as tourism and recreational destinations.</li> <li>• Discourage view encroaching high-rise development.</li> <li>• Promote conservation easements and other incentives for natural space preservation.</li> <li>• Expand existing greenspace areas along the riverfront to include connection to any future development.</li> </ul>
<p><b>In Town Corridor</b></p>	<p>US Highway 17 south of 6th Street. Developed or undeveloped land paralleling the route of a major thoroughfare that is likely to experience uncontrolled strip development if growth is not properly managed.</p>	<ul style="list-style-type: none"> <li>• Gradually convert corridor to attractive boulevard with signage guiding visitors to downtown and scenic areas around the community.</li> <li>• The appearance of the corridor can immediately be improved through streetscape enhancements (streetlights, landscaping, etc.)</li> <li>• For the long term, enact design guidelines for new development including minimal setback requirements from the street, to ensure that the corridor becomes more attractive as properties develop or are redeveloped.</li> <li>• Provide basic access for pedestrians and bicycles. Consider vehicular safety measures including driveway consolidation and raised medians (which also improve safety for bike/pedestrians).</li> <li>• Coordinate land use and bike/pedestrian facilities with transit stops where applicable.</li> <li>• Promote grouped business parking to reduce individual vehicle trips to multiple businesses.</li> </ul>
<p><b>Industrial</b></p>	<p>Area west of the Riverwalk between 8<sup>th</sup> Street and 11<sup>th</sup> Street and at the south end of the City.</p>	<ul style="list-style-type: none"> <li>• Prepare shovel ready sites for development including:                         <ul style="list-style-type: none"> <li>○ Incentive packages</li> <li>○ Buildings</li> </ul> </li> <li>• Prepare targeted marketing strategy for the desired type of industry.</li> <li>• Encourage mix of business/industry uses.</li> </ul>

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

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



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**Map LU-14**

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**Map LU-15**

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**Map LU-16**

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### **III. Analysis of Consistency with Quality Community Objectives**

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

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

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

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



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

## ***Camden County***

### **Development Patterns**

#### **Traditional Neighborhoods**

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

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

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

## Infill Development

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

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

## Sense of Place

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

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

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

### Transportation Alternatives

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

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

## Regional Identity

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

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

## Resource Conservation

### Heritage Preservation

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

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

- There are no historic districts within the unincorporated County.

### Open Space Preservation

New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors.

Compact development ordinances are one way of encouraging this type of open space preservation.

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

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

### Environmental Protection

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

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

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

## Social and Economic Development

### Growth Preparedness

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

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

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

### Appropriate Businesses

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

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

### Employment Options

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

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

### Housing Choices

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



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

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

### Educational Opportunities

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

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

## Governmental Relations

### Regional Solutions

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

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

### Regional Cooperation

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

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

### ***City of Kingsland***

#### **Development Patterns**

##### **Traditional Neighborhoods**

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

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

### Infill Development

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

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

### Sense of Place

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

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

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

## Transportation Alternatives

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

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

- The City has recently adopted sidewalk regulations.

## Regional Identity

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

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

## Resource Conservation

### Heritage Preservation

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

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

### Open Space Preservation

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

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

## Environmental Protection

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

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

## Social and Economic Development

### Growth Preparedness

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

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

### Appropriate Businesses

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



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

### Employment Options

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

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

### Housing Choices

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

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

### Educational Opportunities

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

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

### Governmental Relations

#### Regional Solutions

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

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

## Regional Cooperation

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

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

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

## City of St. Marys

### Development Patterns

#### Traditional Neighborhoods

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

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

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

### Infill Development

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

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

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

## Sense of Place

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

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

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

## Transportation Alternatives

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

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

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

## Regional Identity

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

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

## Resource Conservation

### Heritage Preservation

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

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

### Open Space Preservation

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

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

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

## Environmental Protection

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

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

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



## Social and Economic Development

### Growth Preparedness

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

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

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

## Appropriate Businesses

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

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

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

## Employment Options

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

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

## Housing Choices

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

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

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

## Educational Opportunities

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

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

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

## Governmental Relations

### Regional Solutions

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

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

### Regional Cooperation

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

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

## City of Woodbine

### Development Patterns

#### Traditional Neighborhoods

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

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

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

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

## Infill Development

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

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

- Woodbine does not allow small lot development unless it is part of a Planned Unit Development (PUD). In R-1, the smallest allowable lot size is 10,000 square feet.
- There are no greyfield sites to consider for redevelopment in Woodbine.

## Sense of Place

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

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

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

## Transportation Alternatives

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

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

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

## Regional Identity

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

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

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

## Resource Conservation

### Heritage Preservation

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

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

- A Historic District Preservation Commission is being developed in Woodbine.



## Open Space Preservation

New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors.

Compact development ordinances are one way of encouraging this type of open space preservation.

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

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

## Environmental Protection

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

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

- The City will pass the necessary environmental ordinances once the Master Plan is complete.

## Social and Economic Development

### Growth Preparedness

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

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

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

### Appropriate Businesses

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

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

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

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

## Employment Options

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

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

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

## Housing Choices

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

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

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

## Educational Opportunities

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

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

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

## Governmental Relations

### Regional Solutions

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

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

### Regional Cooperation

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

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

- The Service delivery strategy needs a complete overhaul.

## IV. Supporting Analysis of Data and Information

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

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

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

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

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

## ***Camden County***

### **Existing Development Patterns**

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

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

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

### **Population**

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

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

## **Economic Development**

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

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

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

## **Housing**

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

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

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



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

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

### **Natural and Cultural Resources**

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

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

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

### **Community Facilities and Services**

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

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

### **Intergovernmental Coordination**

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

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

### **Transportation**

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

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

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

## ***City of Kingsland***

### **Existing Development Patterns**

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

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

### **Population**

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

## **Economic Development**

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

## **Housing**

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

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

## **Natural and Cultural Resources**

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

## **Community Facilities and Services**

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

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

### **Intergovernmental Coordination**

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

### **Transportation**

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

## ***City of St. Marys***

### **Existing Development Patterns**

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

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

## Population

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

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

## Economic Development

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

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

## Housing

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

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

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

### **Natural and Cultural Resources**

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

### **Community Facilities and Services**

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

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

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

## **Intergovernmental Coordination**

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

## **Transportation**

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

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

## ***City of Woodbine***

### **Development Patterns**

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



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

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

## **Population**

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

## **Economic Development**

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

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

## **Housing**

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

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

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

### **Natural and Cultural Resources**

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

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

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

### **Community Facilities and Services**

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

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

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

### **Intergovernmental Coordination**

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

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

### **Transportation**

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

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## Technical Appendix

This Technical Appendix is required to meet Georgia Department of Community Affairs (DCA) planning requirements. Camden County is required by DCA to prepare a comprehensive plan that meets the requirements prescribed for an Advanced Planning Level. This Technical Appendix provides an in depth look at data from a number of sources including U.S. Census data, state, and local sources. The data is presented in the following areas:

- Population
- Economic development
- Housing
- Natural and Cultural Resources
- Community Facilities and Services
- Intergovernmental Coordination
- Transportation System

The data has been summarized in the section, Supporting Analysis of Data and Information. The summary attempts to briefly present important data and trends from each of these areas.



## ***Population***

The population element provides Camden County and the cities of Kingsland, St. Marys, and Woodbine the opportunity to inventory and assess trends and demographic characteristics of the area's population. This information will form the foundation for planning decisions on economic development, community facilities and services, transportation, housing, and land use. In addition, the element may be used as a basis for determining the desired growth rate, population densities, and development patterns that are consistent with the goals and policies established in other elements of the plan. Both past and present population data are analyzed to project future population.

Characteristics that are analyzed in the population element include total population, age distribution, racial composition, and income. Because of the rapid growth apparent in coastal Georgia, Coastal Georgia Regional Development Center (RDC) contracted with the Center for Quality Growth and Regional Development at the Georgia Institute of Technology (Georgia Tech) to conduct a population study for each of the counties in the RDC's region to produce more accurate population projections past the year 2000. This data has been utilized where it is available for Camden County.

### **Total Population**

Total population includes the historic, current, and projected total population of the cities of Kingsland, St. Marys, and Woodbine, Camden County and Georgia. This information will assist the community in identifying trends and future needs. At the end of the Population section is a discussion of alternative population data provided by the City of St. Marys.

The historic data and future projections are from the Department of Community Affairs' Data View Sets, the US Census Bureau, building permit data provided by the County and the cities, and the Georgia Tech population study. The information in these tables will be used to identify past, current, and future population trends.

### **Population Projections**

Population projections for Camden County and the three cities are presented in Table P-1. These projections are from the Georgia Tech Population Study, which was commissioned by the Coastal Georgia RDC when projections provided by the Department of Community Affairs projection estimates proved to be too low. The Georgia Tech Study conducted by the Center for Quality Growth



and Regional Development implements both quantitative and qualitative approaches to provide a reasonable estimation of the future conditions of Camden County.

**Table P-1**  
**Population Projections**

Year	Camden County		Kingsland		St. Marys <sup>2</sup>		Woodbine	
	No.	% Increase	No.	% Increase	No.	% Increase	No.	% Increase
Base <sup>1</sup>	43,664		10,506		13,761		1,218	
2005	51,558	18.1	13,795	31.3	16,404	19.2	1,438	18.1
2010	58,251	13.0	15,586	13.0	18,533	13.0	1,625	13.0
2015	62,257	6.9	16,658	6.9	19,808	6.9	1,737	6.9
2020	65,453	5.1	17,513	5.1	20,825	5.1	1,826	5.1
2025	68,382	4.5	18,296	4.5	21,757	4.5	1,908	4.5
2030	70,997	3.8	18,996	3.8	22,589	3.8	1,980	3.8

Source: Georgia Tech Population Study (2006)

<sup>1</sup>Population in March 2000 as estimated in US Census

<sup>2</sup>The City of St. Marys provided additional population scenarios. This data is located at the end of the Population element.

## Historic Population

### Camden County

Camden County has seen a substantial growth in population. From 1980 to 2000, the County's population increased by over 225 percent (see Table P-2). The majority of the growth in the County occurred between 1980 and 1990, with an increase of 16,796 residents representing a 125 percent increase. In 2000, the US Census shows Camden County as having a population of 43,664, a 45 percent increase from 1990. The percentage change for both ten-year periods remains substantially higher than the trends seen in the State of Georgia and the entire nation showing that Camden County is growing at a much faster rate.

**Table P-2**  
**Historic Population Growth in Camden County**

Year	Camden County		Georgia		United States	
	No.	(%) Change	No.	(%) Change	No.	(%) Change
1980	13,371	NA	5,457,566	NA	224,810,192	NA
1990	30,167	125.6	6,478,216	18.7	248,032,624	10.3
2000	43,664	44.7	8,186,453	26.4	281,421,920	13.5

Source: Georgia Department of Community Affairs

Table P-3 shows that growth in the population of the cities of Kingsland, St. Marys, and Woodbine mirror the trends identified in the overall County with the largest percentage increase in population occurring between 1980 and 1990.

**Table P-3**  
**Historic Population Growth in the Cities**

Year	Camden County		Kingsland		St. Marys		Woodbine	
	No.	(%) Change	No.	(%) Change	No.	(%) Change	No.	(%) Change
1980	13,371	NA	2,008	NA	3,596	NA	910	NA
1990	30,167	125.6	4,699	134.0	8,187	127.7	1,212	33.2
2000	43,664	44.7	10,506	123.6	13,761	68.1	1,218	0.5

Source: Georgia Department of Community Affairs

Projections shown in Table P-1 estimate that the population of Camden County has increased by 18 percent from the 2000 Census numbers to reach over 50,000 in the year 2005. This is expected to be the largest percentage increase in population over the next 25 years. However, the population is projected to steadily increase throughout the planning period to result in a population of over 70,000 in 2030.

## **Kingsland**

The population of Kingsland has increased by over 400 percent from 1980 to 2000 (see Table P-3). From 1980 to 1990, the City's population increased from 2,008 to 4,699 (134 percent). From 1990 to 2000, the City's population increased to 10,506 (124 percent).

The population of the City of Kingsland is estimated to have increased by 31 percent from 2000 to 2005 resulting in a 2005 population of 13,795 (see Table P-1). Growth of the City's population is expected to continue; however, growth rates are expected to slowly decrease. By the end of the planning period, 2030, the population for the City of Kingsland is projected to be nearly 19,000. This increase represents an increase of 37 percent over 25 years, and 27 percent of Camden County's 2030 population.

### **St. Marys**

Table P-3 shows that in 1980, St. Marys' population was recorded to be 3,596. The recorded population of St. Marys in 2000 was 13,761, representing an increase of nearly 300 percent in the 20-year period. The largest ten-year percentage increase of 128 percent occurred from 1980 to 1990. This increase was followed by a 68 percent increase from 1990 to 2000.

Table P-1 shows that the City of St. Marys' population is estimated to have increased to 16,404 in 2005. This increase represents a 19 percent change from 2000. The population of St. Marys is projected to increase but not quite as rapidly as we have seen over the past five years. The City's population is projected to equal 22,589 by 2030, a 38 percent increase over 25 years from 2005. St. Marys 2030 population is projected to make up 32 percent of the County's total population.

### **Woodbine**

In 2005, Woodbine's population is estimated to have been 1,438, representing an increase of 18 percent from the 2000 Census estimate (see Table P-1). The population of the City is projected to continue growing, but at a less rapid rate. By 2030, Woodbine's population is projected to be 1,980, a 37 percent increase from 2005. By this time, the population of Woodbine will make up approximately 3 percent of Camden County's population.

**Table P-4**  
**Building Permit Data for the Cities from 2000 to 2005**

Year	Kingsland			St. Marys			Woodbine		
	Building Permits Issued	Population Increase*	Total Population	Building Permits Issued	Population Increase*	Total Population	Building Permits Issued	Population Increase*	Total Population
Base *			10,506			13,761			1,218
2000	181	525	11,031	167	473	14,234	4	11	1,229
2001	230	667	11,698	113	320	14,553	7	19	1,247
2002	199	577	12,275	98	277	14,831	4	11	1,258
2003	204	592	12,867	75	212	15,043	2	5	1,263
2004	303	879	13,745	169	478	15,521	8	21	1,285
2005	453	1,314	15,059	124	351	15,872	9	24	1,308
2006	344	973	16,033	320	905	16,788			

Source: \*Population in March 2000 as estimated in US Census

When using building permit data to project population growth in the cities within Camden County, Table P-4 shows that population projections for 2005 are similar to Georgia Tech's population projections. However, there are concerns that using building permit data may inaccurately inflate the population projections. These concerns include the possible differences between the number of building permits issued and the number of occupancy certificates issued, the number of people moving within the jurisdiction, or the number of building permits issued for second homes, not primary residences.

Building permit data over the five-year period between 2000 (US Census estimate) and 2005 shows the population of Kingsland increasing by 43 percent, the population of St. Marys increasing by 15 percent, and the population of Woodbine increasing by 7 percent.

**Table P-5**  
**Building Permit Data for Camden County from 2000 to 2005**

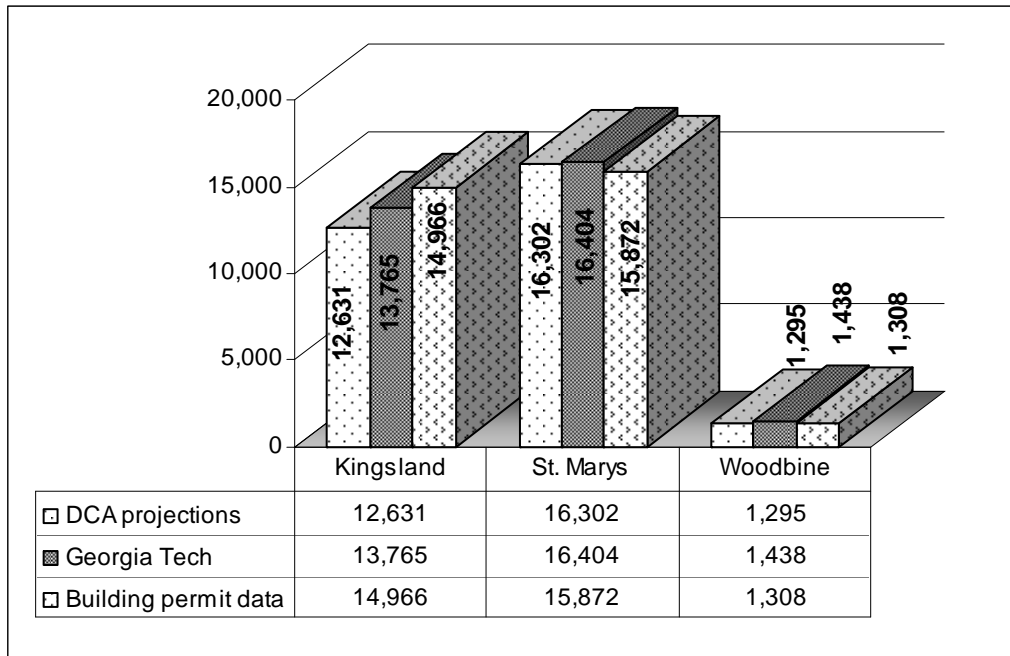
Year	Unincorporated Camden County			Total (Cities and Unincorporated County)		
	Building Permits Issued	Building Permits Issued	Population Increase*	Building permits	Population Increase*	Total Population
Base *			43,664			43,664
2000	128	364	44,028	477	1,363	45,027
2001	152	432	44,459	495	1,417	46,444
2002	163	463	44,922	460	1,316	47,760
2003	154	437	45,359	431	1,235	48,995
2004	153	435	45,794	623	1,784	50,779
2005	228	648	46,442	797	2,287	53,066

Source: Camden County, Kingsland, St. Marys, Woodbine, and Georgia Department of Community Affairs

In the unincorporated area of Camden County, building permit data in Table P-5 shows the population increasing by 6 percent from the 2000 US Census estimate to equal 46,442 in 2005. The population for the entire County, including the incorporated areas, is estimated to have increased by 22 percent from 2000 to 2005, based on building permit data to result in a 2005 population estimate of just over 53,000.

Figure P-1 graphically depicts the difference in the population projections for the cities of Kingsland, St. Marys, and Woodbine for 2005 provided by DCA, Georgia Tech, and building permit data. Projections from the Georgia Tech population study are the highest of all the projections except in the City of Kingsland where the Georgia Tech projection falls in between the DCA's projection and the projections from building permit data.

**Figure P-1**  
**2005 Population Projection Comparison for the Cities**

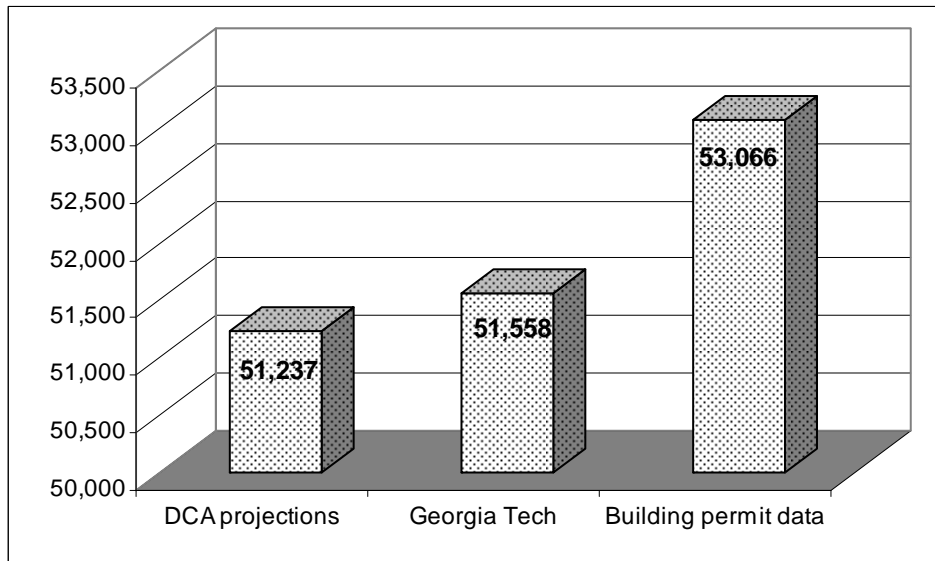


Source: Georgia Department of Community Affairs, the cities of Camden County, Georgia Tech Population Study (2006)

The three population projections for Camden County as a whole are seen in Figure P-2 where the building permit data outweighs data from the Georgia Tech population study by 3 percent. The projection produced by Georgia Tech is less than one percent higher than the projection provided by DCA.

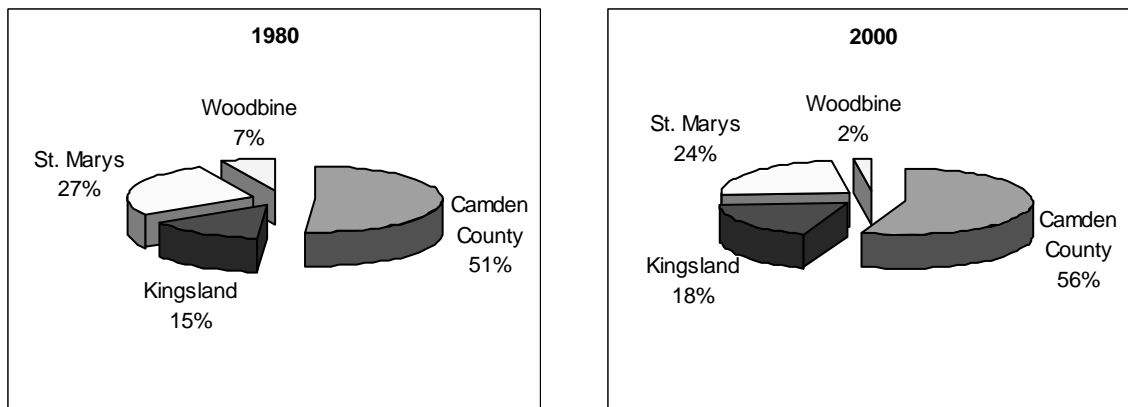
Woodbine’s population has increased from 910 in 1980 to 1,218 in 2000 (see Table P-3). This increase of 34 percent over the 20-year period is lower than Kingsland, St. Marys, and Camden County, but still represents a substantial increase in the City’s population.

**Figure P-2**  
**2005 Population Projection Comparison for Camden County**



Source: Georgia Department of Community Affairs, Georgia Tech Population Study (2006)

**Figure P-3**  
**Percentages of Jurisdiction and Jurisdiction Residents in 1980 and 2000**



Source: Georgia Department of Community Affairs

Figure P-3 shows that in 2000, approximately 56 percent of Camden County’s population resided in the unincorporated areas of the County. Twenty-four percent lived in St. Marys, 18 percent in Kingsland, and two percent in Woodbine. These numbers are not drastically different from 1980 in which 51 percent of the population lived in the unincorporated area, 27 percent in St. Marys, 15 percent in Kingsland, and seven percent in Woodbine.

## Age Distribution and Analysis

### Camden County

Historic age distribution numbers are provided by DCA in Tables P-6 to Table P-9, along with the calculated rate of change for the five-year periods from 1980 to 2000. The age groups of 25 to 34 and 5 to 13 have consistently maintained the highest percentages of Camden County's population signifying a number of young families residing in the County. However, the fastest growing age groups tend to fluctuate. From 1980 to 1985, the population in between the ages of 25 to 34 grew by 128 percent, whereas from 1995 to 2000, this population only grew by 2.2 percent. All of the cohort groups show positive growth rates from 1980 to 2000, but the biggest boom for all groups is from 1980 to 1990. Over this same period, the median age in Camden County has increased only slightly from 27 years of age in 1980, to 28.2 in 2000.<sup>1</sup>

**Table P-6**  
**Age Distribution for Camden County and Rate of Change**

Age	1980		1985		1990		1995		2000	
	No.	No.	(%)	No.	(%)	No.	(%)	No.	(%)	
0 - 4	1,133	2,130	88.0	3,126	46.8	3,465	10.8	3,804	9.8	
5 to 13	2,206	3,524	59.7	4,841	37.4	6,389	32.0	7,937	24.2	
14 - 17	1,115	1,149	3.0	1,183	3.0	1,637	38.4	2,091	27.7	
18 - 20	846	1,268	49.9	1,689	33.2	1,978	17.1	2,266	14.6	
21 - 24	1,009	1,782	76.6	2,554	43.3	2,970	16.3	3,385	14.0	
25 - 34	2,012	4,595	128.4	7,177	56.2	7,340	2.3	7,503	2.2	
35 - 44	1,577	2,978	88.8	4,379	47.0	5,832	33.2	7,284	24.9	
45 - 54	1,267	1,747	37.9	2,227	27.5	3,404	52.9	4,580	34.5	
55 - 64	1,094	1,268	15.9	1,442	13.7	1,990	38.0	2,537	27.5	
65 and over	1,112	1,331	19.7	1,549	16.4	1,913	23.5	2,277	19.0	
<b>Total</b>	<b>13,371</b>	<b>21,772</b>	<b>62.8</b>	<b>30,167</b>	<b>38.6</b>	<b>36,918</b>	<b>22.4</b>	<b>43,664</b>	<b>18.3</b>	

Source: Georgia Department of Community Affairs

The Georgia Tech Population Study conducted in 2006 used an inter-regional cohort-component model to project the population by age for Camden County. This technique was used for the

<sup>1</sup> Georgia Tech Population Study, 2006



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population of Camden County, Kingsland, and St. Marys (Tables P-10 through P-12). However, because of Woodbine's small population, the model is not applicable and therefore the projections provided by the Department of Community Affairs have been utilized to show the projected age distribution of the City.

Table P-7 shows the projected age distribution for Camden County from 2005 to 2030. In 2005, nearly 20 percent of the population is projected to be over 50 years old, while the largest age cohort is still projected to be those 25 to 29, making up 11 percent of the County's population. The population of Camden County is projected to reach approximately 71,000 by 2030. At that same time, over 30 percent of the population is projected to be over 50 years old and the largest percentage of the population will be in the age group of 25 to 29, which will make up nearly 10 percent of the County's population.

In 2005, 31 percent of the population is estimated to be under the age of 20; 49 percent between the ages of 20 and 49 representing the bulk of the workforce; and 20 percent of the population over the age of 50. By 2030, these percentages are projected to shift to be 26 percent under the age of 20; 42 percent between 20 and 49; and 31 percent over the age of 50. These projections show the population of Camden County becoming slightly older and older over the 25-year period.

**Table P-7**  
**Projected Age Distribution for Camden County and Rate of Change**

Age	2000	2005		2010		2015		2020		2025		2030	
	Total	Total	(%)	Total	(%)	Total	(%)	Total	(%)	Total	(%)	Total	(%)
Under 5	3,804	4,098	7.7	4,439	8.3	4,554	2.6	4,491	-1.4	4,615	2.8	4,660	1.0
5 - 9	3,948	3,861	-2.2	4,229	9.5	4,421	4.5	4,536	2.6	4,473	-1.4	4,597	2.8
10 - 14	3,989	4,031	1.1	4,129	2.4	4,346	5.2	4,539	4.5	4,658	2.6	4,678	0.4
15 - 19	3,450	4,240	22.9	4,190	-1.2	4,329	3.3	4,538	4.8	4,741	4.5	4,869	2.7
20 - 24	4,292	4,311	0.4%	5,179	20.1	4,470	-13.7	4,664	4.3	4,875	4.5	5,098	4.6
25 - 29	3,771	5,798	53.7	6,046	4.3	6,303	4.3	5,770	-8.5	6,087	5.5	6,378	4.8
30 - 34	3,732	3,999	7.2%	5,015	25.4	5,118	2.0	5,240	2.4	4,913	-6.2	5,214	6.1
35 - 39	3,952	3,897	-1.4	4,070	4.4	4,735	16.3	4,876	3.0	4,965	1.8	4,715	-5.0
40 - 44	3,332	3,726	11.8	3,644	-2.2	3,770	3.4	4,257	12.9	4,403	3.4	4,479	1.7
45 - 49	2,504	3,472	38.7	3,652	5.2	3,559	-2.6	3,665	3.0	4,080	11.3	4,232	3.7
50 - 54	2,076	2,899	39.6	3,677	26.8	3,750	2.0	3,647	-2.7	3,751	2.8	4,149	10.6
55 - 59	1,468	2,296	56.4	3,030	32.0	3,667	21.0	3,677	0.3%	3,573	-2.8	3,673	2.8
60 - 64	1,069	1,691	58.2	2,413	42.7	3,059	26.8	3,571	16.7	3,532	-1.1	3,432	-2.8
65 - 69	789	1,253	58.8	1,866	48.9	2,514	34.7	3,101	23.3	3,525	13.7	3,450	-2.1
70 - 74	623	793	27.3	1,183	49.1	1,712	44.8	2,239	30.8	2,721	21.5	3,047	12.0
75 - 79	424	552	30.1	673	22.1	962	42.8	1,364	41.8	1,742	27.8	2,092	20.1
80 - 85	252	359	42.3	435	21.3	524	20.6	727	38.7	1,020	40.3	1,283	25.8
85 +	189	281	48.9	381	35.4	463	21.4	550	18.7	706	28.5	951	34.7
<b>Total</b>	<b>43,664</b>	<b>51,558</b>	<b>18.1</b>	<b>58,251</b>	<b>13.0</b>	<b>62,257</b>	<b>6.9</b>	<b>65,453</b>	<b>5.1</b>	<b>68,382</b>	<b>4.5</b>	<b>70,997</b>	<b>3.8</b>

Source: Georgia Tech Population Study (2006)

## Kingsland

As in Camden County as a whole, the age groups of 25 to 34 and 5 to 13 have consistently maintained the highest percentages of Kingsland's population signifying a number of young families residing in the City (Table P-8). However, the fastest growing age groups tend to fluctuate. Between the years of 1980 and 1985, the overall population of Kingsland increased by over 60 percent. Increases of over 100 percent were seen in the 0 to 4, 21 to 24, and 25 to 34 age groups. A similar increase in overall population occurred again from 1990 to 1995. During this period, ages 5 to 13, 35 to 44, and 55 to 64 more than doubled from the previous five years. From 1980 to 2000, all of the age cohorts in Kingsland have increased significantly.

**Table P-8**  
**Age Distribution for Kingsland and Rate of Change**

Age	1980	1985		1990		1995		2000	
	No.	No.	(%)	No.	(%)	No.	(%)	No.	(%)
0 - 4	169	394	133.1	618	56.9	804	30.1	989	23.0
5 to 13	364	535	47.0	706	32.0	1,435	103.3	2,164	50.8
14 - 17	166	168	1.2	169	0.6	337	99.4	504	49.6
18 - 20	121	183	51.2	245	33.9	328	33.9	410	25.0
21 - 24	131	339	158.8	546	61.1	600	9.9	653	8.8
25 - 34	316	732	131.6	1,147	56.7	1,667	45.3	2,186	31.1
35 - 44	243	414	70.4	584	41.1	1,223	109.4	1,861	52.2
45 - 54	152	213	40.1	274	28.6	620	126.3	966	55.8
55 - 64	169	176	4.1	183	4.0	291	59.0	399	37.1
65 and over	177	202	14.1	227	12.4	301	32.6	374	24.3
<b>Total</b>	<b>2,008</b>	<b>3,356</b>	<b>67.1</b>	<b>4,699</b>	<b>40.0</b>	<b>7,606</b>	<b>61.9</b>	<b>10,506</b>	<b>38.1</b>

Source: Georgia Department of Community Affairs

Table P-9 shows the projected age distribution for Kingsland from 2005 to 2030. Within the City of Kingsland, increases in each age cohort are projected to remain steady from 2000 to 2030. The City's population is projected to be approximately 19,000 by the year 2030. The City's population is projected to remain relatively young with 35 percent of the population under the age of 20; 54 percent of the population between the ages of 20 and 49 representing the bulk of the workforce; and 11 percent of the population over the age of 50.

**Table P-9**  
**Projected Age Distribution for Kingsland and Rate of Change**

Age	2000	2005		2010		2015		2020		2025		2030	
	Total	Total	(%)	Total	(%)	Total	(%)	Total	(%)	Total	(%)	Total	(%)
Under 5	1,134	1,489	31.3	1,682	13.0	1,798	6.9	1,890	5.1	1,975	4.5	2,050	3.8
5 - 9	1,028	1,350	31.3	1,525	13.0	1,630	6.9	1,713	5.1	1,790	4.5	1,859	3.8
10 - 14	852	1,119	31.3	1,264	13.0	1,351	6.9	1,420	5.1	1,484	4.5	1,540	3.8
15 - 19	707	929	31.3	1,049	13.0	1,121	6.9	1,179	5.1	1,232	4.5	1,279	3.8
20 - 24	1,148	1,508	31.3	1,704	13.0	1,821	6.9	1,914	5.1	2,000	4.5	2,077	3.8
25 - 29	1,297	1,703	31.3	1,925	13.0	2,057	6.9	2,162	5.1	2,259	4.5	2,346	3.8
30 - 34	1,113	1,462	31.3	1,652	13.0	1,765	6.9	1,856	5.1	1,939	4.5	2,013	3.8
35 - 39	884	1,161	31.3	1,311	13.0	1,401	6.9	1,473	5.1	1,539	4.5	1,598	3.8
40 - 44	705	926	31.3	1,046	13.0	1,118	6.9	1,175	5.1	1,228	4.5	1,275	3.8
45 - 49	475	624	31.3	705	13.0	753	6.9	792	5.1	827	4.5	859	3.8
50 - 54	317	416	31.3	470	13.0	503	6.9	529	5.1	552	4.5	573	3.8
55 - 59	236	309	31.3	350	13.0	374	6.9	393	5.1	410	4.5	426	3.8
60 - 64	168	221	31.3	249	13.0	266	6.9	280	5.1	293	4.5	304	3.8
65 - 69	156	204	31.3	231	13.0	247	6.9	259	5.1	271	4.5	281	3.8
70 - 74	99	130	31.3	147	13.0	157	6.9	165	5.1	173	4.5	179	3.8
75 - 79	97	127	31.3	143	13.0	153	6.9	161	5.1	168	4.5	175	3.8
80 - 85	58	76	31.3	85	13.0	91	6.9	96	5.1	100	4.5	104	3.8
85 +	33	43	31.3	48	13.0	52	6.9	54	5.1	57	4.5	59	3.8
<b>Total</b>	<b>10,506</b>	<b>13,795</b>	<b>31.3</b>	<b>15,586</b>	<b>13.0</b>	<b>16,658</b>	<b>6.9</b>	<b>17,513</b>	<b>5.1</b>	<b>18,296</b>	<b>4.5</b>	<b>18,996</b>	<b>3.8</b>

Source: Georgia Tech Population Study (2006)

## St. Marys

As in Camden County as a whole, the age groups of 25 to 34 and 5 to 13 have consistently made up the largest percentage of St. Marys population since 1980 (Table P-10). The largest percentage increases over the 20-year period occurred between 1980 and 1985 in which the total of the population ages 0 to 4 and 25 to 34 increased by over 100 percent during the five-year period. Other notable rates of change include the population age 45 to 54 which increased by 64 percent from 1990 to 1995 signifying a significant increase in the population nearing retirement age. The City's population has been steadily increasing since 1980 but at a slower rate. The same trend is seen in all age cohorts that have been steadily increasing over the 20-year period, but not at the same rate of growth that was seen in the early 1980s.

**Table P-10**  
**Age Distribution for St. Marys and Rate of Change**

Age	1980	1985		1990		1995		2000	
	No.	No.	(%)	No.	(%)	No.	(%)	No.	(%)
0 - 4	288	615	113.5	941	53.0	1,126	19.7	1,310	16.3
5 to 13	589	1,027	74.4	1,465	42.6	2,026	38.3	2,586	27.6
14 - 17	311	319	2.6	327	2.5	511	56.3	694	35.8
18 - 20	202	278	37.6	354	27.3	454	28.2	554	22.0
21 - 24	259	425	64.1	591	39.1	788	33.3	984	24.9
25 - 34	537	1,205	124.4	1,873	55.4	2,172	16.0	2,470	13.7
35 - 44	473	834	76.3	1,195	43.3	1,750	46.4	2,304	31.7
45 - 54	385	498	29.4	610	22.5	1,000	63.9	1,389	38.9
55 - 64	292	358	22.6	423	18.2	590	39.5	756	28.1
65 and over	260	334	28.5	408	22.2	561	37.5	714	27.3
<b>Total</b>	<b>3,596</b>	<b>5,893</b>	<b>63.9</b>	<b>8,187</b>	<b>38.9</b>	<b>10,978</b>	<b>34.1</b>	<b>13,761</b>	<b>25.4</b>

Source: Georgia Department of Community Affairs

Table P-10 shows the projected age distribution for St. Marys from 2005 to 2030. Within the City of St. Marys, increases in each age cohort are projected to remain steady from 2000 to 2030. The City's population is projected to reach over 22,000 by the year 2030. The City's population is projected to remain relatively young with 35 percent of the population under the age of 20; 50 percent of the population between the ages of 20 to 49 representing the bulk of the workforce; and less than 15 percent of the population over the age of 50.

**Table P-11**  
**Projected Age Distribution for St. Marys and Rate of Change**

Age	2000	2005		2010		2015		2020		2025		2030	
	Total	Total	(%)	Total	(%)	Total	(%)	Total	(%)	Total	(%)	Total	(%)
Under 5	1,390	1,657	19.2	1,872	13.0	2,001	6.9	2,103	5.1	2,198	4.5	2,282	3.8
5 - 9	1,331	1,586	19.2	1,792	13.0	1,916	6.9	2,014	5.1	2,104	4.5	2,185	3.8
10 - 14	1,219	1,453	19.2	1,642	13.0	1,754	6.9	1,845	5.1	1,927	4.5	2,001	3.8
15 - 19	937	1,117	19.2	1,262	13.0	1,348	6.9	1,418	5.1	1,481	4.5	1,538	3.8
20 - 24	1,236	1,473	19.2	1,665	13.0	1,779	6.9	1,871	5.1	1,954	4.5	2,029	3.8
25 - 29	1,492	1,778	19.2	2,009	13.0	2,147	6.9	2,258	5.1	2,359	4.5	2,449	3.8
30 - 34	1,347	1,606	19.2	1,815	13.0	1,940	6.9	2,039	5.1	2,130	4.5	2,212	3.8
35 - 39	1,196	1,425	19.2	1,610	13.0	1,721	6.9	1,810	5.1	1,890	4.5	1,963	3.8
40 - 44	969	1,155	19.2	1,305	13.0	1,395	6.9	1,467	5.1	1,532	4.5	1,591	3.8
45 - 49	682	813	19.2	919	13.0	982	6.9	1,032	5.1	1,078	4.5	1,120	3.8
50 - 54	525	626	19.2	707	13.0	756	6.9	795	5.1	830	4.5	862	3.8
55 - 59	410	489	19.2	552	13.0	590	6.9	620	5.1	648	4.5	673	3.8
60 - 64	329	392	19.2	443	13.0	473	6.9	498	5.1	520	4.5	540	3.8
65 - 69	236	282	19.2	318	13.0	340	6.9	357	5.1	373	4.5	388	3.8
70 - 74	178	212	19.2	240	13.0	256	6.9	269	5.1	281	4.5	292	3.8
75 - 79	124	147	19.2	166	13.0	178	6.9	187	5.1	195	4.5	203	3.8
80 - 85	94	112	19.2	126	13.0	135	6.9	142	5.1	148	4.5	154	3.8
85 +	68	81	19.2	91	13.0	97	6.9	102	5.1	107	4.5	111	3.8
<b>Total</b>	<b>13,761</b>	<b>16,404</b>	<b>19.2</b>	<b>18,533</b>	<b>13.0</b>	<b>19,808</b>	<b>6.9</b>	<b>20,825</b>	<b>5.1</b>	<b>21,757</b>	<b>4.5</b>	<b>22,589</b>	<b>3.8</b>

Source: Georgia Tech Population Study (2006)

## Woodbine

The City of Woodbine has experienced moderate growth from 1980 to 2000 (Table P-12). All age groups except those 14 to 17 years of age have increased over the 20-year period. The population age 35 to 44 has increased by 80 percent, those ages 5 to 13 have increased by 73 percent, and those age 45 to 54 have increased by 50 percent from 1980 to 2000.

**Table P-12**  
**Age Distribution for Woodbine and Rate of Change**

Age	1980	1985		1990		1995		2000	
	No.	No.	(%)	No.	(%)	No.	(%)	No.	(%)
0 – 4	72	88	22.2	103	17.0	94	-8.7	84	-10.6
5 to 13	130	172	32.3	214	24.4	220	2.8	225	2.3
14 – 17	68	66	-2.9	64	-3.0	61	-4.7	57	-6.6
18 – 20	58	53	-8.6	47	-11.3	55	17.0	62	12.7
21 – 24	51	60	17.6	69	15.0	65	-5.8	61	-6.2
25 – 34	121	175	44.6	228	30.3	191	-16.2	154	-19.4
35 – 44	116	136	17.2	156	14.7	183	17.3	209	14.2
45 – 54	92	97	5.4	102	5.2	120	17.6	138	15.0
55 – 64	91	90	-1.1	88	-2.2	100	13.6	112	12.0
65 and over	111	126	13.5	141	11.9	129	-8.5	116	-10.1
<b>Total</b>	<b>910</b>	<b>1,063</b>	<b>16.8</b>	<b>1,212</b>	<b>14.0</b>	<b>1,218</b>	<b>0.5</b>	<b>1,218</b>	<b>0.0</b>

Source: Georgia Department of Community Affairs

Table P-13 shows the projected age distribution for Woodbine from 2005 to 2030. In 2000, the City's population was estimated to be 1,218 with 35 percent of the population under the age of 21; 46 percent of the population between the ages of 21 to 54 representing the bulk of the workforce; and 18 percent of the population over the age of 55. The age distribution for Woodbine shows a somewhat older population than Kingsland, St. Marys, and Camden County. By the year 2030, the population is projected to be 1,683 with 34 percent of the population below the age of 21; 50 percent of the population between the ages of 21 to 54 representing the bulk of the workforce; and 16 percent of the population over the age of 55. This projection of the 2030 age distribution mirrors the projections for both Kingsland and St. Marys.

**Table P-13**  
**Projected Age Distribution for Woodbine and Rate of Change**

Age	2000	2005		2010		2015		2020		2025		2030	
	Total	Total	(%)	Total	(%)	Total	(%)	Total	(%)	Total	(%)	Total	(%)
0 – 4	84	87	3.6	90	3.4	93	3.3	96	3.2	99	3.1	102	3.0
5 – 13	225	249	10.7	273	9.6	296	8.4	320	8.1	344	7.5	368	7.0
14 – 17	57	54	-5.3	52	-3.7	49	-5.8	46	-6.1	43	-6.5	41	-4.7
18 – 20	62	63	1.6	64	1.6	65	1.6	66	1.5	67	1.5	68	1.5
21 – 24	61	64	4.9	66	3.1	69	4.5	71	2.9	74	4.2	76	2.7
25 – 34	154	162	5.2	171	5.6	179	4.7	187	4.5	195	4.3	204	4.6
35 – 44	209	232	11.0	256	10.3	279	9.0	302	8.2	325	7.6	349	7.4
45 – 54	138	150	8.7	161	7.3	173	7.5	184	6.4	196	6.5	207	5.6
55 – 64	112	117	4.5	123	5.1	128	4.1	133	3.9	138	3.8	144	4.3
65 and over	116	117	0.9	119	1.7	120	0.8	121	0.8	122	0.8	124	1.6
<b>Total</b>	<b>1,218</b>	<b>1,29</b>	<b>6.3</b>	<b>1,375</b>	<b>6.2</b>	<b>1,451</b>	<b>5.5</b>	<b>1,526</b>	<b>5.2</b>	<b>1,603</b>	<b>5.0</b>	<b>1,683</b>	<b>5.0</b>

Source: Georgia Department of Community Affairs

Note: Age Distribution Projections from the GA Tech Population Study are not available for the City of Woodbine.

## Race and Ethnicity

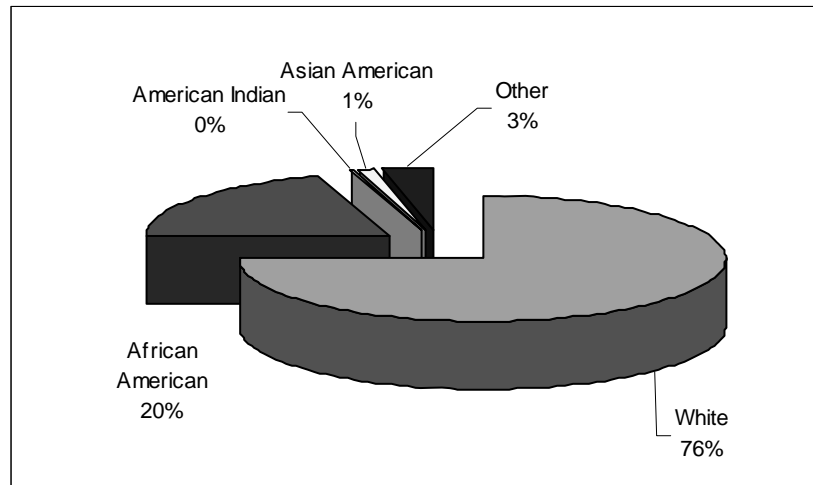
Racial composition includes the historic, current, and projected racial breakdown of the residents of Camden County, Kingsland, St. Marys, and Woodbine (Tables P-14 through P-17). Race is broken into five categories: White, African American or Black, American Indian and Alaskan Native, Asian or Pacific Islander, and Other which includes mixed races.

### Camden County

Figure P-4 graphically depicts the racial distribution for Camden County in 2000. White citizens made up approximately 76 percent of the population, African Americans made up 20 percent, Other racial groups represented three percent, Asian American represented one percent, and American Indians represented less than one percent.



**Figure P-4**  
**2000 Race Distribution for Camden County**



Source: Georgia Department of Community Affairs

Historically, Camden County has been predominantly White as seen in Table P-14. The White percentage of population within the County has increased from 67 percent in 1980 to 75 percent in 2000. This trend is expected to continue through 2030 with the White population accounting for 77 percent of the County’s population in 2030.

**Table P-14**  
**Race Distribution for Camden County as a Percentage of the Population**

Race	1980		1990		2000		2010		2020		2030	
	No.	(%)	No.	(%)	No.	(%)	No.	(%)	No.	(%)	No.	(%)
White	8,993	67.3	23,284	77.2	32,765	75.0	44,651	75.9	56,537	76.4	68,423	76.8
African American	4,290	32.1	6,079	20.2	8,783	20.1	11,030	18.8	13,276	18.0	15,523	17.4
American Indian	15	0.1	150	0.5	216	0.5	317	0.5	417	0.6	518	0.6
Asian American	49	0.4	405	1.3	478	1.1	693	1.2	907	1.2	1,122	1.3
Other	24	0.2	249	0.8	1,422	3.3	2,121	3.6	2,820	3.8	3,519	3.9
<b>Total</b>	<b>13,371</b>	<b>100.0</b>	<b>30,167</b>	<b>100.0</b>	<b>43,664</b>	<b>100.0</b>	<b>58,812</b>	<b>100.0</b>	<b>73,957</b>	<b>100.0</b>	<b>89,105</b>	<b>100.0</b>

Source: Georgia Department of Community Affairs

The African American population has decreased from 32 percent of the County’s population in 1980 to 20 percent in 2000. This trend is expected to continue though 2030 with the African American

population making up 17 percent of the County's population in 2030. However, other minority groups are projected to continue increasing as a percentage of the population through the year 2030.

The Hispanic population is represented in the previous population table within the various racial categories because Hispanic is not a racial group, but rather an ethnic identity and could thus fall into any of the formal racial categories. Table P-15 and Figure P-5 pull these numbers out of the existing categories and analyze the Hispanic population separately. The Hispanic population of Camden County has dramatically increased since 1980 in which Hispanics represented less than one percent of the population. The number of Hispanics has increased by nearly 1,300 percent to represent almost four percent of the County's population in 2000.

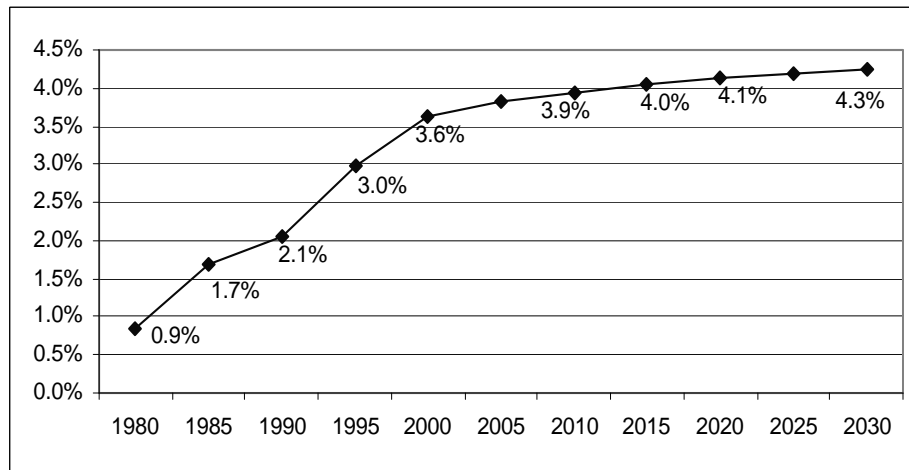
**Table P-15**  
**Hispanic Population Growth Rate in Camden County**

Year	No.	Percentage of Population (%)	Rate of Change (%)
1980	114	0.9%	NA
1985	368	1.7%	222.8%
1990	622	2.1%	69.0%
1995	1104	3.0%	77.5%
2000	1585	3.6%	43.6%

Source: Georgia Department of Community Affairs

Figure P-5 shows that while the Hispanic population has been steadily increasing since 1980, projections show the percentage of Hispanics that comprise Camden County's population leveling out to represent just over four percent in 2030.

**Figure P-5**  
**Projected Hispanic Population of Camden County as a Percentage of Total**

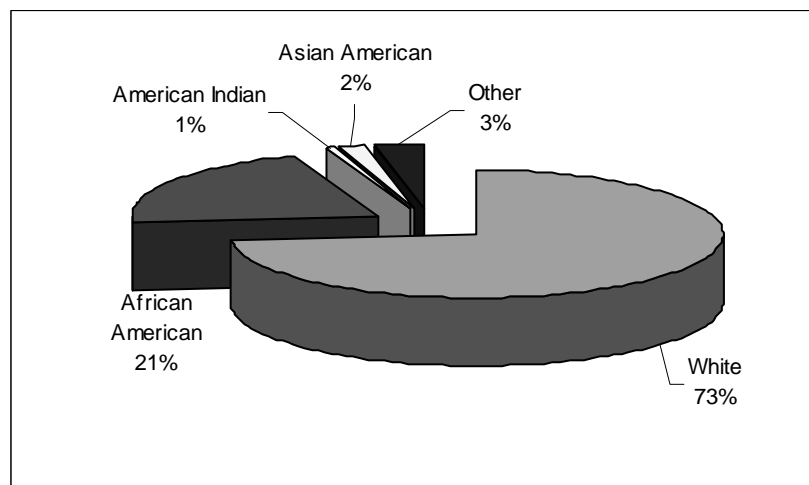


Source: Georgia Department of Community Affairs

## Kingsland

Figure P-6 graphically depicts the racial distribution of the City of Kingsland in 2000. White citizens made up 73 percent of the population, African Americans represented 21 percent, Other racial groups represented three percent, Asian Americans represented two percent, and American Indians represented one percent.

**Figure P-6**  
**2000 Race Distribution for Kingsland**



Source: Georgia Department of Community Affairs

The City of Kingsland has had a majority of White citizens, historically (Table P-16). The percentage of White citizens in the population has increased from 58 percent in 1980 to 73 percent in 2000.

While this was a significant increase, the White population is projected to remain stable through the year 2030, in which the White population will make up 75 percent of Kingsland's population.

**Table P-16**  
**Race Distribution for Kingsland as a Percentage of the Population**

Race	1980		1990		2000		2010		2020		2030	
	No.	(%)	No.	(%)	No.	(%)	No.	(%)	No.	(%)	No.	(%)
White	1,164	58.0	3,418	72.7	7,696	73.3	10,962	74.3	14,228	74.9	17,494	75.2
African American	831	41.4	1,172	24.9	2,221	21.1	2,916	19.8	3,611	19.0	4,306	18.5
American Indian	6	0.3	28	0.6	61	0.6	89	0.6	116	0.6	144	0.6
Asian American	6	0.3	55	1.2	168	1.6	249	1.7	330	1.7	411	1.8
Other	1	0.0	26	0.6	360	3.4	540	3.7	719	3.8	899	3.9
<b>Total</b>	<b>2,008</b>	<b>100.0</b>	<b>4,699</b>	<b>100.0</b>	<b>10,506</b>	<b>100.0</b>	<b>14,756</b>	<b>100.0</b>	<b>19,004</b>	<b>100.0</b>	<b>23,254</b>	<b>100.0</b>

Source: Georgia Department of Community Affairs

The African American population has decreased as a percentage of Kingsland's population from 41 percent in 1980 to 21 percent in 2000. This decreasing trend is projected to continue through 2030, in which the African American population is projected to represent 19 percent of the population. The American Indian population is projected to remain at a constant six percent through 2030. The Asian American population is projected to increase, but not significantly. The category with Other racial group has been increasing as a percentage of the population and is projected to continue to do so through 2030 in which Other racial groups will make up four percent of Kingsland's population.

The Hispanic population is represented in the previous population table within the various racial categories because Hispanic is not a racial group, but rather an ethnic identity and could thus fall into any of the formal racial categories. Table P-17 and Figure P-7 pull these numbers out of the existing categories and analyze the Hispanic population separately. The Hispanic population of Kingsland has dramatically increased since 1980 in which Hispanics represented less than one percent of the population. The number of Hispanics in Kingsland has increased by over 3,000 percent to represent almost four percent of the City's population.

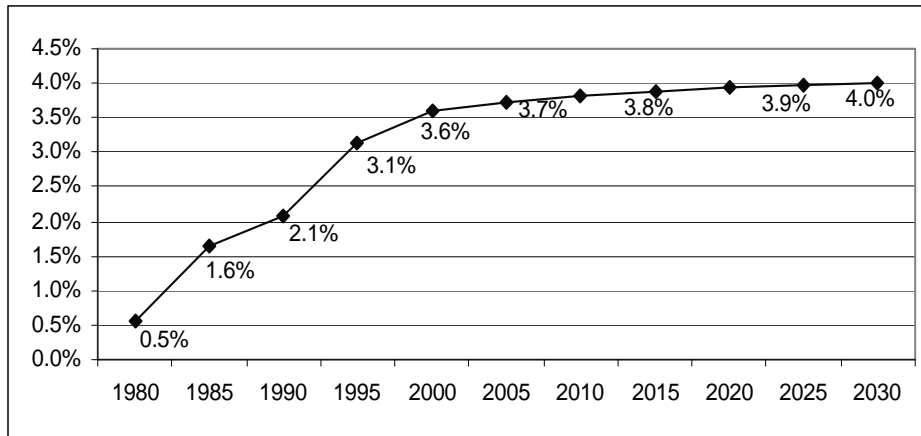
**Table P-17**  
**Hispanic Population Growth Rate in Kingsland**

Year	No.	Percentage of Population (%)	Rate of Change (%)
1980	11	0.5%	NA
1985	55	1.6%	400.0%
1990	98	2.1%	78.2%
1995	239	3.1%	143.9%
2000	379	3.6%	58.6%

Source: Georgia Department of Community Affairs

Figure P-7 shows that while the Hispanic population has been steadily increasing since 1980, projections show the percentage of Hispanics that comprise Kingsland’s population leveling out to represent four percent in 2030.

**Figure P-7**  
**Projected Hispanic Population of Kingsland as a Percentage of Total**

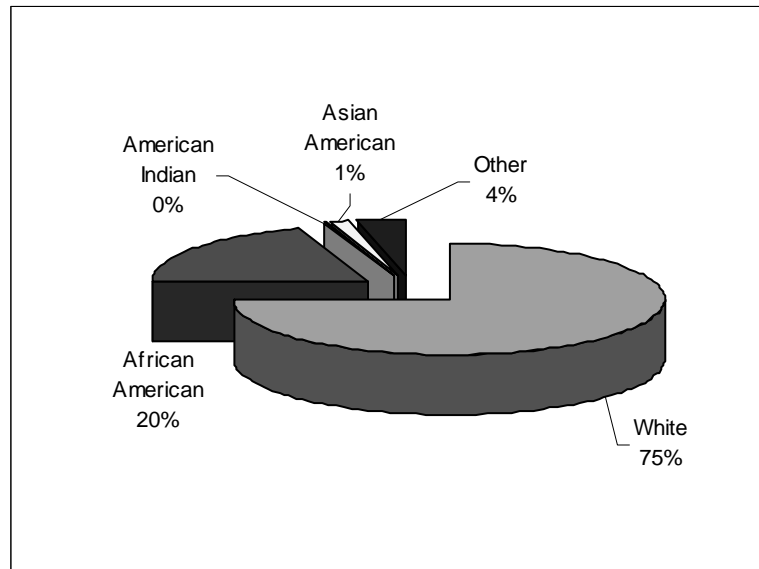


Source: Georgia Department of Community Affairs

### St. Marys

Figure P-8 graphically depicts the racial distribution for the City of St. Marys in 2000. White citizens represented 75 percent of the population, African Americans represented 20 percent, Other racial groups represented four percent, Asian Americans represented one percent, and American Indians represented less than one percent.

**Figure P-8**  
**2000 Race Distribution for St. Marys**



Source: Georgia Department of Community Affairs

Historically, the population of St. Marys has been predominantly White (Table P-18). The percentage of White citizens has decreased from 78 percent in 1980 to 75 percent in 2000. This trend is expected to continue through 2030 in which the White population will represent 74 percent of the population.

**Table P-18**  
**Race Distribution for St. Marys as a Percentage of the Population**

Race	1980		1990		2000		2010		2020		2030	
	No.	(%)	No.	(%)	No.	(%)	No.	(%)	No.	(%)	No.	(%)
White	2,811	78.2	6,478	79.1	10,267	74.6	13,995	74.3	17,723	74.1	21,451	73.9
African American	753	20.9	1,407	17.2	2,751	20.0	3,750	19.9	4,749	19.8	5,748	19.8
American Indian	4	0.1	42	0.5	65	0.5	96	0.5	126	0.5	157	0.5
Asian American	25	0.7	173	2.1	176	1.3	252	1.3	327	1.4	403	1.4
Other	3	0.1	87	1.1	502	3.6	752	4.0	1,001	4.2	1,251	4.3
<b>Total</b>	<b>3,596</b>	<b>100.0</b>	<b>8,187</b>	<b>100.0</b>	<b>13,761</b>	<b>100.0</b>	<b>18,845</b>	<b>100.0</b>	<b>23,926</b>	<b>100.0</b>	<b>29,010</b>	<b>100.0</b>

Source: Georgia Department of Community Affairs

The African American population has remained relatively constant from 1980 to 2000. In 1980, African American citizens made up 21 percent of the population. In 2000, this population dropped by

less than one percent. The African American population of St. Marys is projected to stay at approximately 20 percent of the City's population through 2030. Likewise, American Indians and Asian Americans are projected to remain constant at 0.5 percent and one percent, respectively. The Other racial groups have increase from less than one percent of St. Marys' population in 1980 to nearly four percent in 2000. This group will continue to increase through 2030 resulting in just over four percent of the City's population in 2030.

The Hispanic population is represented in the previous population table within the various racial categories because Hispanic is not a racial group, but rather an ethnic identity and could thus fall into any of the formal racial categories. Table P-19 and Figure P-9 pull these numbers out of the existing categories and analyze the Hispanic population separately. The Hispanic population of St. Marys has dramatically increased since 1980 in which Hispanics represented just over one percent of the population. The number of Hispanics in St. Marys has increased by over 1,000 percent to represent over four percent of the City's population.

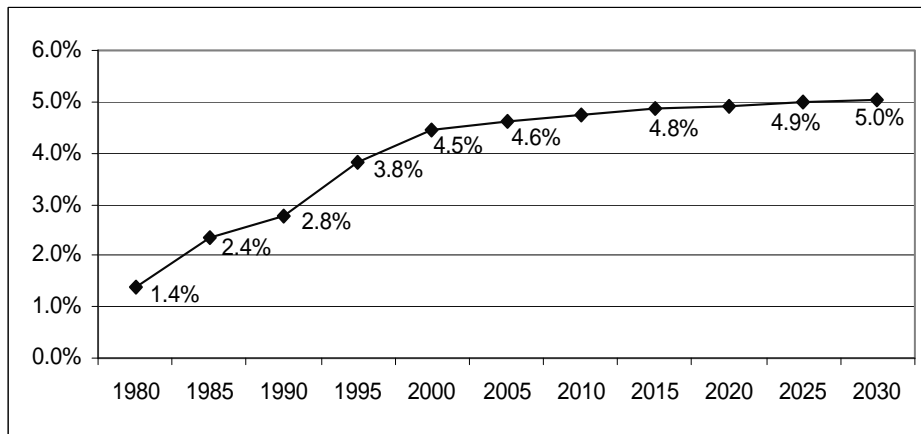
**Table P-19**  
**Hispanic Population Growth Rate in St. Marys**

Year	No.	Percentage of Population (%)	Rate of Change (%)
1980	50	1.4	NA
1985	139	2.4	178.0
1990	228	2.8	64.0
1995	421	3.8	84.6
2000	614	4.5	45.8

Source: Georgia Department of Community Affairs

Figure P-9 shows that while the Hispanic population has been steadily increasing since 1980, projections show the percentage of Hispanics that comprise St. Marys' population leveling out to represent five percent in 2030. St. Marys has a slightly higher percentage of Hispanics than Kingsland, Woodbine, or Camden County.

**Figure P-9**  
**Projected Hispanic Population of St. Marys as a Percentage of Total**

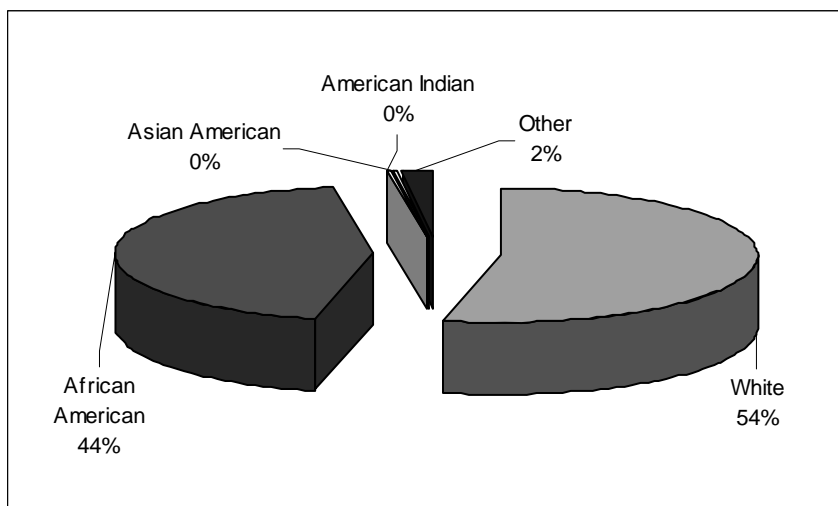


Source: Georgia Department of Community Affairs

**Woodbine**

Figure P-10 graphically depicts the racial distribution for the City in Woodbine in 2000. The City of Woodbine is more evenly split between the White population and the African American population than Kingsland, St. Marys, and Camden County. In 2000, the White population represented 54 percent of the population, African Americans represented 44 percent, Other racial categories represented two percent, and American Indians and Asian Americans represented less than one percent.

**Figure P-10**  
**2000 Race Distribution for Woodbine**



Source: Georgia Department of Community Affairs



Historically, the City of Woodbine has been more evenly split between the White population and all other racial groups combined (Table P-20). As a percentage of the City's population, the number of White citizens has decreased from 58 percent in 1980 to 54 percent in 2000. This decreasing trend is projected to continue through 2030 in which the White population will represent 50 percent of the City's total population.

**Table P-20**  
**Race Distribution for Woodbine as a Percentage of the Population**

Race	1980		1990		2000		2010		2020		2030	
	No.	(%)	No.	(%)	No.	(%)	No.	(%)	No.	(%)	No.	(%)
White	526	57.8	657	54.2	653	53.6	717	52.2	780	51.1	844	50.2
African American	376	41.3	542	44.7	534	43.8	613	44.6	692	45.3	771	45.8
American Indian	1	0.1	0	0.0	4	0.3	6	0.4	7	0.5	9	0.5
Asian American	0	0.0	7	0.6	3	0.2	5	0.4	6	0.4	8	0.5
Other	7	0.8	6	0.5	24	2.0	33	2.4	41	2.7	50	3.0
<b>Total</b>	<b>910</b>	<b>100.0</b>	<b>1,212</b>	<b>100.0</b>	<b>1,218</b>	<b>100.0</b>	<b>1,374</b>	<b>100.0</b>	<b>1,526</b>	<b>100.0</b>	<b>1,682</b>	<b>100.0</b>

Source: Georgia Department of Community Affairs

The African American population in Woodbine has increased slightly since 1980 in which 41 percent of the population was made up of African Americans. In 2000, African Americans represented 44 percent of the population. By 2030, African Americans are projected to represent 46 percent of the population. American Indians and Asian Americans are projected to remain less than one percent of Woodbine's population through 2030. The Other racial groups category is projected to increase from two percent in 1980 to three percent in 2030.

The Hispanic population is represented in the previous population table within the various racial categories because Hispanic is not a racial group, but rather an ethnic identity and could thus fall into any of the formal racial categories. Table P-21 and Figure P-11 pull these numbers out of the existing categories and analyze the Hispanic population separately. The Hispanic population of Woodbine has only slightly increased since 1980 in which Hispanics represented just over one percent of the population. The number of Hispanics in Woodbine has increased by over 150 percent to represent just over two percent of the City's population.

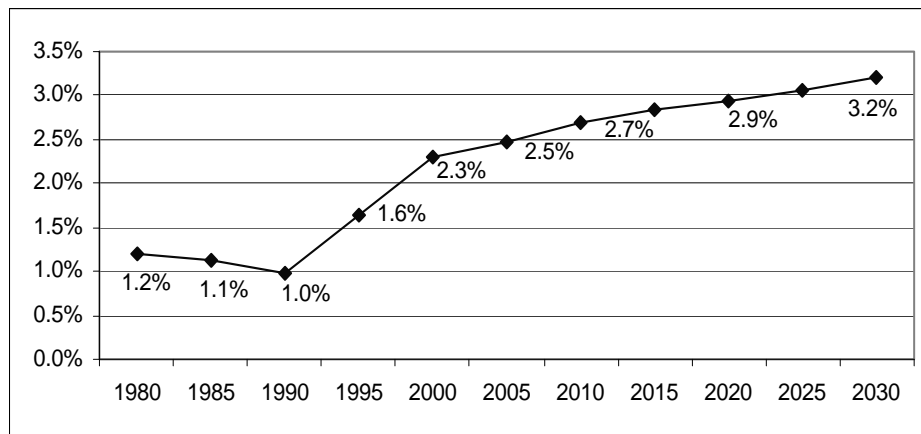
**Table P-21**  
**Hispanic Population Growth Rate in Woodbine**

Year	No.	Percentage of Population (%)	Rate of Change (%)
1980	11	1.2	NA
1985	12	1.1	9.1
1990	12	1.0	0.0
1995	20	1.6	66.7
2000	28	2.3	40.0

Source: Georgia Department of Community Affairs

Figure P-11 shows that while the Hispanic population has increased since 1980, projections show the percentage of Hispanics that comprise Woodbine’s population leveling out to represent just over three percent in 2030. Woodbine has a slightly lower percentage of Hispanics than Kingsland, St. Marys, or Camden County.

**Figure P-11**  
**Projected Hispanic Population of Woodbine as a Percentage of Total**



Source: Georgia Department of Community Affairs

## Income

### Camden County

Per capita income (PCI) is the average income computed for every man, woman, and child in a geographic area. It is derived by dividing the total income of all people 15 years and over in a geographic area by the total population of that area. This measure is rounded to the nearest dollar to determine the PCI for the area.

**Table P-22**  
**Camden County Per Capita Income and Rate of Change (1996 \$)**

Year	PCI (\$)	Rate of Change (%)
1980	5,330	
1990	11,710	119.7
2000	16,445	40.4
2010	22,003	33.8
2020	27,560	25.3
2030	33,118	20.2

Source: Georgia Department of Community Affairs

Per capita income has been steadily increasing in Camden County since 1980, as shown in Table P-22. The largest increase in PCI was experienced from 1980 to 1990 when the PCI increased by nearly 120 percent. Since that time, PCI has continued to increase, but at a slower rate. In 2000, Camden County's PCI was \$16,445. This value is substantially lower than the PCI of the state, which was \$21,154 in 2000.

Income distribution data for Camden County residents in 1990 and 2000 are provided in Table P-23. According to the U.S Census, between 1990 and 2000, the median household income has increased from \$28,212 to \$41,056, resulting in a 46 percent increase during the 10-year period. While slightly lower, the 2000 median income for the County is generally on target with the Nation and State, which are \$41,994 and \$42,433, respectively. As shown in Table P-23, over 50 percent of the County's population had an income between \$30,000 and \$74,999 in 2000.

**Table P-23**  
**Camden Income Distribution as a Percentage of the Population**

Income	1990		2000	
	No.	(%)	No.	(%)
Less than \$9999	1,154	12.3	1,171	8.0
\$10000 - \$14999	770	8.2	824	5.6
\$15000 - \$19999	862	9.2	926	6.3
\$20000 - \$29999	2,258	24.0	1,896	12.9
\$30000 - \$34999	916	9.7	1,146	7.8
\$35000 - \$39999	745	7.9	1,083	7.4
\$40000 - \$49999	1,321	14.0	2,192	14.9
\$50000 - \$59999	580	6.2	1,637	11.1
\$60000 - \$74999	533	5.7	1,634	11.1
\$75000 - \$99999	181	1.9	1,397	9.5
\$100000 - \$124999	53	0.6	400	2.7
\$125000 - \$149999	15	0.2	210	1.4
\$150000 and above	32	0.3	206	1.4
<b>Total</b>	<b>9,420</b>	<b>100.0</b>	<b>14,722</b>	<b>100.0</b>

Source: Georgia Department of Community Affairs

Table P-24 explores Camden County's population for whom poverty status is determined. While the number of individuals who have an income below the poverty level has increased from 1999, this number has decreased slightly as a percentage of the population. In 1999, just less than 10 percent of the population was determined to be earning an income below poverty status.

**Table P-24**  
**Camden Population for Whom Poverty Status is Determined**

	1989	1999
Income below poverty	3,123	4,221
Total Population	30,167	43,664
Percentage of Population	10.4%	9.7%

Source: US Census (SF 3)

## Kingsland

Per capita income (PCI) is the average income computed for every man, woman, and child in a geographic area. In Kingsland, the per capita income has been steadily increasing as shown in Table

P-25. The largest increase in PCI occurred from 1980 to 1990 in which the PCI increased from \$5,088 to \$10,582, more than doubling the PCI over the 10-year period.

**Table P-25**  
**Kingsland Per Capita Income and Rate of Change (1996 \$)**

Year	PCI (\$)	Rate of Change (%)
1980	5,088	NA
1990	10,582	108.0
2000	14,997	41.7
2010	19,952	33.0
2020	24,906	24.8
2030	29,861	19.9

Source: Georgia Department of Community Affairs

In 2000, Kingsland's PCI increased to \$14,997. While, the PCI is increasing, it is still slightly lower than the County and substantially lower than the state, \$16,445, and \$21,154 respectively.

Income distribution data for residents of Kingsland in 1990 and 2000 are provided in Table P-26. According to the U.S Census, between 1990 and 2000, the median household income has increased from \$24,212 to \$41,303, resulting in a 71 percent increase during the 10-year period. While slightly lower, the 2000 median income for the City is generally on target with the Nation and State, which are \$41,994 and \$42,433, respectively. As shown in Table P-26, over 50 percent of the City's population had an income between \$35,000 and \$74,999 in 2000.

**Table P-26**  
**Kingsland Income Distribution as a Percentage of the Population**

Income	1990		2000	
	No.	(%)	No.	(%)
Less than \$9999	164	9.4	248	7.0
\$10000 - \$14999	203	11.6	161	4.5
\$15000 - \$19999	219	12.5	218	6.1
\$20000 - \$29999	534	30.5	438	12.3
\$30000 - \$34999	156	8.9	311	8.7
\$35000 - \$39999	106	6.1	294	8.3
\$40000 - \$49999	194	11.1	588	16.5
\$50000 - \$59999	70	4.0	478	13.4
\$60000 - \$74999	63	3.6	494	13.9
\$75000 - \$99999	41	2.3	177	5.0
\$100000 - \$124999	0	0.0	94	2.6
\$125000 - \$149999	0	0.0	44	1.2
\$150000 and above	0	0.0	16	0.4
<b>Total</b>	<b>1,750</b>	<b>100.0</b>	<b>3,561</b>	<b>100.0</b>

Source: Georgia Department of Community Affairs

Table P-27 explores the City of Kingsland's population for whom poverty status is determined. While the number of individuals who have an income below the poverty level has increased from 1999, this number has decreased slightly as a percentage of the population. In 1999, just less than 10 percent of the population was determined to be earning an income below poverty status. This percentage is nearly identical to the County.

**Table P-27**  
**Kingsland Population for Whom Poverty Status is Determined**

	1989	1999
Income below poverty	520	1,005
Total Population	4,699	10,506
Percentage of Population	11.1%	9.6%

Source: US Census (SF 3)

## St. Marys

Per capita income (PCI) is the average income computed for every man, woman, and child in a geographic area. In St. Marys, the per capita income has been steadily increasing as shown in Table P-28. The largest increase in PCI occurred from 1980 to 1990 in which the PCI increased from \$6,138 to \$11,189, an 82 percent increase over the 10-year period.

**Table P-28**  
**St. Marys Per Capita Income and Rate of Change (1996 \$)**

Year	PCI (\$)	Rate of Change (%)
1980	6,138	NA
1990	11,189	82.3
2000	18,099	61.8
2010	24,080	33.0
2020	30,060	24.8
2030	36041	19.9

Source: Georgia Department of Community Affairs

In 2000, St. Mary's PCI increased to \$18,099. While the PCI is increasing, it is higher than the County at \$16,445, but substantially lower than the state at \$21,154.

Income distribution data for residents of St. Marys in 1990 and 2000 are provided in Table P-29. According to the U.S Census, between 1990 and 2000, the median household income has increased from \$28,552 to \$42,087, resulting in a 71 percent increase during the 10-year period. The median income in St. Marys is higher than Kingsland, Woodbine, and the County as a whole. In general, the 2000 median income for the City is on target with the nation and state, which are \$41,994 and \$42,433, respectively. As shown in Table P-29, over 50 percent of the City's population had an income between \$35,000 and \$99,999 in 2000.

**Table P-29**  
**St. Marys Income Distribution as a Percentage of the Population**

Income	1990		2000	
	No.	(%)	No.	(%)
Less than \$9999	405	14.2	324	6.7
\$10000 - \$14999	163	5.7	260	5.3
\$15000 - \$19999	209	7.3	314	6.5
\$20000 - \$29999	726	25.5	610	12.5
\$30000 - \$34999	251	8.8	377	7.7
\$35000 - \$39999	270	9.5	363	7.5
\$40000 - \$49999	397	14.0	676	13.9
\$50000 - \$59999	183	6.4	475	9.8
\$60000 - \$74999	132	4.6	470	9.7
\$75000 - \$99999	79	2.8	647	13.3
\$100000 - \$124999	24	0.8	148	3.0
\$125000 - \$149999	0	0.0	86	1.8
\$150000 and above	6	0.2	115	2.4
<b>Total</b>	<b>2,845</b>	<b>100.0</b>	<b>4,865</b>	<b>100.0</b>

Source: Georgia Department of Community Affairs

Table P-30 shows the City of St. Mary's population for whom poverty status is determined. While the number of individuals who have an income below the poverty level has increased from 1999, this number has decreased slightly as a percentage of the population. In 1999, just over 10 percent of the population was determined to be earning an income below poverty status. This percentage is slightly higher than that of the County.

**Table P-30**  
**St. Marys Population for Whom Poverty Status is Determined**

	1989	1999
Income below poverty	975	1,488
Total Population	8,187	13,761
Percentage of Population	11.9%	10.8%

Source: US Census (SF 3)



## Woodbine

Per capita income (PCI) is the average income computed for every man, woman, and child in a geographic area. In Woodbine, the per capita income has been steadily increasing as shown in Table P-31. However, the increases in PCI experienced in the City of Woodbine have been to a lesser degree than the increases experienced in the County and the other two cities. The largest increase in PCI occurred from 1980 to 1990 in which the PCI increased from \$6,111 to \$10,330, a 69 percent increase over the 10-year period.

**Table P-31**  
**Woodbine Per Capita Income and Rate of Change (1996 \$)**

Year	PCI (\$)	Rate of Change (%)
1980	6,111	NA
1990	10,330	69.0
2000	13,709	32.7
2010	17,508	27.7
2020	21,307	21.7
2030	25,106	17.8

Source: Georgia Department of Community Affairs

In 2000, Woodbine's PCI had increased to \$13,709. While the PCI is increasing, it is lower than the County at \$16,445, and substantially lower than the state at \$21,154.

Income distribution data for residents of Woodbine in 1990 and 2000 are provided in Table P-32. According to the U.S Census, between 1990 and 2000, the median household income has increased from \$24,000 to \$34,632, resulting in a 44 percent increase during the 10-year period. The median income in Woodbine is lower than Kingsland, St. Marys, and the County as a whole. The 2000 median income for the City is substantially lower than the Nation and State, which are \$41,994 and \$42,433, respectively. As shown in Table P-32, over 50 percent of the City's population had an income between \$20,000 and \$59,999 in 2000.

**Table P-32**  
**Woodbine Income Distribution as a Percentage of the Population**

Income	1990		2000	
	No.	(%)	No.	(%)
Less than \$9999	108	25.6	71	17.0
\$10000 - \$14999	37	8.8	23	5.5
\$15000 - \$19999	44	10.4	21	5.0
\$20000 - \$29999	70	16.6	64	15.3
\$30000 - \$34999	35	8.3	32	7.7
\$35000 - \$39999	30	7.1	23	5.5
\$40000 - \$49999	32	7.6	69	16.5
\$50000 - \$59999	31	7.3	27	6.5
\$60000 - \$74999	23	5.5	41	9.8
\$75000 - \$99999	8	1.9	34	8.2
\$100000 - \$124999	0	0.0	8	1.9
\$125000 - \$149999	0	0.0	0	0.0
\$150000 and above	4	0.9	4	1.0
<b>Total</b>	<b>422</b>	<b>100.0</b>	<b>417</b>	<b>100.0</b>

Source: Georgia Department of Community Affairs

Table P-33 shows the City of Woodbine's population for whom poverty status is determined. The number of individuals who have an income below the poverty level has increased from 1999. Generally, this number has remained the same as a percentage of the population. In 1999, over 17 percent of the population was determined to be earning an income below poverty status. This percentage is substantially higher than that of the County and the other municipalities within Camden County.

**Table P-33**  
**Woodbine Population for Whom Poverty Status is Determined**

	1989	1999
Income below poverty	210	215
Total Population	1,212	1,218
Percentage of Population	17.3%	17.6%

Source: US Census (SF 3)

## Excerpts from the City of St. Marys Master Plan

The following excerpts from the City of St. Marys Master Plan are included at the request of the City.

### *2006 Population data updated to 2010, 2020 and beyond*

As of the writing of this Master Plan in April 2007, the country is in year 7 of the 2000 Census. The year 2000 Census is the baseline for all projections of growth and population distribution. Population growth of the City of St. Marys cannot be determined strictly by a straight-line graph of historical population events projection. The City of St. Marys growth since 2000 has been exceptional. While a projection of population to the year 2007 would be around 15,000 using the 2000 census data, the actual population is approaching 18,000. Any listed and published projections of population are not precise and subjective, since they are primarily based on year 2000 Census data.

Using an average of the various projections would indicate that by the year 2042 a maximum population of 52,000 would be reached. The range for this average is 52,000 by 2025 at the earliest (staff projections), and 2068 at the latest (Census historical data projected).

The maximum figure of 52,000 is arrived at by taking the number of existing housing units in 2005 and projecting this forward to the number of housing units based on land area available for additional housing as determined by staff. <sup>2</sup> The number of potential units has been multiplied by 2.8 – the average household size in the US – for the rounded total noted.

The population of the City of St. Marys will max out at 52,000 around the year 2042 due to the limitations of the land and land use criteria contained in the various ordinances of the City of St. Marys. The ‘baby boom’ generation will reach ‘legal’ retirement age starting in 2010, with initial retirements continuing through 2030. The majority of these ‘baby boomers’ will have reached 85 between 2030 and 2050. Of course, the numbers will be diminishing through death for the later periods, but it is still a large group. After 2050, most ‘baby boomers’ will have died, and the next substantial group will be their children. Predicting what the effect of a large population bubble will have on St. Marys and its growth is highly subjective.

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<sup>2</sup> Within the present boundaries of St. Marys. Figures noted do not include potential annexation of adjacent parcels from the county.

However, based on the figures researched and presented herein, St. Marys may already be ‘full’ when the retirement bubble reaches its peak and subsides.

Once the ‘baby boom’ bubble passes, there will normally be a large number of homes that will be available for sale and/or for rent. Although a major concern, this situation may in fact keep St. Marys viable, since housing and commercial density will have been reached BEFORE the bubble, making the housing quantities fixed and not arbitrarily inflated because of the bubble.

Although these figures show a gradual shift from young residents to retirees, there is not much of a quantity change as a result of the ‘baby boom’ generation. The ‘baby boom’ demand for housing will probably pass St. Marys by without any major impact.

The elderly (65 and older) average about 7.4% or 3,861 residents for the years 2000 through 2050. Of these 3,661 persons, approx. 94 percent will stay in the home and 6 percent will use the facilities of a nursing home<sup>3</sup> (figure does not include assisted living homes or personal care homes). This translates to a need for at least 232 beds on a regular basis for the projected 52,000 resident capacity of St. Marys. For the immediate future, in 2010, the need will be 89 beds (78 exist at present in the St. Marys Convalescent Center); in 2020, the need will be 133 beds; 160 in 2030 and 213 in 2040. Using the average figures will allow for the bed count to be sufficient, but not over the required number of beds available after the ‘baby boomers’ pass through.

The 2010 census will be the telling one for St. Marys, since the boom in permits from 2002 and beyond will be reflected in population and income figures.

**Table P-34: Percentage of Population by Age Group Between 2000 and 2050**

Age Group	2000 <sup>1</sup>	2010*	2020*	2030*	2040*	2050*
Under 5	9.50	9.90	9.96	9.90	10.02	10.00
5 to 19	26.20	24.72	24.75	24.96	24.77	24.89
20 to 44	43.40	40.87	39.86	39.54	39.13	39.31
45 to 64	15.70	18.91	18.33	16.94	17.03	16.71
65 to 84*	4.60	4.80	6.25	7.66	7.47	7.11
85 and older*	.60	.74	.83	1.03	1.55	1.96
TOTAL		100%	100%	100%	100%	100%

<sup>3</sup> Data from [www.therubins.com](http://www.therubins.com), a web site that discusses the elderly and nursing home facilities.

St. Marys Staff population projections: (13,761) (20,500) (29,000) (38,000) (49,000) (55,000)

US Census population projections: (13,761) (14,706) (15,679) (16,693) (17,881) (19150)

*Data from US census averages 2000-2020 as applied to St. Marys Estimated population figures (Chart H-3)*

*\* indicates 'baby boom' years*

Source: City of St. Marys

## ***Economic Development***

Camden County is located in the southeastern corner of Georgia. While Camden County, itself, is not included in a metropolitan statistical area (MSA), it is sandwiched between two MSAs, which provide the County with an opportunity to attract and grow firms that service these two MSAs. Camden County's southern border is adjoined to Florida's Nassau County, which is adjacent to the Jacksonville MSA. Camden County's northern border abuts Glynn County and the Brunswick MSA.

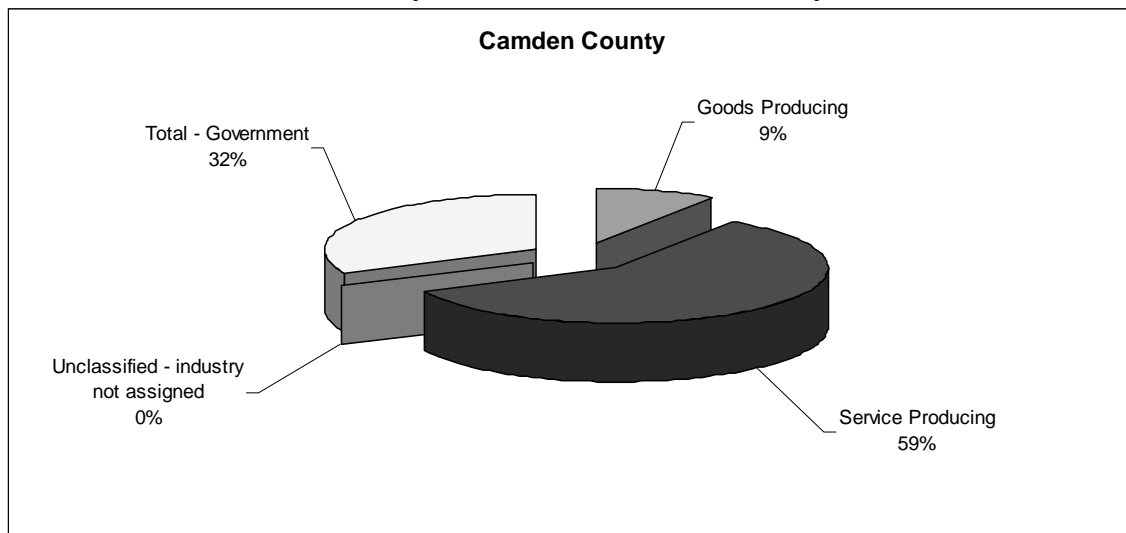
## **Economic Base**

### **Camden County**

According to the most recent data from the Georgia Department of Labor (DOL), Service Producing Industries accounted for the largest share of Camden County's economy, representing 59 percent of employment in 2005 (Figure ED-1). This is lower than what was observed for the State overall where Service Producing industries accounted for 66 percent of all jobs. However, Camden County's economy is in the process of moving from a goods producing economy, centered largely around the manufacturing industry, to a service producing industry that will cater to tourism.

The second largest employment sector was Government, which is largely due to the presence of Naval Submarine Base Kings Bay.

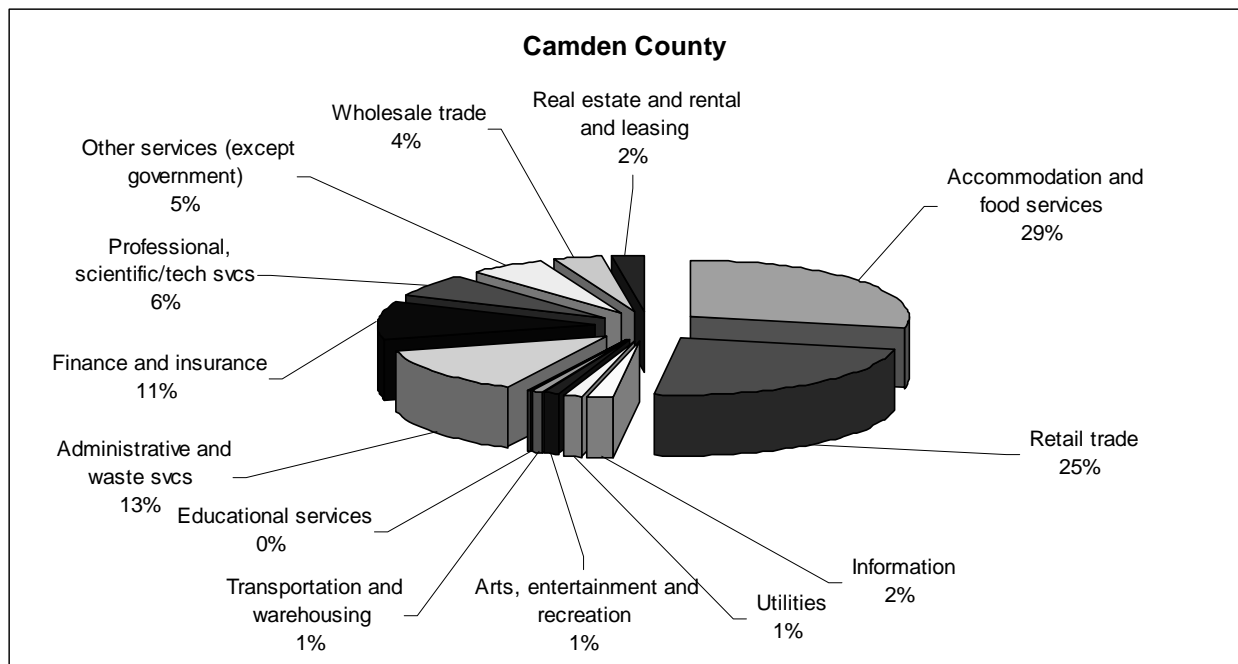
**Figure ED-1**  
**Industry Mix in 2005 in Camden County**



Source: Georgia Department of Labor

A further breakdown of the Service Producing industry (Table ED-2) indicates that Accommodations and Food Services was the largest Service Producing industry in 2005, representing one-fourth of the jobs in Camden County. This high percentage shows that Camden County is reliant on tourism and the accommodation of tourists. Retail trade follows close behind with 22 percent of Service Producing jobs followed by Administrative and Waste Services (12 percent), Health Care and Social Services (10 percent), and Finance and Insurance (10 percent).

**Figure ED-2**  
**Employment by Service Producing Industry Type in 2005 in Camden County**



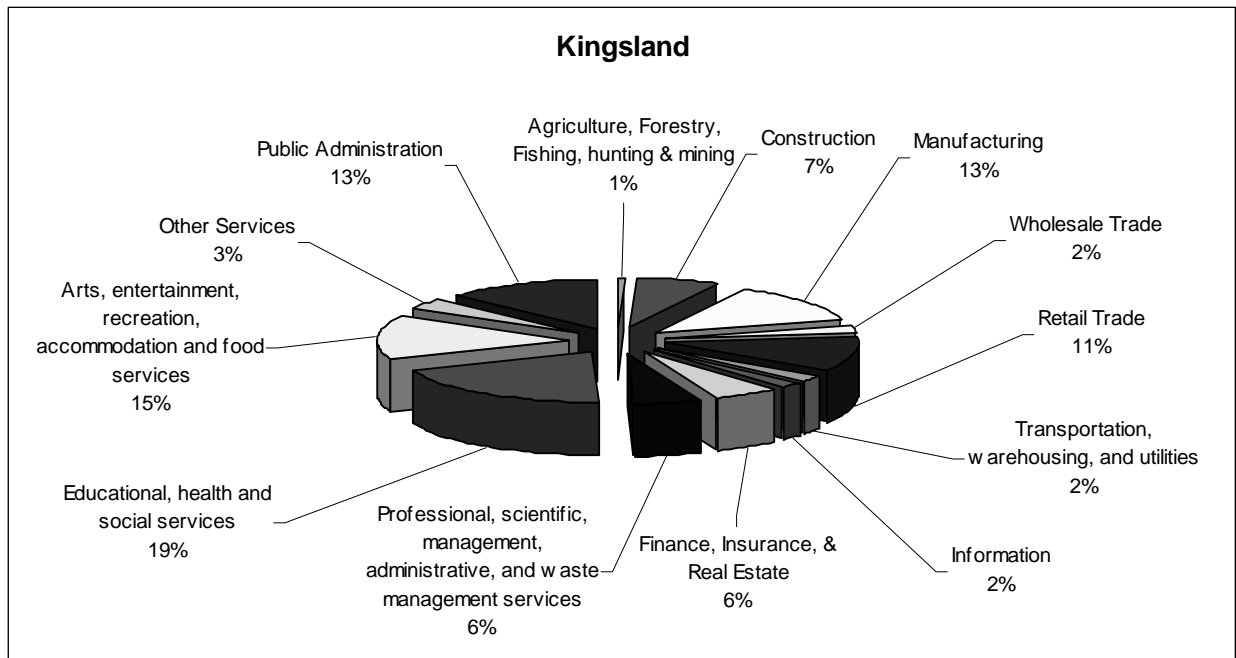
Source: Source: Georgia Department of Labor

The most recent economic data for the incorporated cities within Camden County is the 2000 US Census. The industry categories are slightly different than the categories provided at the county level due to the fact that The NAIC (North American Industrial Classification System) was initiated by the Federal Office of Budget and Management (OMB), and replaced the formerly used Standard Industrial Classification (SIC) system. While the categories are not necessarily comparable, there are some evident trends in the data.

**Kingsland**

In 1980, the largest sector of the economy was Manufacturing with 36 percent of the City’s employment. By 1990, Manufacturing (16 percent) had declined significantly, as it tied with the Education, Health, and Social Services industry (16 percent) as a percentage of the employment in the City. In 2000, Education, Health, and Social Services made up the largest sector of the City’s economy (19.3 percent). Although Manufacturing has been declining in the overall economy, jobs in this sector have increased by nearly 80 percent since 1990. Manufacturing remains a strong sector of the City’s economy (13 percent). The decline of the Manufacturing sector as a percentage of the City’s employment is merely representative of a diversifying economy.

**Figure ED-3  
 Employment by Industry in 2000 in Kingsland**



Source: Georgia Department of Community Affairs

Figure ED-3 shows that in the City of Kingsland, the largest industry in 2000 was Education, Health and Social Services with 19 percent of the jobs in the City, followed by Arts, Entertainment, Recreation, Accommodation, and Food Services (15 percent); Public Administration (13 percent); Manufacturing (13 percent); and Retail Trade (11 percent).



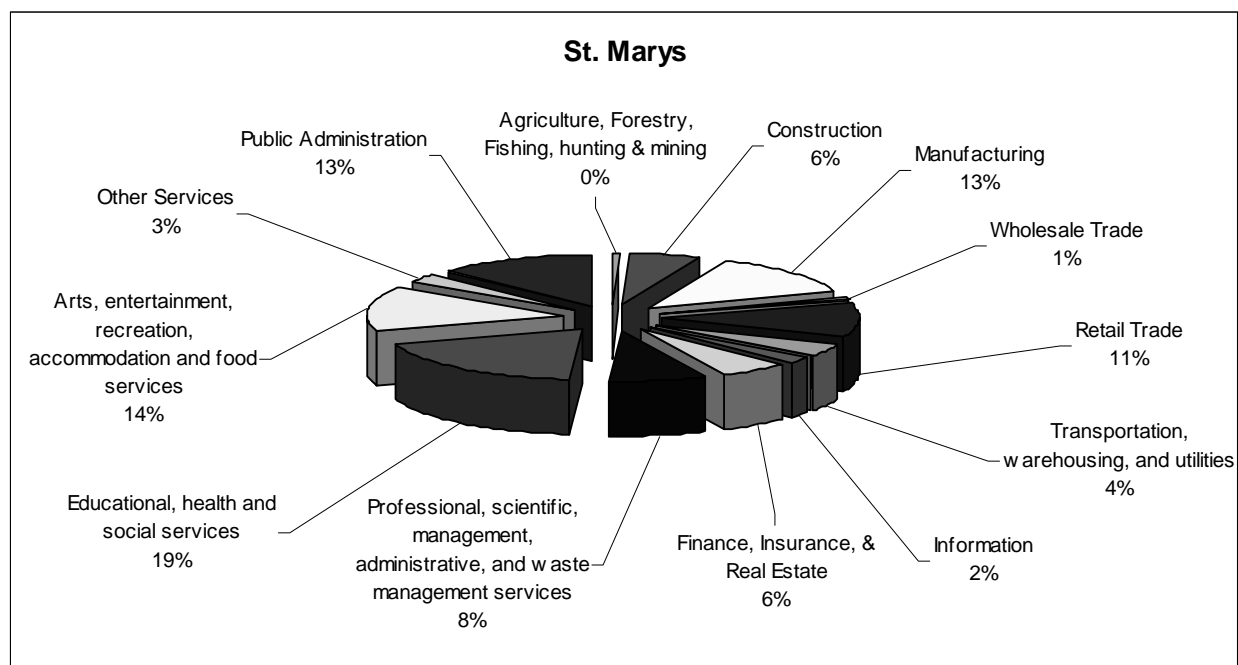
The high percentages of employment in Education, Health, and Social Services; Recreation, Accommodation, and Food Services; and Retail Trade industries show a service centered economy.

## St. Marys

The economic trends experienced in St. Marys from 1980 to 2000 are very similar to the trends seen in Kingsland. Manufacturing has declined as a percentage of the City's employment; however, it remained a strong sector of the economy in 2000 (35 percent to 10.6 percent in 2000). The Durango-Georgia Paper mill, located in the City of St. Marys, closed in 2002, therefore, the 2000 Census falls just short of depicting this dramatic economic event.

In 1990, the largest sectors of the City's economy in terms of employment were in the categories of Retail Trade (17 percent) and Public Administration (17 percent). By 2000, Education, Health, and Social Services had become the largest sector of the economy with 19 percent of the City's employment. Again, the shifts in the economy are due to diversifying the economic base.

**Figure ED-4**  
**Employment by Industry in 2000 in St. Marys**



Source: Georgia Department of Community Affairs

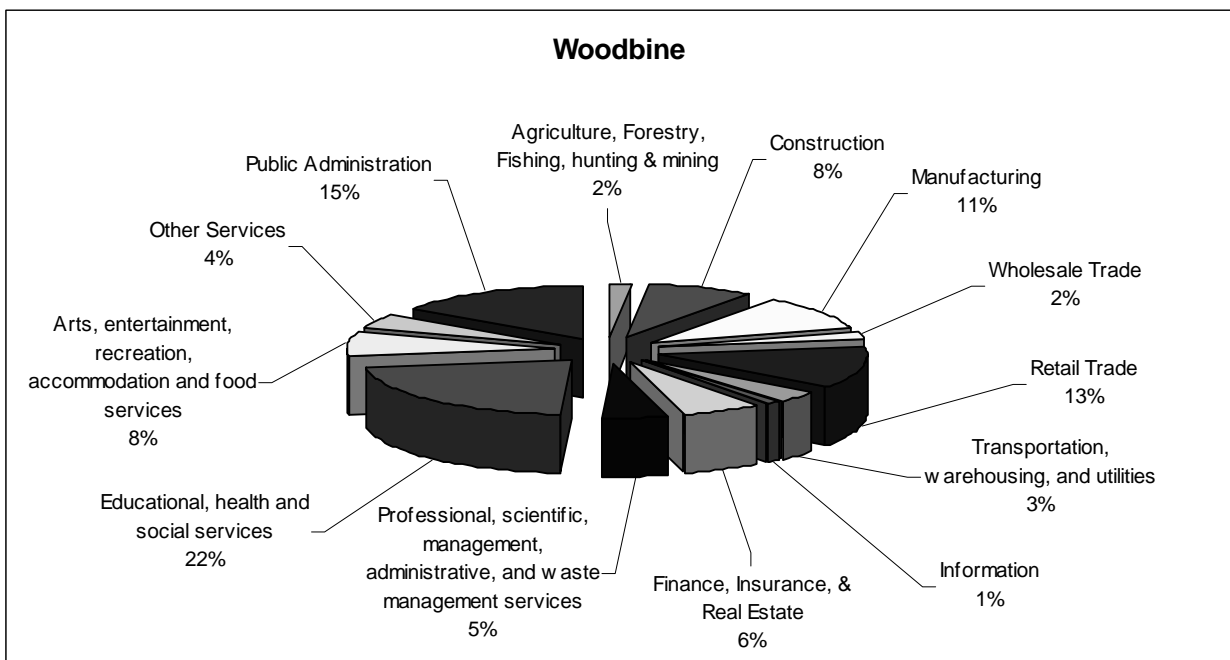
In 2000, as shown in Figure ED-4, the largest industry by Employment was Education, Health, and Social Services with 19 percent. This was followed by Arts, Entertainment, Recreation,

Accommodation, and Food (14 percent); Public Administration (13 percent); and Retail Trade (11 percent). All of these industries are service producing industries, showing an overall shift from a goods producing economy to a service producing economy.

## Woodbine

The City of Woodbine's economy has experienced shifts similar to those occurring in the other cities within the County, and Camden County overall. Manufacturing has declined from 1980 when it held 35 percent of the City's jobs. In 1990, the Public Administration industry (21 percent) made up the largest sector of the economy in terms of employment. In 2000, however, the bulk of the City's employment was in the Education, Health, and Social Services industry making up 22 percent of the employment in the City.

**Figure ED-5**  
**Employment by Industry in 2000 in Woodbine**



Source: Georgia Department of Community Affairs

Education, Health, and Social Services was the largest industry by employment in the City of Woodbine in 2000, making up 22 percent of the employment in the City (Figure ED-5). This was followed by other service producing industries such as Public Administration (15 percent) and Retail Trade (13 percent). Again, Manufacturing remained strong in 2000 with 11 percent of the City's employment, but it is declining as the City's economy is diversifying.

## Naval Submarine Base Kings Bay

Naval Submarine Base Kings Bay (NSBKB) is possibly Camden County's largest and most unique economic asset. NSBKB is the East Coast home port for the Ohio-class fleet of ballistic-missile submarines and the only naval base in the Atlantic fleet capable of supporting the Trident II (D-5) missile. An overview of the economic impact of the Base is provided in Table ED-1 by the NSBKB Shareholder Report, 2003.

**Table ED-1**  
**Economic Impact of Naval Submarine Base Kings Bay in 2003**

	Persons	Payroll
Military		\$225,858,226.36
Active Duty	4,773	
Reserves	101	
Appropriated Fund (Department of Navy Civilian)	1,899	\$246,223,228.00
Non-Appropriated Fund (MWR or Navy Exchange Employee)	334	\$5,232,257.00
Contractor	1,412	\$31,629,752.00
Total	8,519	\$509,973,029.36
Goods and Services		\$104,791,042.00
Total Economic Impact	8,519	\$614,764,071.36

Source: NSBKB Shareholder Report, 2003

The 2003 Naval Submarine Base Kings Bay Shareholder Report is the most recent published report. It is reasonable to assume that the NSBKB's impact has increased since then and will remain stable for the future. Since 2003, the NSBKB has become home to the USS Georgia, and will become home to two additional submarines: the USS Florida (2007), and the USS Alaska (2009). Each submarine is estimated to bring with it 225 military personnel and an annual salary of approximately \$14.3 million. Combined, the three submarines will bring an additional 675 military personnel and their families and \$42.9 million in total annual salary.

## Labor Force

### Camden County

The labor force in Camden County (Table ED-2) has grown significantly since 1990. The total labor force in Camden County increased from 16,759 to 22,707 from 1990 to 2000, a 36 percent increase over the 10-year period. The civilian labor force alone increased 52 percent over this same period

while there was a slight decline in armed forces. The decrease in armed forces was likely a cyclical decline due to the fact that 2000 was not a time of war. Between 1990 and 2000, Camden County's civilian labor force growth rate surpassed both that of the State (29 percent) and that of the coastal Georgia region (22 percent). The Camden County 2000 Census data includes all incorporated areas with the cities.

**Table ED-2**  
**Camden County Labor Force**

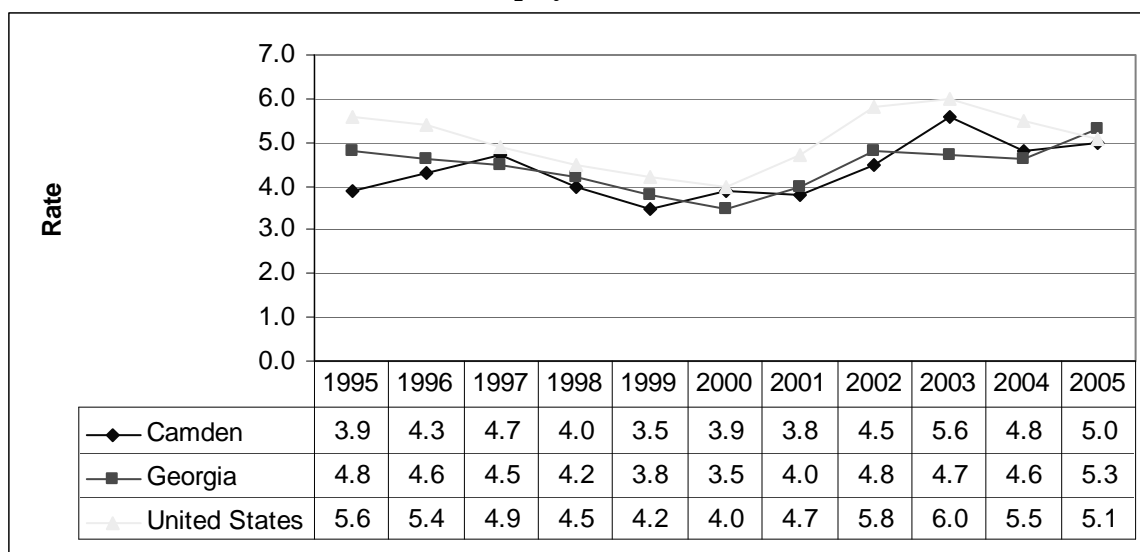
Category	1990	2000	1990-2000 Growth
Total population	21,653	31,244	44.3%
In labor force	16,759	22,707	35.5%
Civilian labor force	11,543	17,507	51.7%
In Armed Forces	5,216	5,200	-0.3%

Source: Georgia Department of Community Affairs

More recent labor force data has been gathered by the Georgia Department of Labor (DOL); however, the DOL information only pertains to the civilian workforce. According to data from the DOL, the civilian labor force has increased by 17 percent over the five-year period of 2000 to 2005, resulting in a 2005 civilian workforce of 20,518.

In 2005, Camden County had an unemployment rate of five percent. As seen in Figure ED-6, this rate is slightly below that of the State (5.3 percent) and that of the Nation (5.1 percent). Over the past five years, the unemployment rate in Camden County has typically been lower than the State, with the exception of 2003 when the unemployment rate was 0.8 percent higher than the State. During this same period of 2000 to 2005, the County's unemployment rate has been consistently lower than the Nation.

**Figure ED-6**  
**Unemployment Rates**



Source: Georgia Department of Labor

The personal income of an area is the income that is received by, or on behalf of, all the individuals who live in the area; therefore, the estimates of personal income are presented by the place of residence of the income recipients. According to the Bureau of Economic Analysis, BEARFACTS 1994-2004, Camden County had a 2004 total personal income (TPI) of \$1,092,390. This TPI ranked 43<sup>rd</sup> out of 159 in the State and accounted for 0.4 percent of the State total. The 2003 TPI reflected an increase of 5.3 percent from 2002, while the 2002-2003 State change was 5.9 percent and the National change was 6.0 percent. However, the 1994 to 2004 average annual growth rate of TPI for Camden County was 3.7 percent. The average annual growth rate for the State was 4.1.

Total personal income includes net earnings by place of residence; dividends, interest, and rent; and transfer payments received by the residents of Camden County. In 2004, net earnings accounted for 76 percent of TPI (compared with 80.2 percent in 1994); dividends, interest and rent were 11 percent (compared with 12 in 1994); and transfer payments were 13 percent (compared with 8 percent in 1994).

Earnings of persons employed in Camden increased from \$885,242 in 2003 to \$923,985 in 2004, an increase of 4.4 percent. The 2003-2004 State change was 6.4 percent and the National change was 6.3 percent. The average annual growth rate from the 1994 estimate of \$701,550 to the 2004 estimate was

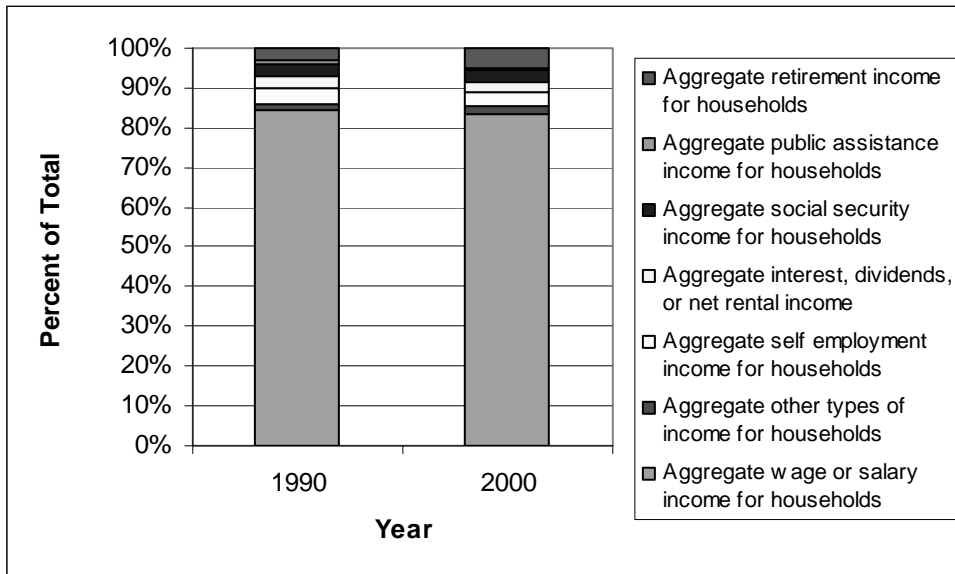
2.8 percent. The average annual growth rate for the State was 6.2 percent and 5.5 percent for the Nation.

In 2004, Camden had a per capita personal income (PCPI) of \$24,231. This PCPI ranked 53rd in the State and was 81 percent of the State average, \$29,782, and 73 percent of the National average, \$33,050. The 2004 PCPI reflected an increase of 3.6 percent from 2003. The 2003-2004 State change was 3.9 percent and the National change was 5.0 percent. In 1994, the PCPI of Camden was \$16,903 and ranked 63rd in the State. The 1994-2004 average annual growth rate of PCPI was 3.7 percent. The average annual growth rate for the State was 3.7 percent and 4.1 percent for the Nation.

The average weekly wages for all industries in Camden County were \$568 in 2005. The County's average weekly wage is the fifth highest in the ten-county Coastal Georgia Region. The State's average weekly wage for 2005 was \$752, which was significantly higher than all of the ten counties in the region. From 2001 to 2005, the County's weekly wage has increased by 6 percent from \$536. The State's average weekly wage has increased by 11 percent for the same period.

According to the Georgia Department of Community Affairs' Dataviews, the major source of personal income in Camden County in 1990 and 2000 was wages and salary (Figure ED-7). Other sources of personal income remained relatively constant with the exception of retirement income, which grew from 3.2 percent to 4.9 percent of all personal income in the County. Retirement income made up the second highest percentage of all personal income in 2000 following wages and salary.

**Figure ED-7  
 Camden County Personal Income**



Source: Department of Community Affairs

The commuting patterns of Camden County show that the number of persons living and working in Camden County was 78 percent of the total employed population of the County (Table ED-3). This percentage has decreased since 1990 signifying that a greater percentage of the County’s population is commuting out of the County for employment. The percentage of County residents working outside of the State has also increased significantly indicating that many residents are living in Camden County, but working in places like the Jacksonville, FL MSA. According to the US Census Bureau’s 2000 County-to-County Worker Flow Files, 11 percent of Camden County’s employed residents were employed in the State of Florida, while 87 percent were employed in the State of Georgia. The 2000 Census data indicates that 13.3 percent of the residents worked outside the state of Georgia.

**Table ED-3**  
**Camden County Labor Force by Place of Work**

Category	1990	Percentage	2000	Percentage
Worked in Georgia	14,936	94.7%	18,269	86.7%
Worked in Camden	14,264	90.5%	16,357	77.6%
Worked outside of Camden	672	4.3%	1,912	9.1%
Worked outside of Georgia	828	5.3%	2,797	13.3%
Total Employed Residents	15,764	100.0%	21,066	100.0%

Source: Georgia Department of Community Affairs

## Kingsland

Between 1990 and 2000, the City of Kingsland has experienced a much higher growth rate in the labor force than the overall County. From 1990 to 2000, the labor force of the City grew from 2,631 to 5,346 representing a 103 percent increase. This increase is largely a reflection of the overall population of the City, which grew by 114 percent.

In the ten-year period between 1990 and 2000, the civilian labor force grew by 118 percent, while the Armed Forces grew by 57 percent (Table ED-4).

**Table ED-4**  
**City of Kingsland Labor Force**

Category	1990	2000	1990-2000 Growth
Total population	3,308	7,086	114.2%
In labor force	2,631	5,346	103.2%
Civilian labor force	1,977	4,317	118.4%
In Armed Forces	654	1,029	57.3%

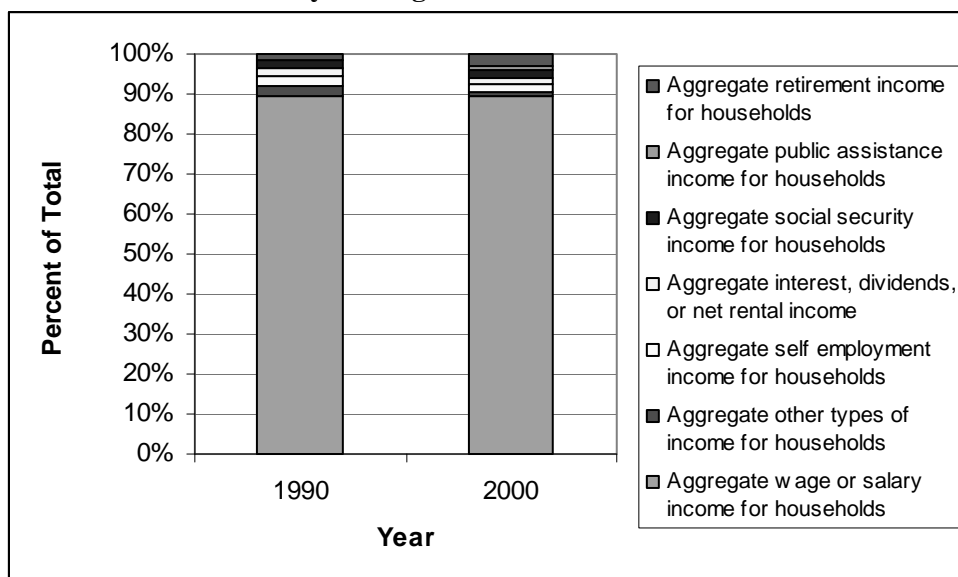
Source: Georgia Department of Community Affairs

The major source of personal income in Kingsland was wages or salary in 1990 and 2000, which made up nearly 90 percent of all personal income (Figure ED-8). Other sources of personal income remained relatively constant with the exception of retirement income, which grew from 1.3 percent to



3.2 percent of all personal income in the City. Retirement income makes up the second highest percentage of all personal income following wages and salary.

**Figure ED-8**  
**City of Kingsland Personal Income**



Source: Georgia Department of Community Affairs

The commuting patterns of Kingsland are shown in Table ED-5. According to the Georgia DCA DataView, all employed residents of the City were working inside the State of Georgia in both 1990 and 2000. However, only about a quarter of the employed residents of Kingsland were working within Camden County. Nearly 75 percent of Kingsland’s working population in 1990 and in 2000 was commuting outside of the City and the County for employment. The 2000 Census data indicates that 16.4 percent of the residents worked outside the state of Georgia.

**Table ED-5**  
**City of Kingsland Labor Force by Place of Work**

Category	1990	Percentage	2000	Percentage
Worked in Georgia	2,480	100.0%	4,958	100.0%
Worked in Camden	653	26.3%	1,256	25.3%
Worked outside of Camden	1,827	73.7%	3,702	74.7%
Worked outside of Georgia	0	0.0%	0	0.0%
Total Employed Residents	2,480	100.0%	4,958	100.0%

Source: Georgia Department of Community Affairs

## St. Marys

The labor force in the City of St. Marys has grown at a rate of 71 percent from 1990 to 2000, twice that of the County for the same period. Table ED-6 shows that in 2000, there were 7,101 people in the City's labor force. The growth in the City's labor force has slightly outpaced the growth in the City's population meaning that it is likely that more retirees are moving into the City as compared to residents in the labor force.

**Table ED-6**  
**City of St. Marys Labor Force**

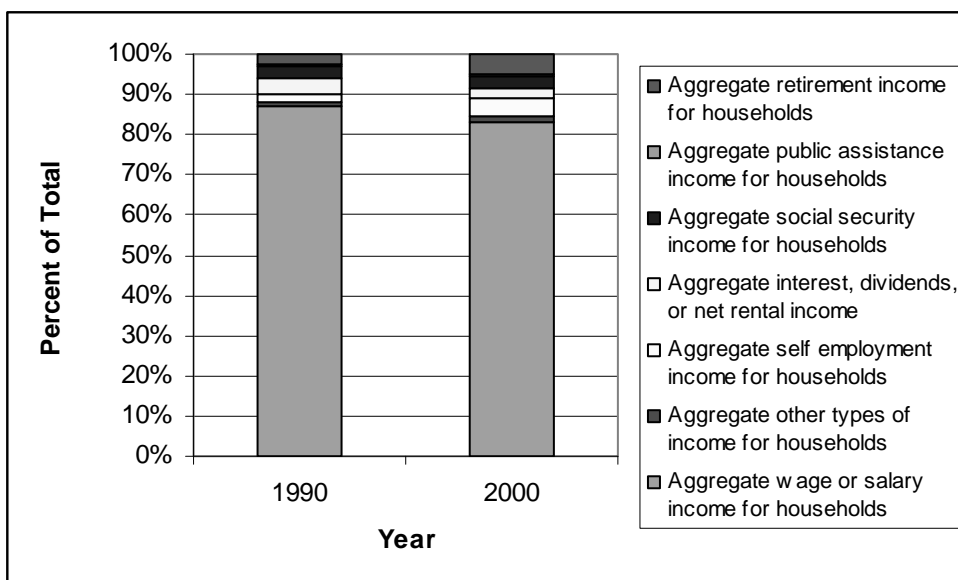
Category	1990	2000	1990-2000 Growth
Total population	5,652	9,572	69.4%
In labor force	4,147	7,101	71.2%
Civilian labor force	3,249	5,721	76.1%
In Armed Forces	898	1,380	53.7%

Source: Georgia Department of Community Affairs

The largest growth in the City's labor force was seen in the civilian labor force, which increased 76 percent from 1990, resulting in a 2000 civilian labor force of 5,721. The armed forces grew significantly over the same period, as well, growing from 898 to 1,380 (54 percent) in 10 years.

The major source of personal income in St. Marys was wages and salary in 1990, making up 87 percent of all personal income (Figure ED-9). While wages and salary remained the major source of personal income in 2000, it fell to 83 percent of the City's personal income. During this same ten-year period, retirement income and self-employment income doubled as a percentage of the City's personal income. Self-employment income rose from 2.1 percent in 1990 to 4.2 percent in 2000. Retirement income rose from 2.4 percent in 1990 to 5.2 percent in 2000. Retirement income makes up the second highest percentage of all personal income following wages and salary.

**Figure ED-9**  
**City of St. Marys Personal Income**



Source: Georgia Department of Community Affairs

According to the Georgia DCA DataView, the commuting patterns of St. Marys shown in Table ED-7 reveal that all employed residents of the City were working inside the State of Georgia in both 1990 and 2000. In 1990, nearly 50 percent of the employed residents of St. Marys were working in Camden County. However, in 2000, this number dropped to 36 percent of the working population. Nearly two-thirds of the employed residents were commuting to jobs outside of St. Marys and Camden County in 2000. The 2000 Census data indicates that 14.8 percent of the residents worked outside the State of Georgia.

**Table ED-7**  
**City of St. Marys Labor Force by Place of Work**

Category	1990	Percentage	2000	Percentage
Worked in Georgia	3,878	100.0%	6,537	100.0%
Worked in Camden	1,871	48.2%	2,339	35.8%
Worked outside of Camden	2,007	51.8%	4,198	64.2%
Worked outside of Georgia	0	0.0%	0	0.0%
Total Employed Residents	3,878	100.0%	6,537	100.0%

Source: Georgia Department of Community Affairs

## Woodbine

Between 1990 and 2000, the labor force of the City of Woodbine experienced a slight decrease of 6 percent. The number in the labor force was reduced from 526 in 1990 to 495 in 2000. The City itself did not experience a population growth as high as the other two cities in Camden County. For the most part, the City's population remained the same from 1990 to 2000 with a percentage growth of less than one percent (0.3 percent).

The number in the armed forces in the City was extremely low. However, from 1990 to 2000, the armed forces took the largest hit in the City's workforce, losing 16 people, a decline of 53 percent since 1990.

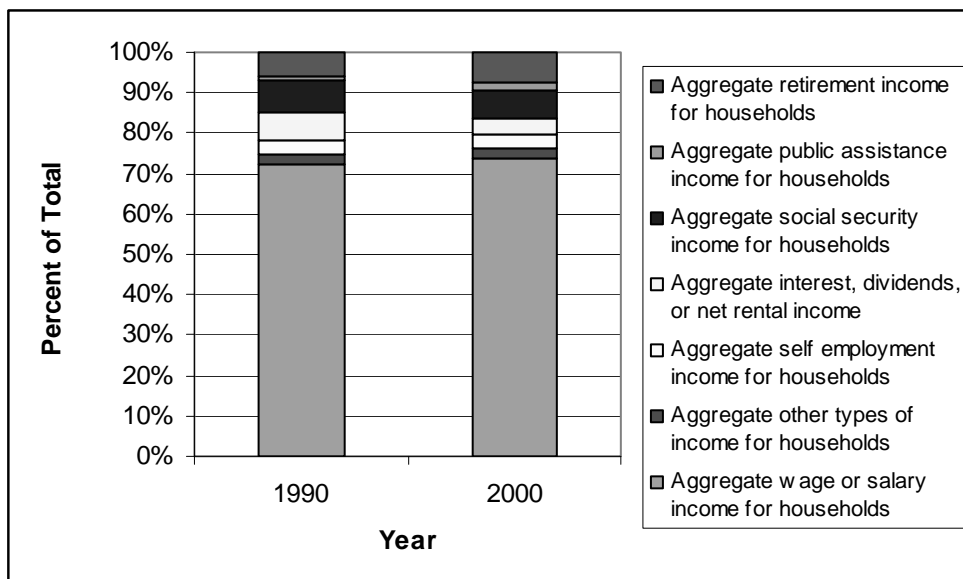
**Table ED-8**  
**City of Woodbine Labor Force**

Category	1990	2000	1990-2000 Growth
Total population	1212	1218	0.3%
In labor force	526	495	-5.9%
Civilian labor force	496	481	-3.0%
In Armed Forces	30	14	-53.3%

Source: Georgia Department of Community Affairs

The major source of personal income in Woodbine was wages or salary in both 1990 and 2000, which made up over 70 percent of all personal income in the City (see Table ED-10). The percentage of income from wages or salary is lower in Woodbine than it is in the rest of the County. From 1990 to 2000, the percentage of income from interest, dividends, or net rental income decreased slightly from approximately 7 to 4 percent. During this same time, retirement income grew from 5.7 percent to 7.6 percent, making up the second highest source of Woodbine's personal income. Retirement income was followed by social security income, which made up 6.9 percent in 2000, the highest level in the County.

**Figure ED-10**  
**City of Woodbine Personal Income**



Source: Georgia Department of Community Affairs

The commuting patterns of Woodbine are similar to that of Kingsland (Table ED-9). According to the Georgia DCA DataView, all employed residents of the City were working inside the State of Georgia in both 1990 and 2000. However, only about a quarter of the employed residents of Woodbine were working within Camden County. Nearly 75 percent of Woodbine’s working population in 1990 and indicates that 7.4 percent of the residents worked outside the state of Georgia.

**Table ED-9**  
**City of Woodbine Labor Force by Place of Work**

Category	1990	Percentage	2000	Percentage
Worked in Georgia	490	100.0%	457	100.0%
Worked in Camden	127	25.9%	109	23.9%
Worked outside of Camden	363	74.1%	348	76.1%
Worked outside of Georgia	0	0.0%	0	0.0%
Total Employed Residents	490	100.0%	457	100.0%

Source: Georgia Department of Community Affairs

## Economic Resources

Camden County is home to seven organizations with a key role in economic development. As cited in the *Economic Diversification of Camden County, Georgia* study prepared by Georgia Tech’s Office of Economic Development and Technology Ventures and Center for Quality Growth and Regional Development, each organization was asked to identify their primary focus. Based on this information, there is no gap in service delivery. The responses are listed below in Table ED-10.

**Table ED-10**  
**Economic Resources in Camden County**

Organization	Retail, Commercial, and Small Business Development	Industrial Recruitment and Retention	Tourism	Entrepreneurs
Camden Joint Development Authority (JDA)		X		
Camden-Kings Bay Area Chamber of Commerce	X			X
The Camden Partnership		X		
Kingsland Downtown Development Authority (DDA)	X (Downtown)		X	
Kingsland Convention and Visitors Bureau (CVB)			X	
St. Marys Downtown Development Authority (DDA) and Industrial Development Authority (IDA)	X	X	X	X
St. Marys Convention and Visitors Bureau (CVB)			X	
Woodbine Downtown Development Authority (DDA)	X (Downtown)			

Source: Economic Diversification of Camden County, Georgia prepared by the Georgia Institute of Technology (2005)

## Camden County Joint Development Authority

The Camden County Joint Development Authority (JDA) represents the three cities and the County. Its mission is to “provide quality employment opportunities for the citizens of Camden County.” The

JDA serves approximately three to four businesses a month that are seeking to expand or relocate into Camden County; assists approximately six existing industry contacts per month; and addresses approximately two requests per month for help in starting a small business.

According to the *Economic Diversification* study, 40 percent of JDA business is spent on business marketing and recruitment, 20 percent on helping existing business and industry expand, 10 percent on serving active prospects in the area, and the balance of the time in supporting community support projects such as those related to water, sewer, and roads.



**CAMDEN - KINGS BAY**  
Chamber of Commerce

## Camden-Kings Bay Area Chamber of Commerce

The Camden-Kings Bay Area Chamber of Commerce represents the entire County. Its mission is to “serve as an advocate to its members by promoting an environment that supports growth and prosperity within the business community.” The Chamber is the leading advocate for small business in the County, assisting approximately 20 existing businesses a month on a variety of needs, and addressing approximately five requests per month from persons seeking to start a small business.

The Chamber executive reported to Georgia Tech that approximately 40 percent of Chamber business is spent on building membership and strengthening member services, 40 percent on meeting and networking with other community organizations and entities, 10 percent on conducting or attending special community events, and the balance of the time on miscellaneous duties.



## The Camden Partnership

The Camden Partnership represents the Naval Submarine Base Kings Bay in Washington, D.C. and locally. Furthermore, the Camden Partnership

is led by a former Commanding Officer at Kings Bay. The key objective of the Partnership is enhancing Camden’s economic development and quality of life. The Partnership has been successful in bringing together several organizations of diverse interest to focus on addressing key challenges including those that are related to business development, retention, and expansion.

## Downtown Development Authorities

Each of the three cities in Camden County: Kingsland, St. Marys, and Woodbine; operate a downtown development authority. The role of these authorities is to revitalize and sometimes redevelop the downtown business district to make it a more sustainable area for business development.

## Coastal Georgia Community College

Coastal Georgia Community College (CGCC) officials work with Camden County's leadership on helping the community meet the needs of local business and industry. As part of CGCC's vocational component through the Georgia Department of Adult and Technical Education, all programs have advisory committees and draw on industry representatives from Camden County. In addition, CGCC works collaboratively with the University of Georgia Small Business Development Center (SBDC) in Brunswick to develop programs for small business and entrepreneurs.



Coastal Georgia Community College located in Kingsland

## University of Georgia Small Business Development Center



The University of Georgia Small Business Development Center (SBDC), located in Brunswick serves Appling, Bacon, Brantley, Camden, Charlton, Glynn, Jeff Davis, Liberty, Long, McIntosh, Pierce, and Ware counties. Twice a month, the SBDC maintains full-time hours at the Camden-Kings Bay Area Chamber of Commerce. During these days, a professional consultant is available to meet one-on-one with business owners or prospective business owners. Business start-ups seeking business planning assistance account for a large portion of the SBDC clientele. The SBDC offers assistance in cash flow projections and other analysis of financial problems, marketing help, as well as basic business planning and strategic marketing planning.



In partnership with Coastal Georgia Community College, the SBDC offers a class every other month at CGCC's Camden Center in addition to its monthly class in Brunswick. Classes are offered on topics ranging from "How to Start a Small Business" and "Developing a Business Plan," to "Strategic Marketing Planning" and "21 Tips for Boosting Profitability." The SBDC also hosts a regular radio program on Brunswick airwaves known as "Tools for the Toolbox: Business News You Can Use."

### **Kings Bay Career Center**

The Georgia Department of Labor's (DOL) local career center, the Kings Bay Center, assists area residents with career development issues and not solely with unemployment filings. Through the Kings Bay Center, clients can receive education and training services about career options for various occupations, financial aid information, and other relevant needs. Patrons can also receive personalized, one-on-one employment assistance where they are counseled on exploring and assessing careers and conducting job searches. The Career Center provides access to the world's largest job listing referral request system. If eligible, clients may have access to transportation, childcare, and other assistance while in training or starting work. Patrons have access to computers, printers, word processing and resume writing software, Internet, e-mail, and other technology tools to aid in gaining employment. The Center also offers job-search skills workshops, other resources on job searching, and other relevant topics through the self-help library. In addition, patrons can access information about unemployment insurance benefits.

### **Coastal Area District Development Authority**

The Coastal Area District Development Authority (CADDAA) is a non-profit economic development lender that has been in existence since 1976. The authority was formed as a result of a \$5 million grant provided by the US Economic Development Administration to offer loans to retain jobs in the coastal Georgia area. CADDAA also serves as a Certified Development Company (CDC) for the US Small Business Administration. As a CDC, CADDAA administers the SBA 504 program, which provides financing for fixed assets such as land, building, and equipment on long term, below market, fixed rates. In addition, CADDAA administers several other key lending programs:

- Four Revolving Loan Funds are available to Camden County businesses:
- Express Loan Program provides funds for land and building acquisition, leasehold improvements, building renovations, machinery and equipment, inventory, and working capital.

- Downtown Revitalization Loan Pools provide loans at below market interest rates to finance the development, renovation, or expansion of businesses within downtown areas.
- The Jack Cofer Revolving Loan Fund provides assistance to businesses in Coastal Georgia.
- The Camden County Enterprise Loan Program was set up to provide financing to “economically disadvantaged business owners.” This assistance is available for expanding an existing business or starting a new business.
- Intermediary Relending Program provides assistance for the development of business facilities and to support community development projects.
- SBA 7A Loan Program provides businesses with help in acquiring fixed assets, obtaining working capital, and restructuring debt.
- SBA Low Doc Loan Program provides a guarantee to lenders when they provide credit to small business owners.

## Economic Trends

During the period of 2001 to 2005, several industries in Camden County experienced notable growth. Most of the growth has occurred within service producing industries, which grew by nearly 30 percent over that time frame. Table ED-11 lists ten private industries in the County that experienced the highest levels of growth by employment data.

**Table ED-11**  
**Employment in Camden County’s Growing Industries**

Industry	2001	2005	Growth
Wholesale trade	64	300	368.8%
Utilities	28	114	307.1%
Finance and insurance	284	871	206.7%
Real estate and rental and leasing	117	197	68.4%
Agriculture, forestry, and fishing	70	107	52.9%
Printing and related activities	9	13	44.4%
Professional, scientific/tech services	362	517	42.8%
Accommodation and food services	1669	2229	33.6%
Health care and social services	691	901	30.4%
Educational services	17	22	29.4%

Source: Georgia Department of Labor

The growth seen in these private industries from 2001 to 2005 indicate some level of diversification in Camden County's economy. The community saw the highest levels of growth in the Wholesale Trade Industry, which increased by 369 percent from 64 jobs in 2001 to 300 jobs in 2005. Industries with the second and third highest levels of growth exceed 200 percent. The second highest level of growth was seen in the Utilities industry whose employment increased by 307 percent. The third highest growth industry was Finance and Insurance, which increased the number of jobs by 206 percent.

In terms of public industries, the total number of jobs in all levels of government grew by 5 percent. Within this category, growth was seen only in the Local Government sector, which grew, by 18 percent.

Camden County also saw a fair amount of net job loss in several industries during the period of 2001 to 2005. Net job loss was seen in six individual industries. Following national and statewide trends, the broader category of Manufacturing industries took the biggest percentage loss, losing nearly 800 jobs which represented a 53 percent decline. Goods Producing industries overall experienced a 33 percent net job loss. Individual industries with net job loss are listed in Table ED-12.

**Table ED-12**  
**Employment in Camden County's Shrinking Industries**

Industry	2001	2005	Growth
State government	211	143	-32.2%
Chemical manufacturing	10	9	-10.0%
Transportation and warehousing	78	74	-5.1%
Federal government	2346	2302	-1.9%
Information	158	156	-1.3%
Retail trade	1926	1907	-1.0%

Source: Georgia Department of Labor

In terms of percentage loss in individual industries, the greatest net job loss was seen in the State Government sector that lost 68 jobs, a 32 percent loss. This was followed by a 10 percent job loss in Chemical Manufacturing and 5 percent loss in Transportation and Warehousing. The Federal Government Sector, one of Camden County's largest sectors lost 44 jobs, a 2 percent reduction from 2001. The *Economic Diversification* report suggests that this loss was largely due to some reduction of fleet at Naval Submarine Base Kings Bay.

As cited by the Camden-Kings Bay Area Chamber of Commerce, the top 15 employers in the County at the beginning of 2006 are listed in Table ED-13.

**Table ED-13**  
**Largest Number of Employees in Camden County**

Name	Location	Number of Employees
Naval Submarine Base Kings Bay	Kings Bay	8,936
Camden County School System	Kingsland	1,700
Express Scripts	St. Marys	480
Lockheed Missiles & Space	Kings Bay	435
Wal-Mart Supercenter	St. Marys	425
Camden County Government	Woodbine	315
Southeast Georgia Health System (Camden Campus)	St. Marys	250
Bayer Crop Science	Woodbine	130
Winn Dixie	Kingsland	85
Publix Super Market	Kingsland	85
Georgia Pacific	St. Marys	80
K-Mart	Kingsland	74
General Dynamics/Electric Boat	Kings Bay	38
TDS Telecom	St. Marys	35
Osprey Cove Golf Course	St. Marys	35

Source: Camden-Kings Bay Area Chamber of Commerce

By far, Naval Submarine Base Kings Bay is Camden County's largest employer with 8,936 employees. The Camden County School System follows with 1,700 employees. These two public sector employers represent the largest employers in Camden County.

Over the past year (from August 11, 2005 to August 9, 2006), 21 Developments of Regional Impact (DRI) in Camden County have been reviewed by the Coastal Georgia RDC. All of these potential developments are large enough to have a regional impact and would likely have significant economic impacts on the community as well. In total, the DRIs in Camden County are proposed to have approximately 17,000 housing units and 1.6 million square feet of commercial area. The estimated value at build out for all of these developments is \$4.5 billion.

## Jurisdictional comparison:

- *Camden County*: The County has filed four DRIs in the last year. These developments include 6,250 housing units and 250,000 square feet of commercial area. The build out value is estimated to be \$1.26 billion.
- *Kingsland*: The City has filed ten DRIs in the last year. These developments include 4,094 housing units and 68 acres dedicated to commercial land. The build out value is estimated to be \$1.17 billion.
- *St. Marys*: The City has filed six DRIs in the last year. These developments include 4,641 housing units and 655,000 square feet of commercial area. The build out value is estimated to be \$1.57 billion.
- *Woodbine*: The City has filed one DRI in the last year. This development includes 2,546 housing units and 586,200 square feet of commercial area. The build out value is estimated to be \$554 million.

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## ***Housing***

The housing stock in a community is an important asset and impacts many other aspects of the community. A community may choose to offer opportunities for housing choice and affordability. The provision of decent, stable housing is a prerequisite to full participation in education, employment, and civic affairs – the “quality of life” issues that make a community healthy and attractive. The high demand for housing in the County is reducing the housing choices and affordability of housing, especially in the cities.

Camden County and the Cities of Kingsland, St. Marys, and Woodbine are experiencing an increasing rate of growth. Land values and demand for property is increasing rapidly. This is leading to several trends within the community. The increased property values and high demand for land are putting pressure on the affordability of both single and multi-family housing. There is a trend to higher density housing with smaller lots. This trend may also lead to a greater demand for multi-family housing. Changing demographics will lead to changes in the services requested by residents.

The housing market in Camden County has changed significantly since 2000. Demand for housing has increased the purchase price of housing to an average new home sales price of \$303,425 in 2005.

<sup>4</sup> The change has been greatest in the Cities of St. Marys and Kingsland. Woodbine has been affected but to a lesser degree. Housing prices in the County have increased as well.

The total number of housing units in the County recorded by the 2000 Census is 16,958. This includes the unincorporated County and all the Cities. Table H-1 provides an initial picture of housing in Camden County, and the Cities of Kingsland, St. Marys and Woodbine.

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<sup>4</sup> Market Research Graphics, Inc.

**Table H-1**  
**Total Number of Housing Units and Percent Growth 1990 to 2000**

	Camden County	Percent Growth Rate 1990 to 2000	Kingsland	Percent Growth Rate 1990 to 2000	St. Marys	Percent Growth Rate 1990 to 2000	Woodbine	Percent Growth Rate 1990 to 2000
Total:	16,958	56%	4,180	110%	5,307	68%	520	7%
Owner-Occupied	9,299	56%	2,196	161%	2,632	65%	277	8%
Renter-Occupied	5,406	55%	1,400	60%	2,189	71%	138	-17%

Source: US Bureau of the 2000 Census (SF3)

St. Marys has seen the largest growth in the number of housing units, at 3,989 housing units according to the Census 2000. However, the City of Kingsland has seen the highest growth rate at 110 percent between 1980 and 2000. There are many factors leading to these high growth rates including the proximity of the cities to Jacksonville, the perceived quality-of-life of the cities, and the general attraction of coastal cities.



The community has an emerging effort to support housing. The Camden Partnership has established a Community Housing Team. Camden County has an active Habitat for Humanity program. The Habitat for Humanity program was established in 1997 and was building 1.2 houses per year. More recently, they have been building four houses per year. The organization is challenged to find affordable land on which to build their homes. Habitat for Humanity of Camden County identifies the top three housing issues as:

- Lack of affordable housing for workforce and local retirees
- Lack of ability to repair older structures by residents
- Lack of housing options for senior citizens

The Camden Partnership Community Housing Team has identified the need for a “well defined partnership between the County, the Cities, and Habitat for Humanity.” One goal is to educate the City officials regarding housing issues.



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## Housing Types and Mix

### Camden County

The available housing stock is very important to the character of the place and its impact on economic issues. Camden County offers a variety of housing choices. For this reason, it is important to examine the existing housing supply in Camden County to consider the number and types of housing needed for the next 20-year planning period. According to the Census Bureau; boats, recreational vehicles, vans, tents, and the like are counted as housing units only if they are occupied as a person's usual place of residence. Vacant mobile homes are included, provided they are intended for occupancy on the site where they stand. A tabular summary of housing data for Camden County in Table H-2 shows the historical trends.

Detached single-family units make up the largest share of total housing units in Camden County from 1980 through 2000, as shown in Table H-2. Over the 20 year period, the number of housing units in Camden County increased by 230 percent. The percent of detached housing decreased from 69 percent in 1980 to 60 percent in 2000. An increase in multi-family units, especially in the 3 to 9 and 10 to 19 categories, over this 20-year period accounts for the majority of increase in the percent of total housing units. Multi-family homes consisted of about 9.7 percent of the housing stock in the county in 1980, and rose to comprise 17.7 percent in 2000. Mobile homes account for 19 percent of the housing stock in 2000. The number of housing unit in each category increased over the 20-year period. Multi-family units often provide a more affordable housing solution than detached, single-family homes.

**Table H-2**  
**Housing Units in Camden County by Type and Percent of Total (1980–2000)**

Type of Unit	1980		1990		2000	
	No.	(%)	No.	(%)	No.	(%)
Single Units (detached)	3,561	69.30	5,939	54.60	10,261	60.50
Single Units (attached)	50	1.00	295	2.70	455	2.70
Double Units	232	4.50	273	2.50	439	2.60
3 to 9 Units	249	4.80	1,410	13.00	2,157	12.70
10 to 19 Units	23	0.40	338	3.10	238	1.40
20 to 49 Units	2	0.00	84	0.80	49	0.30
50 or more Units	0	0.00	0	0.00	124	0.70
Mobile Home or Trailer	1,020	19.90	2,462	22.60	3,217	19.00
All Other	0		84	0.8	18	0.11
<b>Total Housing Units</b>	<b>5,137</b>		<b>10,885</b>		<b>16,958</b>	

Source: US Bureau of the Census (SF3)

### ***Recent Trends in Types of Housing Provided***

The demand for housing in Camden County has been steady and strong. The most significant trend in housing is found in the multi-family housing categories. From 1980-2000, the predominate type of multi-unit structures built provided 3 to 9 housing units. The number of these units in the County increased from 249 in 1980 to 2,157 in 2000. Housing permit data shows a steady increase in single-family housing units.

Residential building permit data for the years 2000 through 2005 were obtained from the County and are presented in Table H-3. Manufactured housing accounted for more than one-third of the new single-family housing units each year. Manufactured housing units can be an important method of creating affordable housing.

**Table H-3**  
**Residential Building Permits issued in Camden County: 2000 to 2005**

<b>Year</b>	<b>Building Permits Issued</b>	<b>Single-Family</b>	<b>Manufactured</b>
2000	128	76	52
2001	152	91	61
2002	163	79	84
2003	151	84	67
2004	149	86	63
2005	222	160	62
<b>Total Units</b>	<b>965</b>	<b>576</b>	<b>389</b>

Source: Building Permit information provided by Camden County

The 2000 Census reported 10,261 single-family housing units in the County. With the addition of residential permits issued for 965 units during the period 2000 to 2005, the County's single-family housing stock can be estimated to be 11,226 units. This is an increase of about nine percent in five years. The 2006 Camden County Housing Inventory states the percent growth in all housing units as 13-percent. The County's housing permit data did not include the number of multi-family units that have been built during this same period.

The State of Georgia Department of Community Affairs (DCA) developed projections for Camden County for the period 2005 to 2030 (see Table H-4). They project that the total number of housing units, in the County, will have increased by 14,777 units in 2030. The data suggests that the majority of this increase will come in the form of multi-family housing.

**Table H-4**  
**Housing Units in Camden County by Type and Percentage of Total: 2005 to 2030**

Type of Housing Unit	2005		2010		2015		2020		2025		2030	
	No.	(%)	No.	(%)	No.	(%)	No.	(%)	No.	(%)	No.	(%)
Total Housing Units	19,913		22,869		25,824		28,779		31,734		34,690	
Single Units (detached)	11,936	60	13,611	60	15,286	59	16,961	59	18,636	59	20,311	59
Single Units (attached)	556	3	658	3	759	3	860	3	961	3	1,063	3
Double Units	491	2	543	2	594	2	646	2	698	2	750	2
3 to 9 Units	2,634	13	3,111	14	3,588	14	4,065	14	4,542	14	5,019	14
10 to 19 Units	292	1	346	2	399	2	453	2	507	2	561	2
20 to 49 Units	61	0	73	0	84	0	96	0	108	0	120	0
50 or more Units	155	1	186	1	217	1	248	1	279	1	310	1
Mobile Home or Trailer	3,766	19	4,316	19	4,865	19	5,414	19	5,963	19	6,513	19
All Other	23		27		32		36		41		45	

Source: Georgia Department of Community Affairs

## City of Kingsland

It is important to examine the existing housing stock in Kingsland to determine the housing choices available and the affordability of housing in the City. This information provides a basis on which to develop policies and action plans for the next 20-year planning period. The Census Bureau includes boats, recreational vehicles, vans, tents, and the like as housing units only if they are occupied as a person's usual place of residence.

Vacant mobile homes are included, provided they are intended for occupancy on the site where they stand. A tabular summary of housing data for Kingsland shows the trends in Table H-5.

Single-family units make up the largest share of total housing units available in Kingsland from 1980 to 2000, as shown in Table H-13. Over those 20 years, the number of housing units in Kingsland increased by 427 percent. Single-family housing comprised a declining percentage of the housing stock in the City from 1980 to 2000. An increase in multi-family units over this 20-year period accounts for much of the growth in housing units in the City. Multi-family homes consisted of about 13 percent of the housing stock in the City in 1980, and rose to comprise 18 percent in 2000, making it then the second most prevalent type of housing in Kingsland. Much of the growth is also caused by additional mobile homes.

From 1980 to 2000, there was a high growth in single-family attached units and in multi-family units, representing diversification in the City's housing stock. Data provided by DCA in Tables H-4 projects these trends continuing over the next 20-years.

**Table H-5**  
**Housing Units in Kingsland by Type and Percent of Total: 1980–2000**

Type of Unit	1980		1990		2000	
	No.	(%)	No.	(%)	No.	(%)
Single Units (detached)	532	67	840	42	2,419	58
Single Units (attached)	4	1	55	3	154	4
Double Units	71	9	107	5	201	5
3 to 9 Units	33	4	367	18	478	11
10 to 19 Units	2	0	92	5	69	2
20 to 49 Units	2	0	5	0	0	0
50 or more Units	0	0	0	0	19	0
Mobile Home or Trailer	149	19	510	26	831	20
All Other	0	0	13	1	9	0
<b>Total Housing Units</b>	<b>793</b>		<b>1,989</b>		<b>4,180</b>	

Source: Georgia Department of Community Affairs

### ***Recent Trends in Types of Housing Provided***

Multi-family housing units seem to be poised to continue to grow as percentage of the housing stock in Kingsland. From 1980-2000, the predominate type of multi-unit structures had 3 to 9 housing units. The number of these units in the City increased from seven in 1980 to 82 in 2000, a 1,071 percent increase over the 20-year period.

Residential building permit data for the years 2000 through 2005 were obtained from the City of Kingsland and are presented in Table H-6.

**Table H-6**  
**Residential Building Permits Issued in Kingsland: 2000 to 2005**

<b>Year</b>	<b>Building Permits</b>	<b>Single-Family Units</b>	<b>Manufactured Housing Units</b>
2000	178	142	36
2001	223	194	29
2002	195	171	24
2003	203	192	11
2004	297	285	12
2005	442	421	21
<b>Total Permitted Units</b>	<b>1,538</b>	<b>1,405</b>	<b>133</b>

Source: Building Permit information provided by the City of Kingsland.

The Census of 2000 reported 2,419 single-family housing units in the City. With the addition of residential permits issued for 1,538 units during the period 2000 to 2005, the City's single-family housing stock is now estimated to be 3,957, an increase of about 64 percent in five years.

DCA developed projections for Kingsland for the period 2005 to 2030 (see Table H-7). They project that the total number of housing units in Kingsland will increase by 84 percent by 2030. The DCA 2005 estimate of total single-family housing units in Kingsland of 2,891 is 1,066 units less than the estimate of total housing units developed from the building permit data.

**Table H-7**  
**Housing Units in Kingsland by Type and Percentage of Total: 2005 to 2030**

Type of Unit	2005		2010		2015		2020		2025		2030	
	No.	(%)	No.	(%)	No.	(%)	No.	(%)	No.	(%)	No.	(%)
Total Housing Units	5,027		5,874		6,720		7,567		8,414		9,261	
Single Units (detached)	2,891	58	3,363	57	3,834	57	4,306	57	4,778	57	5,250	57
Single Units (attached)	192	4	229	4	267	4	304	4	342	4	379	4
Double Units	234	5	266	5	299	4	331	4	364	4	396	4
3 to 9 Units	589	12	701	12	812	12	923	12	1,034	12	1,146	12
10 to 19 Units	86	2	103	2	119	2	136	2	153	2	170	2
20 to 49 Units	0	0	0	0	0	0	0	0	0	0	0	0
50 or more Units	24	0	29	0	33	0	38	1	43	1	48	1
Mobile Home or Trailer	1,002	20	1,172	20	1,343	20	1,513	20	1,684	20	1,854	20
All Other	11	0	14	0	16	0	18	0	20	0	23	0

Source: Georgia Department of Community Affairs

## City of St. Marys

Analysis of the housing stock in a community provides insight into the condition and character of a city. To a large degree the type, style, and condition of the housing in a community sets the character of the community. St. Marys is experiencing noteworthy changes in its housing stock. The increasing value, and cost of housing, is limiting housing choices in the community. These changes are being driven by high demand for housing in the City. According to the Census Bureau; boats, recreational vehicles, vans, tents, and the like are counted as housing units only if they are occupied as a person's usual place of residence. Vacant mobile homes are included, provided they are intended for occupancy on the site where they stand. A tabular summary of housing data for St. Marys shows the historical trends in Table H-8.

Single-family units make up the largest share of total housing units available in St. Marys from 1980 to 2000, as shown in Table H-7. Over the 20 year period, the number of housing units in St. Marys increased by about 303 percent. A large increase in multi-family units between 1980 and 1990 led to single-family units being a much reduced percent of total housing. Multi-family homes consisted of about 13.5 percent of the housing stock in the City in 1980, and rose to comprise 32.8 percent in 1990, making it the second most prevalent type of housing in St. Marys in 1990. The ratio changed again by the time the 2000 Census was taken with single-family housing growing at a rate of 88 percent between 1990 and 2000.

From 1980 to 2000, there was a lower rate of growth in single-family detached units and than in multi-family homes, leading to diversification in the City's housing stock. Data provided by DCA in Table H-10 projects these trends continuing over the next 20-years.

**Table H-8**  
**Housing Units in St. Marys by Type and Percent of Total: 1980-2000**

Type of Unit	1980		1990		2000	
	No.	(%)	No.	(%)	No.	(%)
Single Units (detached)	1,049	79.6	1,867	59.0	3,507	66.1
Single Units (attached)	36	2.7	99	3.1	163	3.1
Double Units	74	5.6	110	3.5	160	3.0
3 to 9 Units	89	6.8	626	19.8	856	16.1
10 to 19 Units	14	1.1	237	7.5	168	3.2
20 to 49 Units	0	0.0	64	2.0	33	0.6
50 or more Units	0	0.0	0	0.0	87	1.6
Mobile Home or Trailer	56	4.2	144	4.5	326	6.1
All Other	0	0.0	19	0.6	7	0.1
<b>Total Housing Units</b>	<b>1,318</b>	<b>100.0</b>	<b>3,166</b>	<b>100.0</b>	<b>5,307</b>	<b>100.0</b>

Source: Georgia Department of Community Affairs

### *Recent Trends in Types of Housing Provided*

From 1980-2000, the predominate type of multi-unit structures had 3 to 9 housing units. The number of these units in the City increased from 89 in 1980 to 856 in 2000, an 862 percent increase over the 20-year period. The number of larger multi-family structures has increased dramatically over the 20-year period. The number of double units has grown at the slowest rate showing a declining percent of total units in each of the 10-year periods.

Residential building permit data for the years 2000 through 2005 were obtained from the City of St. Marys and are presented in Table H-9.



**Table H-9**  
**Residential Building Permits Issued in St. Marys: 2000 to 2005**

Year	Building Permits Issued	Single-Family Units	Manufactured Housing Units
2000	71	67	0
2001	72	69	0
2002	66	49	7
2003	86	60	15
2004	200	165	4
2005	126	123	1
<b>Total Units</b>	<b>621</b>	<b>533</b>	<b>27</b>

Source: Building Permit information provided by the City of St. Marys

The 2000 Census reported 3,507 single-family dwelling units in the City. With the addition of residential permits issued for 621 units during the period 2000 to 2005, the City's housing stock is now estimated to be 4,128 units, an increase of about 18 percent in five years.

DCA developed projections for St. Marys for the period 2005 to 2030 (see Table H-10). They project that the total number of housing units in St. Marys will increase by 79 percent in the next 25 years to a total of 11,291 housing units. This 2005 estimate of single-family housing units in St. Marys (4,128) is six units more than DCA's 2005 estimate. Based on building permit data, the number of single-family units in the City of St. Marys is currently growing at a similar rate as was projected by DCA. The rate would be much higher if St. Marys did not have sewer capacity limitations. That is what has slowed the construction according to City officials.

**Table H-10**  
**Housing Units in St. Marys by Type and Percentage of Total: 2005 - 2030**

Type of Unit	2005		2010		2015		2020		2025		2030	
	No.	(%)	No.	(%)	No.	(%)	No.	(%)	No.	(%)	No.	(%)
Total Housing Units	6,304		7,302		8,299		9,296		10,293		11,291	
Single Units (detached)	4,122	65.4	4,736	64.9	5,351	64.5	5,965	64.2	6,580	63.9	7,194	63.7
Single Units (attached)	195	3.1	227	3.1	258	3.1	290	3.1	322	3.1	354	3.1
Double Units	182	2.9	203	2.8	225	2.7	246	2.6	268	2.6	289	2.6
3 to 9 Units	1,048	16.6	1,240	17.0	1,431	17.2	1,623	17.5	1,815	17.6	2,007	17.8
10 to 19 Units	207	3.3	245	3.4	284	3.4	322	3.5	361	3.5	399	3.5
20 to 49 Units	41	0.7	50	0.7	58	0.7	66	0.7	74	0.7	83	0.7
50 or more Units	109	1.7	131	1.8	152	1.8	174	1.9	196	1.9	218	1.9
Mobile Home or Trailer	394	6.3	461	6.3	529	6.4	596	6.4	664	6.5	731	6.5
All Other	9	0.1	11	0.2	12	0.1	14	0.2	16	0.2	18	0.2

Source: Georgia Department of Community Affairs

## City of Woodbine

It is important to examine the existing housing supply in Woodbine to determine the number and types of housing needed for the next 20-year planning period. According to the US Census Bureau; boats, recreational vehicles, vans, tents, and the like are counted as housing units only if they are occupied as a person's usual place of residence. Vacant mobile homes are included, provided they are intended for occupancy on the site where they stand. A tabular summary of housing data for Woodbine shows the trends in Table H-11.

Single-family units make up the largest share of total housing units available in Woodbine from 1980 to 2000, as shown in Table H-11. Over this 20-year period, the number of housing units in Woodbine increased by about 45 percent, representing 36 single-family homes. The percent of single-family homes in the City decreased significantly from 79 percent to 61.5 percent. An increase in multi-family units and mobile homes caused the shift in percent of total units. Multi family homes consisted of about 6.4 percent of the housing stock in the City in 1980, and rose to comprise 18 percent in 2000. Single-family detached units, remained in 2000, the highest percentage of Woodbine's stock.

**Table H-11**  
**Housing Units in Woodbine by Type and Percentage of Total: 1980–2000**

Type of Unit	1980		1990		2000	
	No.	(%)	No.	(%)	No.	(%)
Single Units (detached)	284	79.1	306	63.2	320	61.5
Single Units (attached)	10	2.8	6	1.2	10	1.9
Double Units	7	1.9	25	5.2	19	3.7
3 to 9 Units	16	4.5	74	15.3	57	11.0
10 to 19 Units	0	0.0	9	1.9	1	0.2
20 to 49 Units	0	0.0	0	0.0	16	3.1
50 or more Units	0	0.0	0	0.0	2	0.4
Mobile Home or Trailer	42	11.7	60	12.4	95	18.3
All Other	0	0.0	4	0.8	0	0.0
<b>Total Housing Units</b>	<b>359</b>		<b>484</b>		<b>520</b>	

Source: US Bureau of the Census (SF3)

### ***Recent Trends in Types of Housing Provided***

Multi-family housing units remained a relatively low percentage of the housing stock in Woodbine. From 1980-2000, the predominate type of multi-unit structures had 3 to 9 housing units. The number of these units in the City increased from 16 in 1980 to 57 in 2000. According to data provided by DCA in Tables H-13, this category is projected to continue to increase over the next 20- years, as well as other multi-family structures are projected to continue to increase. Residential building permit data for the years 2000 through 2005 were obtained from the City of Woodbine and are presented in Table H-12. The data for 2005 are through July 2005.

**Table H-12**  
**Residential Building Permits Issued in Woodbine: 2000 to 2005**

<b>Year</b>	<b>Building Permits</b>	<b>Single-Family Units</b>	<b>Mobile Home Placement*</b>
2000	4	1	3
2001	7	4	3
2002	4	3	1
2003	2	2	0
2004	8	5	3
2005	9	4	5
<b>Total Units</b>	<b>34</b>	<b>19</b>	<b>15</b>

Source: Building Permit information provided by the City of Woodbine.

\*This column differs from similar tables in that the other jurisdictions report manufactured housing units, and not placement as shown here. Both labels refer to the number of new and existing units that are moved into the jurisdiction.

The Census of 2000 reported 320 single-family dwelling units in the City. With the addition of 34 units during the period 2000 to 2005, the City's single-family housing stock is now estimated to be 354, an increase of about 11 percent in five years.

DCA developed projections for Woodbine for the period 2005 to 2030 (see Table H-13). They project that the total number of housing units in Woodbine will increase by 202 units between 2005 and 2030. From 2000 to 2005, they project the number of housing units in the City will increase by 7.7 percent. This 2005 estimate of total housing units in Woodbine of 588 is 28 units more than DCA's 2005 estimate of total housing units. Based on building permit data, the City of Woodbine's housing stock is currently growing a rate of 5.4 percent more than projected by DCA.

**Table H-13**  
**Housing Units in Woodbine by Type and Percentage of Total**

Type of Unit	2005		2010		2015		2020		2025		2030	
	No.	(%)	No.	(%)	No.	(%)	No.	(%)	No.	(%)	No.	(%)
Total Housing Units	560		601		641		681		721		762	
Single Units (detached)	329	58.8	338	56.2	347	54.1	356	52.3	365	50.6	374	
Single Units (attached)	10	1.8	10	1.7	10	1.6	10	1.5	10	1.4	10	49.1
Double Units	22	3.9	25	4.2	28	4.4	31	4.6	34	4.7	37	1.3
3 to 9 Units	67	12.0	78	13.0	88	13.7	98	14.4	108	15.0	119	4.9
10 to 19 Units	1	0.2	2	0.3	2	0.3	2	0.3	2	0.3	3	15.6
20 to 49 Units	20	3.6	24	4.0	28	4.4	32	4.7	36	5.0	40	0.4
50 or more Units	3	0.5	3	0.5	4	0.6	4	0.6	5	0.7	5	5.2
Mobile Home or Trailer	108	19.3	122	20.3	135	21.1	148	21.7	161	22.3	175	0.7
All Other	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	23.0

Source: Georgia Department of Community Affairs: DCA Projections 2005 – 2030

## Condition and Occupancy

### Camden County

#### *Age and Condition of Housing*

According to 2000 Census data, the majority of the housing stock in Camden County was built after 1980 (Table H-14). Seventy-four percent of Camden County's housing stock was built after 1980, and 42 percent was built after 1990. Ten percent of the existing housing stock was built in the 1970's. The median year built for housing in Camden County is 1988. This is due to the large percentage of housing built after 1980. This date will move into the 1990's with the current expansion in building activity. The Median Year Built for a house in the United States is 1971; for the State of Georgia, the Median Year Built is 1980. This general trend toward a more recent date suggests that housing stock is newer in Georgia, and in Camden County, than in other parts of the country. This impacts the conditions of the housing as the housing stock was built under more recent codes and regulations.

**Table H-14**  
**Year Housing Unit Built as a Percentage of Total Units in Camden County**

	Camden County	Percent of Total
Total	16,958	
Built 1990 to March 2000	7,246	42.7
Built 1980 to 1989	5,350	31.5
Built 1970 to 1979	1,711	10.1
Built 1960 to 1969	961	5.7
Built 1950 to 1959	836	4.9
Built 1940 to 1949	335	2.0
Built 1939 or earlier	519	3.1

Source: US Bureau of the Census (SF3); 2000 Census

In order to assess the condition of housing in the County, data in Table H-15 shows the percentages of housing units that lack complete plumbing and/or kitchen facilities. Generally, newer housing stock suggests better housing conditions. However, the percent of housing units without plumbing in Camden County (1.8 percent) is twice the percent found for the State of Georgia (.9 percent). This ratio is also true for the lack of kitchen facilities. The State of Georgia's housing units that lack kitchen facilities is 1 percent. A comparison of 1990 and 2000 Census data indicates that, for the County, the number of housing units lacking plumbing and kitchen facilities increased by 404 units between 1990 and 2000.

**Table H-15**  
**Condition of Housing Units as a Percentage of Total in Camden County**

Category		1990		2000	
		No.	(%)	No.	(%)
Plumbing	Complete	10,754	98.8	16,652	98.2
	Lacking	131	1.2	306	1.8
Kitchen	Complete	10,781	99.0	16,625	98.0
	Lacking	104	1.0	333	2.0
<b>Total</b>		<b>10,885</b>		<b>16,958</b>	

Source: US Bureau of the Census (SF3)

Camden County commissioned an inventory of housing units located in the unincorporated area.

The Camden County Commissioners conducted a housing inventory for the unincorporated areas Completed in February of 2006.<sup>5</sup> This inventory catalogs the condition of all housing units. According to the housing inventory, reported in June of 2006, there are six-percent (231) of total site built housing units, which are in substandard or dilapidated condition. In addition, approximately 28 percent (380) of the mobile home units are either in substandard or dilapidated condition. The inventory found that 94 percent of the single-family and multi-family housing units were in standard condition. Of the remaining six-percent of the housing units, five-percent were dilapidated and one-percent were sub-standard. Dilapidated and substandard site built and mobile home units were scattered throughout the unincorporated County. Pockets are present of dilapidated and sub standard mobile homes in mobile home parks. Additional findings of the Camden County Housing Survey for the unincorporated County include:

- Dilapidated single-family housing units account for 180 units
- Dilapidated multi-family housing units account for 277 units
- Five-percent of the site-built housing stock was dilapidated
- Mobile homes account for 27 percent of the housing stock
- Twenty-percent of the mobile home units were dilapidated

### ***Occupancy and Vacancy Rates***

Table H-16 shows the occupancy rate for both owner and renter housing units. In 1990, the occupancy rate was approximately 87 percent, leaving an overall vacancy rate of 13 percent. This is unchanged in 2000. Homeowners make up a small majority of residents in Camden County, accounting for approximately 55 percent of all units in 1990 and in 2000.

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<sup>5</sup> Unincorporated Camden County Housing Inventory, Coastal Georgia Regional Development Center, June 2006.

**Table H-16**  
**Occupancy Status in Camden County**

Housing Units	1990		2000	
	No.	(%)	No.	(%)
Vacant	1,426	13.1	2,253	13.3
Owner-Occupied	5,961	54.8	9,299	54.8
Renter-Occupied	3,498	32.1	5,406	31.9
<b>Total</b>	<b>10,885</b>		<b>16,958</b>	

Source: US Bureau of the Census (SF3)

Table H-17 provides more detailed data on vacant housing units by category. In 2000, the largest percentage of vacant housing stock in the County was rental units and seasonal uses. The next highest percentage (14.6 percent) was in the other vacant category. Seasonally vacant housing accounted for 4 percent of the housing units in 2000.

In 2000, Camden County had a homeowner vacancy rate of 2.5 percent.<sup>6</sup> The renter vacancy rate was 12.5 percent. In comparison with the state, both the homeowner and the renter vacancy rates are higher; the State of Georgia had a homeowner vacancy rate of 1.9 and a renter vacancy rate of 8.2 percent in 2000.

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<sup>6</sup> US Census 2000 (SF1) Table DP-1



**Table H-17**  
**Vacancy Status as a Percentage of the Total in Camden County**

Category	2000	
	Number	Percent
For rent	767	34
For sale only	275	12.2
Rented or sold, not occupied	190	8.4
For seasonal, recreational, or occasional use	693	30.8
For migrant workers	0	0
Other vacant	328	14.6
<b>Total vacant units</b>	<b>2,253</b>	

Source: US Census 1990 and 2000 SF1

## City of Kingsland

### *Age and Condition of Housing*

According to Census data, 52.9 percent of the housing stock in Kingsland was built after 1990 (Table H-18). Between 1980 and 1990, 29.3 percent of Kingsland's housing stock was built. Prior to 1970, the growth in Kingsland's total housing units was very modest. Building began to increase in the 1980's. The median year built for Kingsland is 1991. This suggests that the majority of housing units in Kingsland were built based on modern codes and regulations. The median year build for the State of Georgia is 1980. Kingsland has the latest median year built for all jurisdictions in Camden County.

**Table H-18**  
**Age of Housing Units as a Percentage of Total Units in Kingsland**

	Kingsland	Percent of Total units
Total	4,180	
Built 1990 to March 2000	2,211	52.9
Built 1980 to 1989	1,226	29.3
Built 1970 to 1979	356	8.5
Built 1960 to 1969	89	2.1
Built 1950 to 1959	126	3.0
Built 1940 to 1949	74	1.8
Built 1939 or earlier	98	2.3

Source: US Bureau of the Census (SF3)

In order to assess the condition of housing in the City, data in Table H-19 shows the percentages of housing units that lack complete plumbing and/or kitchen facilities.

**Table H-19**  
**Condition of Housing Units as a Percentage of Total Units in Kingsland**

Category		1990		2000	
		No.	(%)	No.	(%)
Plumbing	Complete	1,974	99.25%	4,121	98.59%
	Lacking	15	0.75%	59	1.41%
Kitchen	Complete	1,980	99.55%	4,124	98.66%
	Lacking	9	0.45%	56	1.34%
<b>Total</b>		<b>1,989</b>		<b>4,180</b>	

Source: US Bureau of the Census (SF3)

From 1990 to 2000, both the number of housing units, and the percentage of housing units lacking plumbing or kitchen facilities increased. These issues are usually eliminated by market demand in a high growth area.

### ***Occupancy and Vacancy Rates***

Table H-20 shows the occupancy rate for both owner- and renter-occupied housing units. In 1990, the occupancy rate was 86.2 percent for the City of Kingsland, leaving an overall vacancy rate of 13.8 percent. In 2000, the total occupancy rate for owners and renters saw a slight but insignificant increase. The vacancy rate in Kingsland is higher than both the State of Georgia, and United States.

**Table H-20**  
**Occupancy Status as a Percentage of Total in Kingsland**

Housing Units	1990		2000	
	No.	(%)	No.	(%)
Vacant	274	13.8	584	14.0
Owner-Occupied	842	42.3	2196	52.5
Renter-Occupied	873	43.9	1400	33.5
<b>Total</b>	<b>1,989</b>		<b>4,180</b>	

Source: US Bureau of the Census (SF3)

Table H-21 provides more detailed data on vacant housing units by category. In 2000, the largest percentage of vacant housing units in the City was For Rent units. The next highest percentage (19.7 percent) of vacant units was found in the For Sale category. In 2000, Kingsland had a homeowner vacancy rate of 3.3 percent and a rental vacancy rate of 20.1 percent<sup>7</sup>. In comparison with the state, both homeowner and Rental vacancy rates are higher: the State of Georgia had a homeowner vacancy rate of 1.0 and a Rental vacancy rate of 8.2 percent in 2000. There were a number of local circumstances related to a high growth area that led to the higher vacancy rates.

**Table H-21**  
**Vacancy Status as a Percentage of the Total in Kingsland**

Category	2000	
	Number	Percent
For rent	359	61.5
For sale only	103	17.6
Rented or sold, not occupied	53	9.1
For seasonal, recreational, or occasional use	39	6.7
For migrant workers	0	0.0
Other vacant	30	5.1
<b>Total Vacant Units</b>	<b>584</b>	

Source: US Census 1990 and 2000 SF1

<sup>7</sup> US Census 2000 (SF1) Table DP-1

**City of St. Marys*****Age and Condition of Housing***

According to Census data, most of the housing stock in St. Marys was built after 1980 (Table H-22). Seventy-six percent of the housing units were built after 1980 and 45 percent were built after 1990. The median year built for housing in St. Marys is 1989.

**Table H-22**  
**Age of Housing Units as a Percentage of Total Units in St. Marys**

Year Built	2000	
	No.	(%)
Total	5,307	
Built 1990 to March 2000	2,415	45.5
Built 1980 to 1989	1,659	31.3
Built 1970 to 1979	323	6.1
Built 1960 to 1969	280	5.3
Built 1950 to 1959	416	7.8
Built 1940 to 1949	104	2.0
Built 1939 or earlier	110	2.1

Source: US Bureau of the Census (SF3)

In order to assess the condition of housing in the City, data in Table H-23 shows the percentages of housing units that lack complete plumbing and/or kitchen facilities. Generally, newer housing stock suggests better housing conditions. The data for St. Marys supports this observation. The number of housing units lacking complete plumbing remained the same from 1990 to 2000. However, the number of housing units lacking complete kitchen facilities increased from 16 in 1990 to 45 in 2000.

**Table H-23**  
**Condition of Housing Units as a Percentage of Total Units in St. Marys**

Category		1990		2000	
		No.	(%)	No.	(%)
Plumbing	Complete	3,133	98.96	5,274	99.38
	Lacking	33	1.04	33	0.62
Kitchen	Complete	3,150	99.49	5,262	99.15
	Lacking	16	0.51	45	0.85
<b>Total</b>		<b>3,166</b>		<b>5,307</b>	

Source: US Bureau of the Census (SF3)

### *Vacancy Rates Owners and Renters*

Table H-24 shows that the occupancy for owner-occupied and renter occupied housing units. In 1990, the occupancy rate was approximately 91 percent for the City of St. Marys, leaving an overall vacancy rate of 9 percent. In 2000, the total occupancy rate for owners and renters remained approximately the same. The State of Georgia has an occupancy rate of 91 percent.

**Table H-24**  
**Occupancy Status as a Percentage of Total in St. Marys**

Housing Units	1990		2000	
	No.	(%)	No.	(%)
Vacant	284	8.97	486	9.16
Owner Occupied	1,600	50.54	2,632	49.59
Renter Occupied	1,282	40.49	2,189	41.25
<b>Total</b>	<b>3,166</b>		<b>5,307</b>	

Source: US Bureau of the Census (SF3)

Table H-25 provides more detailed data on vacant housing units by category. In 2000, the largest percentage of vacant housing stock in the City was for rent units. The categories of for sale (18.7 percent) and other vacant (19.8 percent) had the next highest percentages.

In 2000, St. Marys had a homeowner vacancy rate of 3.1 percent<sup>8</sup>. The renter vacancy was 8.6. In comparison with the state, both homeowner and renter vacancy percentages are higher the State of Georgia had a homeowner vacancy rate of 1.9 and a renter vacancy rate of 8.2 percent in 2000.

**Table H-25**  
**Vacancy Status as a Percentage of the Total in St. Marys**

Category	2000	
	No.	(%)
For rent	195	40.1
For sale only	91	18.7
Rented or sold, not occupied	47	9.7
For seasonal, recreational, or occasional use	57	11.7
For migrant workers	0	0.0
Other vacant	96	19.8
<b>Total vacant units</b>	<b>486</b>	

Source: US Census 1990 and 2000 SF1

## City of Woodbine

### *Age and Condition of Housing*

According to Census data, the growth in housing stock in Woodbine has been fairly steady. The period 1970 to 1979 shows an increase in the number of housing units built (Table H-26). The number of housing units in Woodbine increased by about 12 percent between 1990 and March 2000.

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<sup>8</sup> US Census (SF1) Table DP-1

**Table H-26**  
**Age of Housing Units as a Percentage of Total Units in Woodbine**

Year Built	Number	Percent of Total Built
Total	520	
Built 1990 to March 2000	55	10.6
Built 1980 to 1989	94	18.1
Built 1970 to 1979	141	27.1
Built 1960 to 1969	73	14.0
Built 1950 to 1959	61	11.7
Built 1940 to 1949	56	10.8
Built 1939 or earlier	40	7.7

Source: US Bureau of the 2000 Census (SF3)

In order to assess the condition of housing in the City, data in Table H-27 shows the percentages of housing units that lack complete plumbing and/or kitchen facilities. The number of units lacking plumbing or kitchen facilities declined between 1990 and 2000.

**Table H-27**  
**Condition of Housing Units as a Percentage of Total Units in Woodbine**

Category		1990		2000	
		No.	(%)	No.	(%)
Plumbing	Complete	466	96.3	515	99.0
	Lacking	18	3.7	5	1.0
Kitchen	Complete	468	96.7	508	97.7
	Lacking	16	3.3	12	2.3
<b>Total</b>		<b>484</b>		<b>520</b>	

Source: US Bureau of the Census (SF3)

### ***Vacancy Rates Owners and Renters***

Table H-28 shows that the occupancy rate for both owner- and renter-occupied housing units. In 1990, the occupancy rate was approximately 87.4 percent for the City of Woodbine, leaving an overall vacancy rate of 12.6 percent. In 2000, the total occupancy rate for owners- and renters-

occupied units saw a decrease to 80 percent. The vacancy rate in 2000 was 20 percent. Of the three cities, Woodbine experienced the highest vacancy rate of 20 percent. Owner-occupied housing accounted for just more than 53 percent of the total housing units.

**Table H-28**  
**Occupancy Status as a Percentage of Total in Woodbine**

Housing Units	1990		2000	
	No.	(%)	No.	(%)
Vacant	61	12.6	105	20.2
Owner Occupied	257	53.1	277	53.3
Renter Occupied	166	34.3	138	26.5
<b>Total</b>	<b>484</b>		<b>520</b>	

Source: US Bureau of the Census (SF3)

Table H-29 provides more detailed data on vacant housing units by category. In 1990, the largest percentage of vacant housing stock in the City was rental units and other vacant, each comprising 31.7 percent. In 2000, the largest percentage of vacant housing was again the for rent category, sharing its position with the for sale category, each representing 32.4 percent. The next highest percentage (19.7 percent) was in the other vacant category.

In 2000, Woodbine had a homeowner occupant vacancy rate of 1.7<sup>9</sup>. The renter-occupied vacancy rate was 22.4 percent in 2000. In comparison with the state, Renter vacancy rate is higher: the State of Georgia had a renter vacancy rate of 8.2 percent in 2000. The for rent vacancy rate and the other vacancy rate are worth noting. They comprise 80 of the 105 vacant units. This would suggest that rental units were not in high demand in 2000. One may also surmise that there may have been a number of units that were uninhabited.

<sup>9</sup> US Census (SF1) Table DP-1



**Table H-29**  
**Vacancy Status as a Percentage of the Total in Woodbine**

Category	2000	
	Number	Percent
For rent	43	41.0
For sale only	2	1.9
Rented or sold, not occupied	17	16.2
For seasonal, recreational, or occasional use	6	5.7
For migrant workers	0	0.0
Other vacant	37	35.2
<b>Total vacant units</b>	<b>105</b>	

Source: US Census 1990 and 2000 SF1

## Cost of Housing

### Camden County

#### *Median Property Value and Median Rent*

Median property value for owner-occupied housing and rental housing costs for Camden County for the years 1990 and 2000 are provided in Table H-29. The table addresses median gross rent. Median gross rent includes the cost of monthly contract rent plus estimated utility charges. Gross rent is used as a measure of housing costs in order to eliminate the discrepancy caused by some landlords including utilities in with rent. Median gross rent in Camden County was \$551 per month in 2000. As a percentage of household income, median gross rent accounted for 21.5 percent of household income in 1999. The ratio of cost of housing to total income is a measure of housing affordability. Banks like to work with an income to housing costs ratio of at less than 36 percent.

Median property values of owner-occupied housing from 1990 and 2000 in Camden County are also presented in Table H-30. From 1990 to 2000, the average property value in the City increased by about 28 percent, resulting in a 2000 median property value of about \$85,300. The average monthly rent increased by 32 percent during the same period, increasing from \$416 to \$551. Of the 7,078 owner-occupied units, 5,706 units collateralized a mortgage. For those housing units with a mortgage, the monthly owner costs were \$872 per month. For the State of Georgia, the median owner cost was

\$1,039. Camden County's monthly cost without a mortgage was \$242. The median selected costs were 19.6 percent of household income.

**Table H-30**  
**Cost of Housing in Camden County**

Category	1990	2000	Rate of Increase
Median Property Value	66,400	85,300	28%
Median Gross Rent	416	551	32%

Source: US Bureau of the Census (SF3)

## City of Kingsland

### *Median Property Value and Median Rent*

Median property value for owner-occupied housing and rental housing costs for the City of Kingsland for the years 1990 and 2000 are provided in Table H-31. The table addresses median gross rent. Median gross rent includes the cost of monthly contract rent plus estimated utility charges. Gross rent is used as a measure of housing costs in order to eliminate the discrepancy caused by some landlords including utilities in with rent. Median gross rent in Kingsland was \$581 per month in 2000. The ratio of cost of housing to total income is a significant reflection on housing affordability.

Median values of owner-occupied housing 1990 to 2000 in Kingsland are also presented in Table H-31. From 1990 to 2000, the average property value in the City increased by about 21 percent, resulting in a 2000 median property value of about \$81,100. The average median gross rent increased by 43 percent during the same period, increasing from \$407 to \$581. Of the 1,697 owner-occupied units, 1,532 housing units are collateralizing a mortgage. For those housing units with a mortgage, the median monthly owner costs were \$815 per month. The monthly cost without a mortgage was \$238. The median selected costs were 21.4 percent of household income.

**Table H-31**  
**Cost of Housing in Kingsland**

Category	1990	2000	Rate of Change
Median Property Value	67,300	81,100	21 %
Median Gross Rent	407	581	43%

Source: US Bureau of the Census (SF3)

## City of St. Marys

### *Median Property Value and Median Rent*

Median property values for owner-occupied housing and rental housing costs for the City of St. Marys for the years 1990 and 2000 are provided in Table H-32. The table addresses median gross rent. Median gross rent includes the cost of monthly contract rent plus estimated utility charges. Median gross rent is used as a measure of housing costs in order to eliminate the discrepancy caused by some landlords including utilities in with rent. Median gross rent in St. Marys was \$556 per month in 2000.

Median property values of owner-occupied housing from 1990-2000 in St. Marys are also presented in Table H-32. From 1990 to 2000, the average property value in the City increased by about 30 percent, resulting in a 2000 median property value of about \$85,300. The average monthly rent increased by 20 percent during the same period, increasing from \$464 to \$556.

**Table H-32**  
**Cost of Housing in St. Marys**

Category	1990	2000	Rate of Change
Median Property Value	65,600	85,300	30%
Median Gross Rent	464	556	20%

Source: US Bureau of the Census (SF3)

## City of Woodbine

### *Median Property Value and Median Rent*

Median property value and median gross rent costs for the City of Woodbine for the years 1990 and 2000 are provided in Table H-33. The table addresses median gross rent, which includes the cost of monthly contract rent plus estimated utility charges. Gross rent is used as a measure of housing costs in order to eliminate the discrepancy caused by some landlords including utilities in with rent. Median gross rent in Woodbine was \$362 per month in 2000.

Median Property Values of owner-occupied housing from 1990-2000 in Woodbine are also presented in Table H-33. From 1990 to 2000, the average property value in the City increased by about 36 percent, resulting in a 2000 median property value of about \$68,800. The average monthly rent increased by 24 percent during the same period, increasing from \$292 to \$362.

**Table H-33**  
**Cost of Housing in Woodbine**

Category	1990	2000	Rate of Change
Median Property Value	50,500	68,800	36%
Median Gross Rent	292	362	24%

Source: US Bureau of the Census (SF3)

## Cost-Burdened Households

The Department of Community Affairs defines cost-burdened households as those paying 30 percent or more of net income toward total housing costs. Households paying more than 50 percent of net income are classified as severely cost-burdened. Data for severely cost-burdened households, or those paying more than 50 percent of their net income on housing, is not available for 1990.

## Camden County

Table H-34 shows that in 1990 in Camden County, the percentage of the population paying 30 to 49 percent of net income on housing costs was approximately 21 percent, and 12.3 percent in 2000 in the County. In 2000, approximately 5.8 percent of the County's population was classified as severely cost-burdened. A rise in cost-burdened households can be an indicator of an imbalance between income and housing costs. There is not enough data to show a trend.

**Table H-34**  
**Cost-Burdened Households in Camden County**

Category	1990		2000	
	No.	(%)	No.	(%)
30% - 49%	2,016	21.3	1,808	12.3
50% and greater	N/A		850	5.8
Not computed	347		892	
<b>Total Housing Units</b>	<b>9,459</b>		<b>14,705</b>	

Source: US Bureau of the Census (SF3)

### City of Kingsland

Table H-35 shows that in 1990, the percentage of the population paying 30 to 49 percent of net income on housing costs in Kingsland was approximately 9 percent in 1990, and 10.8 percent in 2000. In 2000, approximately 4.6 percent of the City's population was classified as severely cost-burdened. A rise in cost-burdened households can be an indicator of an imbalance between income and housing costs. There is not enough data to show a trend.

**Table H-35**  
**Cost-Burdened Households in Kingsland**

Category	1990		2000	
	No.	(%)	No.	(%)
30% - 49%	180	9.0	453	10.8
50% and greater	NA		191	4.6
Not computed	15		89	
<b>Total Housing Units</b>	<b>1,989</b>		<b>4,180</b>	

Source: US Bureau of the Census (SF3)

### City of St. Marys

Table H-36 shows that in 1990, the percentage of the population paying 30 to 49 percent of net income on housing costs in St. Marys was approximately 12.2 percent and 12.7 percent in 2000. In 2000, approximately 5.3 percent of the City's population was classified as severely cost-burdened. A rise in cost-burdened households can be an indicator of an imbalance between income and housing costs. There is not enough data to show a trend.

**Table H-36**  
**Cost-Burdened Households in St. Marys**

Category	1990		2000	
	No.	(%)	No.	(%)
	30% - 49%	388	12.2	678
50% and greater	NA		283	5.3
Not computed	49		133	2.5
<b>Total Housing Units</b>	<b>3,166</b>		<b>5,307</b>	

Source: US Bureau of the Census (SF3)

## City of Woodbine

Table H-37 shows that in 1990, the percentage of the population paying 30 to 49 percent of net income on housing costs in Woodbine was approximately 11.2 percent, and 6 percent in 2000. In 2000, approximately 6.7 percent of the City's population was classified as severely cost-burdened. A rise in cost-burdened households can be an indicator of an imbalance between income and housing costs. There is not enough data to show a trend.

**Table H-37**  
**Cost-Burdened Households in Woodbine**

Category	1990		2000	
	No.	(%)	No.	(%)
30% - 49%	54	11.2%	31	6.0%
50% and greater	NA		35	6.7%
Not computed	19		10	
<b>Total Housing Units</b>	<b>484</b>		<b>520</b>	

Source: US Bureau of the Census (SF3)

## Special Housing Needs

Special housing needs in Camden County are met through a variety of services offered on a broader County basis. Specific groups with special housing needs include elderly residents, the homeless, victims of domestic violence, migrant workers, persons with disabilities, persons with HIV/AIDS, and those recovering from substance abuse. Much of the special housing needs information is

available at the County level only. Special housing needs are not broken out by County and City. There are households with identifiable special needs, as defined by Georgia law for which the County must plan. In terms of how these disabilities affect housing needs, many simply require modifications of existing structures such as replacing steps with ramps and improving wheelchair accessibility. Other disabled people such as those with extreme mental disabilities, require long-term residential care. These special housing needs and services are provided through a variety of groups within the community and in the surrounding region, as presented in Tables H-38a and H-38b.

### **Camden County including Kingsland, St. Marys, and Woodbine**

According to the *Georgia State of the State's Housing: Service Delivery Region 12* (July 2003) report produced by the University of Georgia, Housing and Demographics Research Center, there are 113 public-subsidized housing units in Camden County. This is 2.59 units per 1,000 of population. The number of units per 1,000 population for the State of Georgia is 6.38. In addition, there were seven properties with 604 units built using Low-Income Housing Tax Credit (LIHTC). Table H-38a shows that within the County, there is a broad resource of providers. The special needs categories are discussed in detail following Table H-38a.

**Table H-38a**  
**Service Providers Serving and Located in Camden County and the Cities**

<b>Organization</b>	<b>Service</b>	<b>Location</b>
Ashton Cove Apartments	Independent Retirement	Kingsland
Camden Co. Community Service Center	Senior Centers	Kingsland
Camden Co. DFCS	Emergency Financial Medicaid, Food Stamps	Kingsland
Camden Co. Emergency Management Agency	Emergency Management	Kingsland
Camden Co. Health Department – Kingsland, St. Marys, Woodbine	Health Centers	Kingsland, St. Marys
The Camden Houses	Homeless Shelter for Women	
Evergreen Baptist Church	Home Delivered Meals	Kingsland
Gateway Behavioral Health Services - Kingsland	Substance Abuse ,Grand parenting, Mental Health Counseling,	Kingsland
Intrepid USA Healthcare Services - Kingsland	Home Health Agencies	Kingsland
The Cottages at Camden	Apartment Communities	Kingsland
The Parkinson's Support Group	Parkinson's Disease	Kingsland
United Way of Camden	General Referrals, Volunteer Services, Emergency Management, Emergency Food, Disability Referrals, Aging Referral Services	Kingsland
Cumberland Health Services	Substance Abuse, Mental Health Counseling	St. Marys
Cumberland Village Apartments	Apartment Communities	St. Marys
St. Marys Convalescent Center	Rehab Sub Acute Care, Nursing Homes	St. Marys
St. Marys Convalescent Center		St. Marys
St. Marys Police Department	Law Enforcement	St. Marys
St. Marys Senior Citizen Center	Non-Emergency	St. Marys
St. Marys Senior Citizen Center	Senior Center	St. Marys
The Mews of St. Marys	Personal Care Homes , ALS/Group Model	St. Marys
The Mews of St. Marys		St. Marys
Camden Co. Community Service Center	Homemaker Services , Home Delivered Meals, Congregate Meals	Woodbine
Camden Co. Development Disabilities Service Center	Adult Day Programs, Residential Options, Vocational Services	Woodbine
Coastal Georgia Transportation	Non-Emergency, Demand/Response, Public Transportation	Woodbine
Gateway Behavioral Health Services - Woodbine	Counseling ,Vocational Services, Adult Day Programs	Woodbine
Satilla Villas Apartments	Subsidized Rental	Woodbine
Woodbine Family Care Center	Health Center	Woodbine

Table H-38b provides a list of organization that service Camden County but are not located within the County.



**Table H-38b**  
**Service Providers Serving Camden County and the Cities**

Organization	Service	Location
Coastal Georgia Regional Development Center – Area Agency on Aging	Services and Information	Brunswick
Gateway Behavioral Health Services - 51st Street, San Salvadore, Savannah Key Street, Sea Palms, Sea Wright, and Stillwood	DD - Residential	Savannah
L.I.F.E.	DD - Residential	Savannah
Gateway Behavioral Health Services -	DD - Residential	Savannah

Source: Coastal Georgia RDC (2006) collected through research and interviews

**Elderly:** According to the Georgia Department of Human Resources, “Georgia has the fourth fastest growing 60+ population, and the third fastest growing 85+ population in the United States.” The population of 60 and older is expected to increase 52.6 percent between 1990 and 2010. In Census 2000, persons 65 and over occupied 16.5 percent of housing units in Georgia. As of 2000, approximately 5.2 percent of Camden County’s citizens are aged 65 and over. According to Camden County Administration, the county has one nursing home facility – St. Marys Convalescent Center, located in the City of St. Marys. The City of St. Marys has two assisted living facilities and one convalescent home for the seniors. The City also has several Section 8 apartments that address elderly needs. See Table H-37a and H-37b for a detailed listing of services available to seniors.

Studies have shown that older adults overwhelmingly prefer to “age in place” in their existing homes and communities, but may need to modify their existing home or move to another residence that is more accessible, more affordable or more appropriate in size to accommodate their changing needs.<sup>10</sup> One study conducted by AARP in 2000 found that homeownership among Americans age 55 and over is at its highest level since the AARP studies began in 1986. In addition, 89 percent of survey participants age 55 and over expressed agreement that they would like to stay in their current residence as long as possible. Climbing up and down stairs was the most commonly reported functional problem (35 percent). Most survey participants (86 percent) had made at least one simple modification to their home. However, “When asked why they have not modified their home, or have not modified it as much as they would have liked, respondents most often cite not being able to do it themselves (37 percent) and not being able to afford it (36 percent).” More than half of the survey participants would like to receive information about staying in their own home as they get older.

<sup>10</sup> *The Maturing of America: Getting Communities on Track for an Aging Population. National Association of Area Agencies on Aging, et. al., September 2006.*

A working paper by Kathryn Lawler of the Joint Center for Housing Studies of Harvard University also explores the housing needs of the elderly population. She emphasizes that in order “to develop an efficient method of service delivery, the long-term care system must reflect this interrelationship between health and housing. Issues of senior housing and senior health can not be dealt with in isolation.” In sum, health and housing services should work together to coordinate care for the elderly. The increasing elderly population will seek coordinated services, enhanced existing services, and new services. The County and Cities should create processes that will identify and address the needs of this population.

**Homeless:** Based on research conducted by the City of St. Marys, there are around 25-30 homeless people in St. Marys. In the winter of 2007, Camden County and the Cities had three emerging facilities and one existing facility to serve homeless individuals. The Camden House has services available to homeless women and children.

**Victims of Domestic Violence:** Victims of domestic violence are referred to the Camden House. The Camden House serves women and children in the two county area of Camden and Charlton Counties. The Camden House serves approximately 800 persons each year according to the Director.

**Migrant Farm Workers:** The Housing Assistance Council (HAC) states that no national data exists that accurately count migrant and seasonal farm workers or their housing. Off-farm housing is typically not available for brief, large influxes of renters<sup>11</sup>. The HAC recommends that housing providers should consider the different needs of migrant families and unaccompanied farm workers when approving plans for new housing. Since Camden County is not a large agricultural producer this issue may be less relevant.

**Persons with Disabilities:** According to the University of Georgia, Georgia Statistics System website, there were 6,256 people (aged 5+) living in Camden County with disabilities in 2000, representing 18.1 percent of the County’s total population. Mental health sufferers can find treatment within Camden County at Gateway Behavioral Health Services. This facility treats individuals with co-occurring mental and substance abuse disorders and pregnant/postpartum women offering short

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<sup>11</sup> University of Georgia, Institute of Community and Area Development. (1995, June). Migrant and Seasonal Farm Workers in Georgia: Estimates of the Migrant Health Program Target Population [Summary].

and long-term residential treatment and detoxification. Gateway facilities also exist in Brunswick, Waverly, and Hinesville.

**Persons with HIV/AIDS:** According to the Georgia Statistics System website, 38 AIDS cases were diagnosed in Camden County between 1981 and 2004. Coastal Area Support Team (CAST), located in Brunswick, is a DCA-sponsored program through the federally funded HUD program, Housing Opportunities for Persons with AIDS (HOPWA). The HOPWA program primarily provides housing assistance (emergency, shelter, transitional and/or permanent) for lower income persons with HIV/AIDS.

**Persons Recovering from Substance Abuse:** DCA's website information on Special Populations Statistics reports 3,021 cases of substance abuse treatment in Camden County in 2001, representing 6.9 percent of the population. Gateway Behavioral Health Services provides assessment and support services for Camden County area through their Camden facilities.

## Jobs-Housing Balance

Jobs-Housing balance is a planning tool that local governments can use to estimate a balance between the number of jobs and housing units within their community<sup>12</sup>. Successful implementation of a jobs-housing balance employs the consideration of both quantitative and qualitative components. Ideally, the number of jobs available in a community should match the size of the labor force and should be coupled with housing choice and affordability. Traffic congestion caused by workers commuting to jobs outside and inside the area can affect quality of life, driver frustration levels, air quality, worker productivity, and is often considered when addressing a housing strategy. However, households take into account many other factors besides proximity to job sites in selecting the locations of their homes. The jobs-housing unit ratio is calculated by dividing the number of jobs by the number of housing units. In this text, Total Labor Force Participation is used to approximate the number of jobs in the County. According to the Atlanta Regional Commission (ARC), 1.3-1.7 to 1 is considered within the ranges of ratios that constitute "balance."

## Camden County

Table H-39 provides "place of work" data and shows a Jobs-Housing Balance for Camden County. In Camden County, the number of housing units grew at a faster rate than the number of participants in

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<sup>12</sup> Atlanta Regional Commission. Jobs-Housing Balance: Georgia Quality Growth Toolkit, 2002.

the labor force. In the County, 9.1 percent of its residents worked outside the County in 2000, producing a jobs-housing ratio of 1.8 jobs for each housing unit, or 1.8 to 1. The jobs-housing ratio in 1990 was slightly higher, with a ratio of 2.0 to 1.

**Table H-39**  
**Place of Work and Jobs-Housing Balance in Camden County**

Category	1990		2000	
	No.	(%)	No.	(%)
Worked in Georgia	14,936	94.7	18,269	86.7
Worked in County of Residence	14,264	90.5	16,357	77.6
Worked Outside of County of Residence	672	4.3	1,912	9.1
Worked Outside of Georgia	828	5.3	2,797	13.3
Total Labor Force Participation	21,653		31,244	
Total Housing Units	10,885		16,958	
Jobs-Housing Balance Ratio	2.0:1		1.8:1	

Source: US Bureau of the Census (SF1)

This quantitative evaluation places Camden County's jobs-housing balance just outside of the standard range. The 2000 Census data does not suggest that Camden County was a bedroom community for Jacksonville, Florida at that time. A more current evaluation of data would suggest that this may be changing with Camden County providing housing to people employed in Jacksonville. It should be noted that 13 percent of the workforce worked outside of the State of Georgia. These workers are most likely commuting to Jacksonville.

### City of Kingsland

Table H-40 provides "place of work" data for Kingsland residents. In Kingsland, 74.7 percent of its residents worked outside the City in 2000, producing a jobs-housing ratio of 1.7 jobs for each housing unit, or 1.7 to 1. The jobs-housing ratio was the same in 1990.

**Table H-40**  
**Place of Work and Jobs-Housing Balance in Kingsland**

Category	1990		2000	
	No.	(%)	No.	(%)
Worked in Georgia	2,480	100.0	4,958	100.0
Worked in City of Residence	653	26.3	1,256	25.3
Worked Outside of City of Residence	1,827	73.7	3,702	74.7
Worked Outside of Georgia	0	0.0	0	0.0
Total Labor Force Participation	3,308		7,086	
Total Housing Units	1,989		4,180	
Jobs-Housing Balance	1.7:1		1.7:1	

Source: US Bureau of the Census (SF1)

This quantitative evaluation shows that Kingsland's jobs-housing balance is within a standard range. The percentage range of resident commuters indicates Kingsland is on the edge of serving as a bedroom community more than a balanced community. This is due to the fact that the region's largest employers are outside of the City, and many people have sought to live in Kingsland and commute to other places for work.

### **City of St. Marys**

Table H-41 provides "place of work" data for St. Marys' residents. In St. Marys, 64.2 percent of its residents worked outside the City in 2000, producing a jobs-housing ratio of 1.8 jobs for each housing unit, or 1.8 to 1. The jobs-housing ratio in 1990 was the same.

**Table H-41**  
**Place of Work for Residents in St. Marys**

Category	1990		2000	
	No.	(%)	No.	(%)
Worked in Georgia	3,878	100.0	6,537	100.0
Worked in City of Residence	1,871	48.2	2,339	35.8
Worked Outside of City of Residence	2,007	51.8	4,198	64.2
Worked Outside of Georgia	0	0.0	0	0.0
Total Labor Force Participation	5,652		9,572	
Total Housing Units	3,166		5,307	
Jobs-Housing Balance Ration	1.8:1		1.8:1	

Source: US Bureau of the Census (SF1)

This quantitative evaluation shows that St. Marys' jobs-housing balance is a little higher than the acceptable range. The percentage range of resident commuters indicates St. Marys serves as a bedroom community more than a balanced community. This is due to the fact that the region's largest employers are outside of the City, and many people have sought to live in St. Marys because of the quality of life. City officials indicated that the City of St. Marys does not have the land for any large industrial site and therefore may never be balanced. The City is looking to move the airport to another location. When this occurs, this area may be considered for industrial use. The City needs to work toward more balance but it will be an uphill battle. The quality of life brings people here to live and raise a family. Many of the residents work at the Naval Submarine Base Kingsland Bay, which is considered out of the City even though the City is adjacent to the base.

### **City of Woodbine**

Table H-42 provides "place of work" data for Woodbine residents. In Woodbine 76.1 percent of its residents worked outside the City in 2000, producing a jobs-housing ratio of 1.7 jobs for each housing unit, or 1.7 to 1. The jobs-housing ratio in 1990 was slightly higher, with a ratio of 1.8 to 1.

**Table H-42**  
**Place of Work and Job-Housing Balance in Woodbine**

Category	1990		2000	
	No.	(%)	No.	(%)
Worked in Georgia	490	100.0	457	100.0
Worked in City of Residence	127	25.9	109	23.9
Worked Outside of City of Residence	363	74.1	348	76.1
Worked Outside of Georgia	0	0.0	0	0.0
Total Labor Force Participation	875		878	
Total Housing Units	484		520	
Jobs-Housing Balance	1.8:1		1.7:1	

Source: US Bureau of the Census (SF1)

This quantitative evaluation shows that Woodbine's jobs-housing balance was at the edge of the acceptable upper range. The percentage range of resident commuters indicates Woodbine serves as a bedroom community more than a balanced community. This is due to the fact that the region's largest employers are outside of the City, and many people have sought to live in Woodbine because of the small town atmosphere.

### **Excerpts from the City of St. Marys Master Plan**

The following excerpts from the City of St. Marys Master Plan are included at the request of the City.

#### ***Housing:***

At the time of this writing in April of 2007, the majority of the City of St. Marys is residential (all types). A large percentage of these residential properties are mostly less than 30 years old. The median cost of new construction based on permits issued is substantially higher than Camden County or the State of Georgia. For St. Marys this figure is \$223,451 (121 permits through Oct. 2006), up from \$221,730 (133 permits) for 2005. For comparison purposes, for the same period, Kingsland figures are \$114,132.11 (284 permits through Oct. 2006), up from \$97,966 (425 permits) for 2005. These figures compare to the State of Georgia which lists \$128,720 per unit for 2005 (latest figures available), and the entire US of \$152,765.

Based on a review of these figures, St. Marys is very much above the average for the area and for the state and country. This trend has been in existence since 2003 with average costs in St. Marys went from \$237,080 in 2003, \$212,160 in 2004, \$221,730 in 2005 and \$223,451 thru Oct. 2006.

The trend prior to 2003 was substantially lower and nearer to the Kingsland and Georgia averages, with an average cost per unit of \$66,103 (304 units) in 2002 and \$64,635 (277 units) in 2001. The total number of units being built in St. Marys in the same period has averaged 191 units per year.<sup>13</sup> For comparison purposes, Kingsland has averaged 262 units per year. St. Marys has fewer units built per year for a much higher average cost.

The National Association of Realtors total sales of all types of residential buildings notes a 0.7 percent decline in sales between 2004 and the end of 2006.<sup>14</sup> Although at first blush this looks ominous, it should be remembered that this is a statewide figure and – as comparison – Florida had a 30.8% decline; South Carolina a 15.3% decline; Alabama a 7.4% decline; and Tennessee a 6.3% decline. Therefore, the relative stability of the State bodes well for the St. Marys area.

These figures indicate that there is extreme economic pressure on this area for new high-end residential facilities. This demand will spur development of new ‘high-end’ housing at the expense of moderate or low-income residences.

St. Marys is rapidly becoming a place where only ‘pre-boom’ existing residents and new ‘high-end’ residents can afford to live. The ‘pre-boom’ residents can continue to survive because their mortgages and construction costs were based on a pre-boom economy. However, the lot sizes and condition of the houses, coupled with the demand for high end housing will ‘force’ a lot of sales and subdivisions. The ‘pre-boom’ residents will take their money and leave for newer housing at a more affordable cost. This will leave the area with few residences available for the service personnel that will be necessary to support the ‘high-end’ residents.

The ‘high-end’ residents have a great desire for increased security and amenities. Their typical lot costs are very high and their structures large. They will need a plethora of services and support staff to exist. The trend for ‘high-end’ housing will continue until all of the vacant land is built on and all of the existing larger lots are fully subdivided.

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<sup>13</sup> Years 2002 - 2005, with 2006 having incomplete documentation for the year

<sup>14</sup> National Association of Realtors, Total Sales, Single Family, Apartment Condos and Co-ops, © 2007



These economic pressures will create the social conundrum where the service industry that needs lower paid employees cannot afford to live here and the 'high-end' residents that demand these services will be required to import them from surrounding communities. This will put increased pressure on the transportation infrastructure, parking requirements, and other services.

The growing lack of affordable housing will also affect the Navy Base. Navy personnel receive housing allotments that are not consistent with the cost of housing around the base. This will create the problem of having a base, with inadequate housing opportunities around it. Their personnel will be required to go farther and farther out to get affordable housing and the Navy's desire to continue to be located here diminishing accordingly.

In 2000, the percentage of residents in the 25-54 age brackets was 44.7 %. Simply projecting this figure forward to 2010 indicates that this bracket would be entering retirement age at 2010 and beyond. In general, housing needs for this group will change dramatically during this period, with an increasing emphasis on smaller housing and/or assisted care facilities. This will also result in large numbers of 'high-end' housing units being on the market from 2010 through 2020 and beyond. In some areas, this could create an economic problem due to empty houses in the 'high-end' housing developments.

There appears to be little need for retirement facilities above and beyond what is already being provided. The retirement bubble caused by the Baby Boom and mini-boom generation appears to be passing St. Marys by, due to the high cost of land and related housing. When the owners of these 'high-end' residents need nursing or continuing care facilities, they will probably sell and go elsewhere, or stay put with either live in assistance or contracted care. The residents that are pre-boom will steadily decrease, due to the selling of their property for a large amount and then moving to a smaller and less expensive property outside of the City of St. Marys. The few that remain can be adequately cared for by the current facilities.

At this time, there are on the average 30-50 homeless that regularly 'reside' within the City limits. These individuals primarily congregate behind the Kings Bay Shopping Center, and in wooded areas near the Cumberland Island Inn.

The demographics of the homeless cross all racial, ethnic, sex, and educational boundaries. There is not a definitive description of this group of people except to note that they are either homeless by

choice, homeless by circumstance, homeless by illness (primarily some type of mental illness), or transient homeless (still homeless, but going from place to place). There are outreach programs for food and medical services that are provided by the churches and hospital. There are no transient housing facilities available within the City of St. Marys. There is a facility in Kingsland that is being proposed for this use. If there would be a program to provide for the homeless in the City of St. Marys, then the number of homeless would probably double to 60-100 individuals.

St. Marys is landlocked, and its growth by expansion limited. There will be virtually no area for growth of low or middle-income housing based on economic pressures.

Areas for 'high-end' residential housing are rapidly diminishing. Areas of low density with larger lots will feel the pressure to subdivide and create additional small lots. A new 'Traditional' Residential Zone should be created to preserve the larger lots of the traditional area of St. Marys.

There should be consideration as to how to accommodate the Navy's need for off base affordable housing through a separate 'Military Residential Zone'. The efforts of the Habitat for Humanity should be supported for the work they do. The Housing Authority should be approached to discuss the desirability of locating low income and elderly housing on specific sites.

## **HOUSING MIX**

The trend for small lots with big houses will continue until all available land is consumed. Without some protection of the larger traditional lots, the City of St. Marys will become a very crowded place, with minimal trees and vegetation and lots and lots of traffic. Unless areas are provided for low- and middle-income wage earners, they will be required to live outside of the city and drive to these employment opportunities. This will require that the workers be paid more, travel a longer distance - with the result being that many jobs will not be filled, causing a shortage of unskilled labor.

A good housing mix would be 25% low- or middle-income, with 75% high end wage earners.

The concept of 'carriage houses' or 'in-law' suites above a separate detached garage in conjunction with 'high-end' housing could also be a means of providing affordable housing. This is based on the somewhat dubious assumption that these units would have a reasonable rent.

The New C-1 District, with ground level commercial and up-to-two levels of housing above will also provide a means for affordable housing in the heart of a desirable place to live. An elderly or retired

person can live on the upper floor, rent the middle floor, and rent the commercial for a good stable income that will provide stability and services to the traditional area of the City of St. Marys.

## **PUBLIC HOUSING**

The City of St. Marys presently has a minimal number of units of public housing under the auspices of the Housing Authority of Southeast Georgia. The City should identify a site of land large enough for the expansion of this usage. This is for the same reason that low-income housing is needed for the Navy. Without adequate low-income housing, there will be a shortage of residents to accomplish necessary service industries that live here as well as work here. Bringing in workers who live outside of St. Marys will increase traffic and congestion, and require larger areas for parking.

An area of land on the current Point Peter Sanitary Sewer site would be ideal to provide for this use. The area would be the parcel carved out as part of the Colerain/Douglas Drive/North River Causeway connection as outlined on the Master Plan Segment portion of this study. The city would provide the land at a low cost for 30+/- years to a HUD approve developer. All rents for the 30-year period would be paid to the Developer. After 30 years, the property and building would revert to the City, and all rents would be paid to the City, or the City can renegotiate with the Developer for an additional term with agreement on maintenance and repair.

## **NAVY HOUSING**

The City of St. Marys needs to determine how to accommodate the Navy Base housing concerns. If there is no affordable housing for military personnel off base, then the Navy may be forced to move. A public/private partnership between the Navy, HUD (via the Housing Authority), and the City could provide the necessary housing opportunities for Subsidized housing.

The Navy is in the beginning stages of a 50-year private lease for the operation of their base housing structures. This lease calls for improvements to the housing stock, additional housing opportunities on base, and demolition of less than desirable units with replacement of these units with 'coastal' design features<sup>15</sup>. This is a very good decision on the part of the Navy and their selected housing subcontractor.

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<sup>15</sup> Newspaper Article - "Housing at Submarine Base will soon be a Private Affair" by Gordon Jackson, Florida Times-Union, March 17, 2007

The Navy may also be persuaded to provide to private outside developers an area to the north of the base, between the proposed sewage treatment facility and the present housing area for housing activity, with rental priority given to Active Duty Military. This would be a new zoning classification.

The reason for asking the Navy for land is that it takes the cost of the land out of the equation for any proposed development. This would make the quality of the project related to the lease costs very reasonable for Active Duty Personnel.

There are a few areas where the Navy apparently owns property outside of the base. These areas should be looked at as sites for Military Zoning and Housing.

The City of St. Marys has a desire to directly connect Douglas Drive and Colerain Road. This would involve obtaining some land from the Navy at the southwest corner of their property. This relocated road would consolidate their security perimeter, with the lands so divided zoned military housing, with the same covenants as the present base housing under the 'new' 2007 housing arrangement.

#### **ST. MARYS CONVALESCENT CENTER**

As noted above, the need for nursing care facilities will rise from 89 beds (2010) to 232 beds (2050 and beyond). The present facility of 78 beds is being relocated adjacent to the hospital with an unknown capacity. Additional facilities should be provided elsewhere in St. Marys for at least 100 beds. The additional facility should be continued either on the same site as the hospital or on the parcels of land that the City owns adjacent to the Library.

A private developer has expressed plans for a small facility adjacent to the SMRR. This plan has been discussed over the past number of years with no visible action on the part of the developer.

## ***Natural Resources and Cultural Resources***

With the rapid pace of development in the Coastal Georgia area, natural resources are under the constant pressure of encroachment or destruction. The significant and sensitive coastal resources are often overlooked or forgotten in the race to maximize developable property. With more and more emphasis being placed on protection of existing resources and improvement in the quality of life in the coastal area, the Joint Comprehensive Plan for Camden County and the cities of Kingsland, St. Marys, and Woodbine will address the existing state of these important resources.



Forested land in St. Marys is cleared to make way for residential opportunities.

The Natural Resources element is related to the Community Facilities element in that several areas known to contain sensitive species have been designated as open space. In addition, the element relates to the Cultural Resources element in that these resources require conservation and protection from the impacts of development, as well as regulations or policies for their protection or management. Because of their importance to the community character, natural resources are also seen to have an economic value in attracting visitors. Natural resources are also

included in this comprehensive plan's Areas Requiring Special Attention assessment.

One of the goals of the Georgia Planning Act of 1989 is the protection of the State's natural resources, environment, and vital areas. Included in the Act are minimum standards and procedures generally known as the "Environmental Planning Criteria," or "Part V Criteria." The Rules for Environmental Planning Criteria were developed by the Georgia Department of Natural Resources (DNR). They are administered by the Georgia Department of Community Affairs (DCA), and are part of the local government planning standards. The rules direct local governments to establish local protection efforts to conserve critical environmental resources divided into the five sections of: Water Supply Watersheds, Protection of Groundwater Recharge Areas, Wetlands Protection, River Corridor Protection, and Mountain Protection.

The Georgia Department of Community Affairs (DCA) states in its State Planning Goals and Objectives for Local Planning Requirements that a community's planning goals and objectives for its

comprehensive plan's Natural Resources element should be the conservation and protection of its environmental and natural resources. The overall goal of the Natural Resources element is to identify significant natural resources within the planning area including greenspace and habitat for sensitive and endangered species, and to establish a plan to preserve these resources and protect them from negative impacts of development where feasible, or provide mitigation as appropriate. This element is intended to provide a basis for understanding natural resource issues and to establish goals and objectives to conserve these natural resources for the benefit of the entire community and its quality of life.

Camden County is the southernmost County along the Atlantic Ocean in Georgia. It has a total land area of 470,707 acres, or about 735.5 square miles.<sup>16</sup> It is within the Satilla River Soil and Water Conservation District and the Atlantic Coast Flatwoods Major Land Resource Area. The County is drained by the St. Marys and Satilla Rivers and their tributaries. Much of the western area of the County is relatively level, with slight ridge tops, broad flat lands, and drainage ways, and is



View of the Satilla River from the River Walk in Woodbine.

characterized by poorly drained soils. The eastern part of the County has level, very poorly drained soils that cover wide areas of saltwater marshes and estuaries. These soils are an important resource in Camden County as they have historically contributed to a successful forestry industry within the County. However, the fact that large portions of the land are poorly drained makes them less suitable for development and the installation of on-site septic disposal systems.

Every Georgia citizen is afforded the right to reasonable use of the water resources available in Georgia. State and local governments serve as protectors of that right, and subsequently are responsible for managing those resources in a manner that ensures current and future generation's access to not only a reasonable quantity of water, but access to water of acceptable quality.<sup>17</sup>

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<sup>16</sup> Camden County Parcel Data from Camden County GIS department, 2003

<sup>17</sup> Coastal Georgia Water & Wastewater Permitting Plan for Managing Salt Water Intrusion, June 2006

The following State laws apply to water resources in Camden County and the cities of Kingsland, St. Marys, and Woodbine:

- Georgia Water Quality Act (OCGA 12-5-20)
- Georgia Groundwater Use Act (OCGA 12-5-91)
- Georgia Water Well Standards Act (OCGA 12-5-120)
- Georgia Safe Drinking Water Act of 1977 (OCGA 12-5-170)
- Georgia River Basin Management Planning Act (OCGA 12-5-520)
- Georgia Comprehensive Statewide Water Management Planning Act (OCGA 12-5-520)

The State is developing a Comprehensive State-wide Water Management Plan to align with the Comprehensive State-wide Water Management Planning Act (the Water Planning Act) that was adopted by the General Assembly and signed by Governor Sonny Perdue in 2004. The Water Management Plan will evaluate existing needs and future challenges related to Georgia's water resources. The overall policy statement of the Water Planning Act is to ensure that "*Georgia manages water resources in a sustainable manner to support the state's economy, to protect public health and natural systems, and to enhance the quality of life for all citizens.*"<sup>18</sup> The Water Management Plan is to be adopted in 2008.

The accompanying Maps (NR-1 through NR-24) identify the inventory of natural resources for Camden County and the cities of Kingsland, St. Marys, and Woodbine.

## Environmental Planning Criteria

### Water Supply Watersheds

Two major rivers and their tributaries flow through Camden County – the Satilla River and the St. Marys River. Although neither serves as a water supply watershed in the County, Camden County and the cities rely heavily upon the quality of these river basins. Clean water ensures that people come to the community to enjoy an abundance of water-related recreational opportunities, which in turn supplements the local economies.

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<sup>18</sup> Georgia Statewide Water Planning, OCGA 12-5-522

## Wetlands

Wetlands perform valuable ecological functions such as flood control, and pollution abatement and provide habitat for wildlife, especially in the widespread tidal wetlands systems within Camden County. In addition, wetlands provide aesthetic and recreational benefits. Wetland preservation efforts have increased through the enhancement of public knowledge and understanding of the function and importance of wetlands.



St. Marys River at Colerain  
(Photo courtesy of Tara Fields)

In the United States, Georgia ranks ninth in total acreage of wetlands. Since the late 1700's, it is estimated that Georgia has altered 1.5 million acres of wetlands, and the vast majority of those alterations were due to conversion to other land uses. Additionally, the South Atlantic Coastal Plain accounts for a large majority of the conversion of freshwater wetlands. While the 1993 Federal Administration Wetlands Plan calls for a concerted effort by EPA and other federal agencies to work cooperatively toward achieving an overall "zero net loss" of wetlands in the short term and a net increase in the quantity of the nation's wetlands in the long run, there have been no statutory or executive level directives to carry out this policy. Achievement of the goal of no net loss is dependent upon limited changes to regulations, memoranda of understanding, cooperative agreements, and other partnerships between federal, state, and local governments, conservation organizations, and private citizens.

As described by the Bureau of Land Management, the South Atlantic Coastal Plain is part of a continuous Coastal Plain that extends from New York to Texas, and covers northeastern Florida, southern Georgia, the eastern Carolinas, and the Great Dismal Swamp in Virginia. The western boundary is the fall line that marks the beginning of the hilly Piedmont on the west.

The Georgia Atlantic Coast is lined with barrier islands that support sand dune and maritime forest habitats, and are backed by marshland. Estuaries are less saline marsh nearest the coast, and river valleys become increasingly wooded farther inland, thus supporting significant areas of bottomland hardwood forests. Lowland areas are somewhat marshy and limit agricultural opportunities, but forestry activities have been viable.



Camden County contains a vast amount of wetlands in the forms of fresh water swamps and saltwater marshes. These are subject to decreased water quality resulting from development pressures and nonpoint source pollution.

In 1970, the Georgia General Assembly enacted the Marshlands Protection Act, which requires a permit prior to any alterations to saltwater or brackish wetlands. Freshwater marshes are regulated



Saltwater marshes surround the Crooked River.  
*(Photo courtesy of Cumberland Harbor)*

under Section 404 of the Clean Water Act by also requiring permits for any alterations.

Currently, there is debate over the connectedness between and among freshwater and saltwater wetlands that may change the way each are altered.

Map NR-1 shows the location of wetlands in Camden County, and Maps NR-2 through NR-4 show the location of wetlands in the cities of Kingsland, St. Marys, and Woodbine.

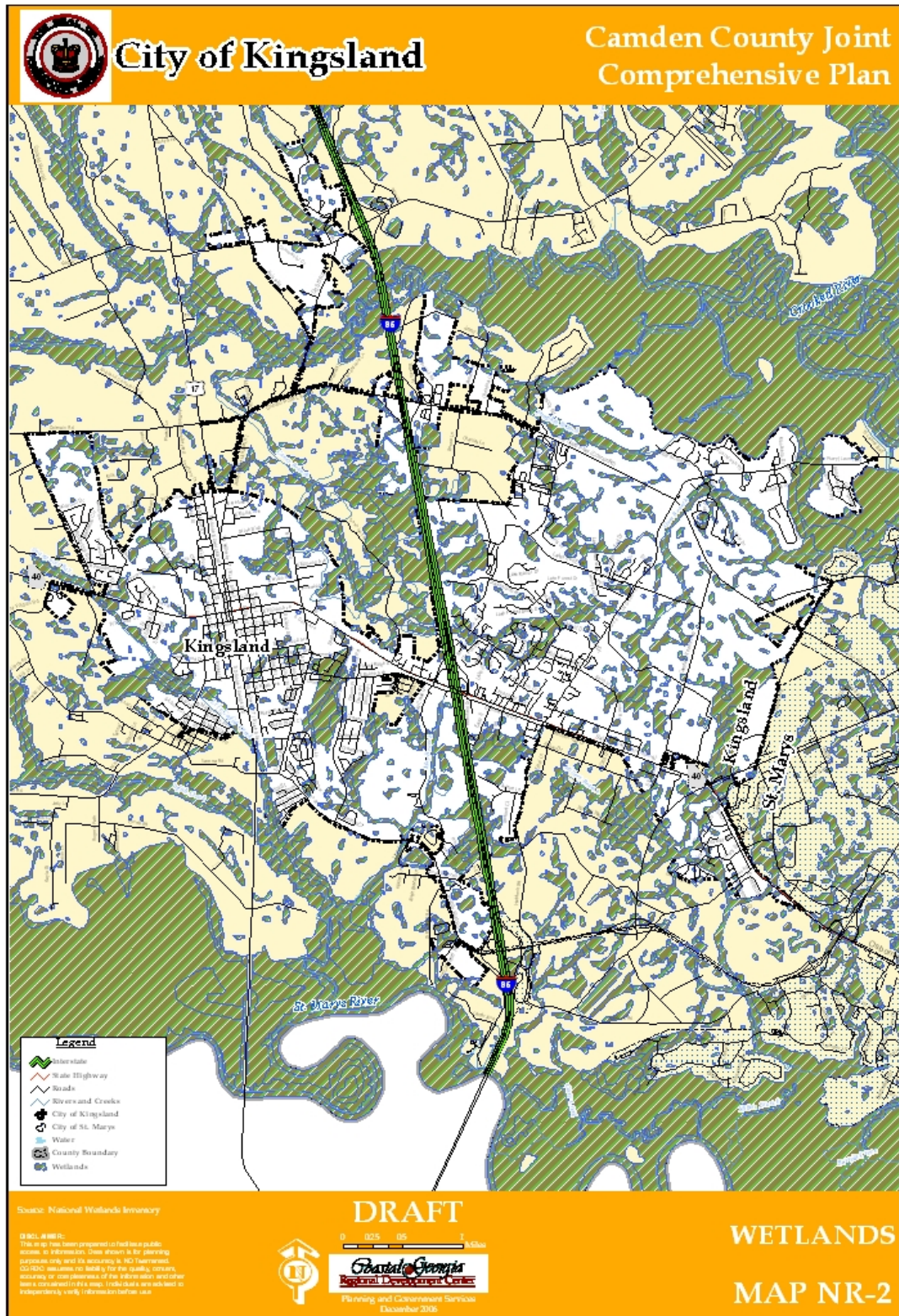
Land use decisions at all levels greatly impact wetlands and are therefore among the most common and effective tools used to protect wetlands. Land acquisitions can be considerably expensive, but local governments can develop land use regulations or specific ordinances that will protect wetlands or other sensitive natural areas.

Map NR-1



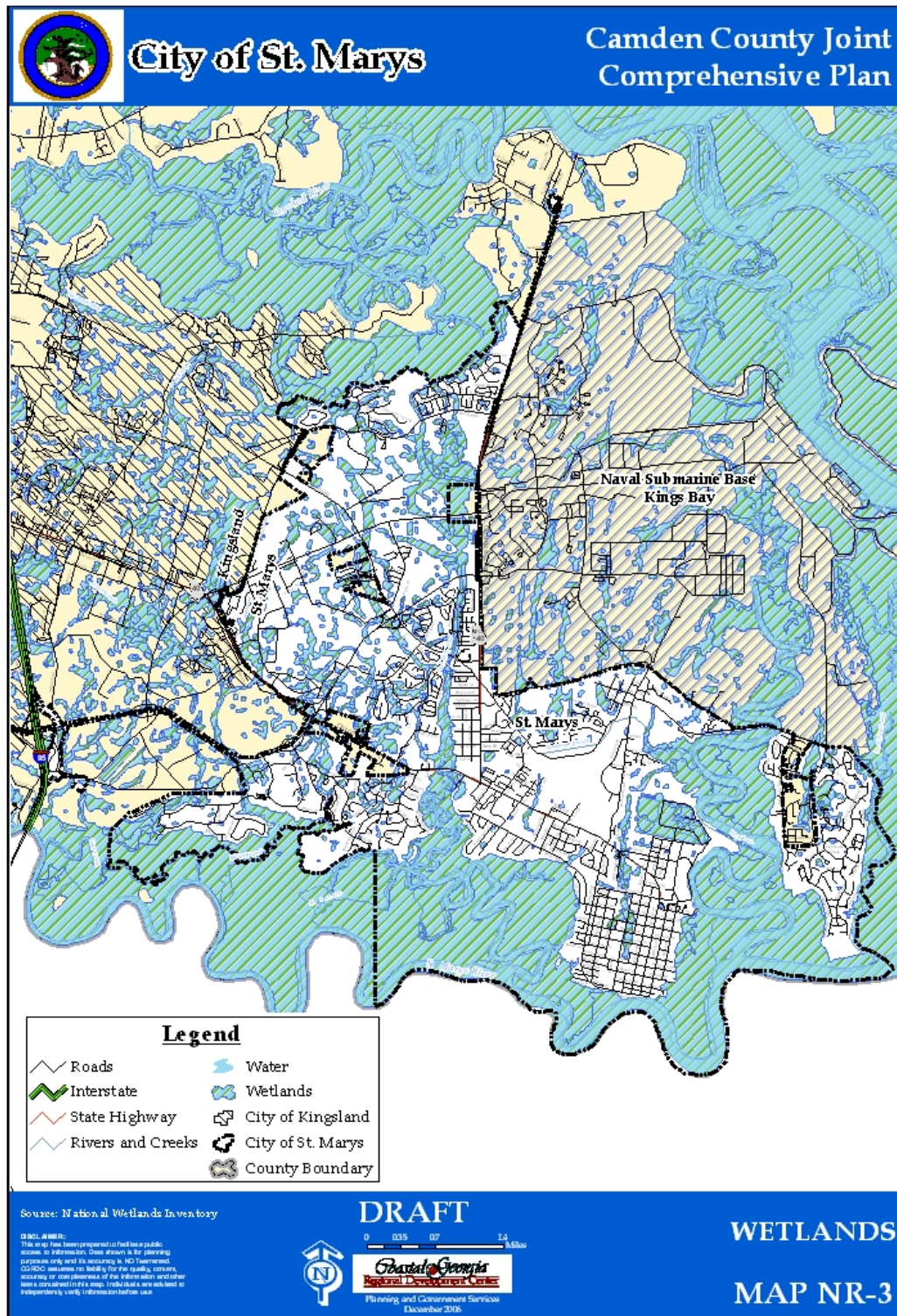


Map NR-2



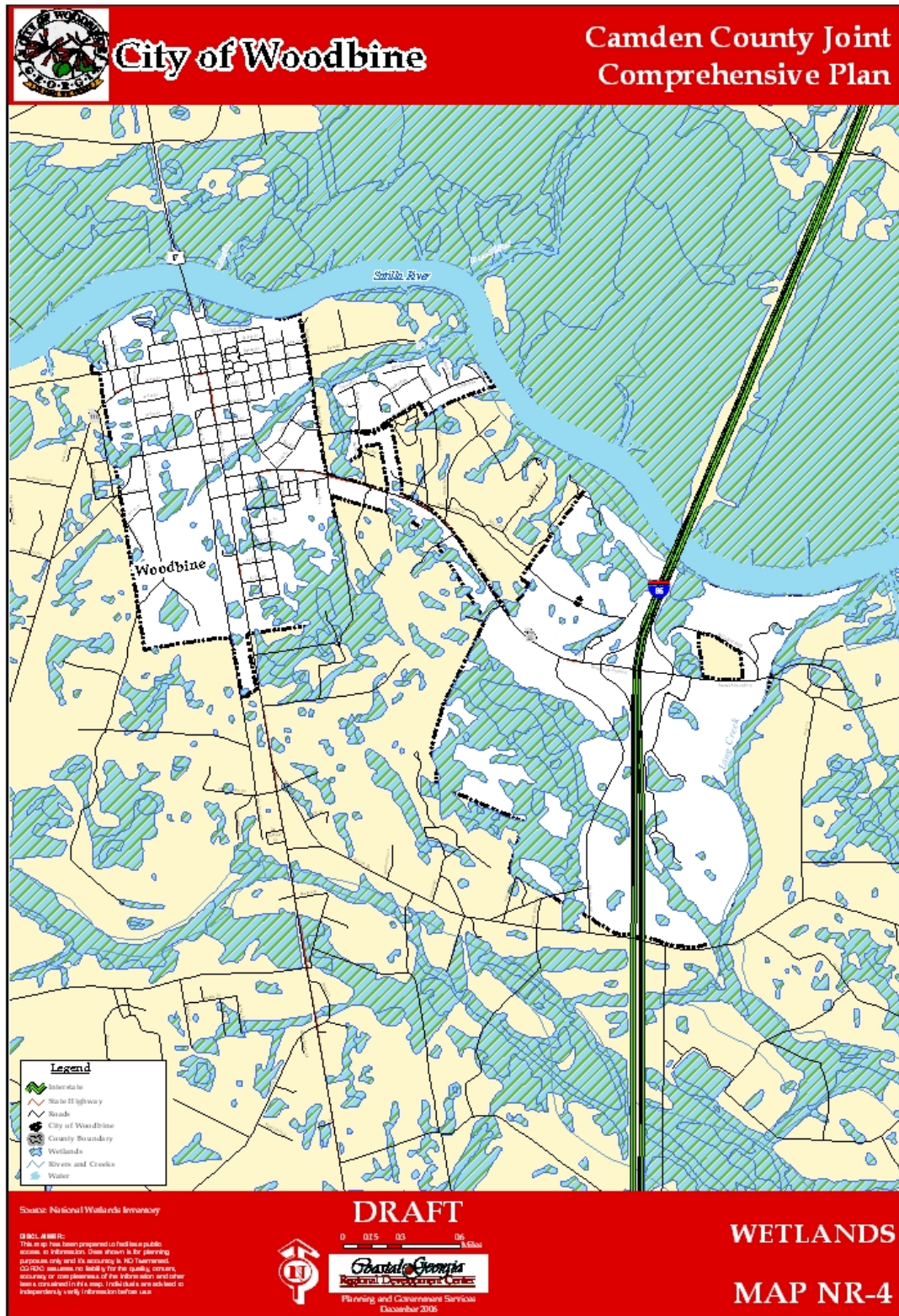


Map NR-3





Map NR-4



Camden County and the cities of Kingsland, St. Marys, and Woodbine are within boundaries of the Georgia Coastal Zone Management Program and therefore are eligible to receive the benefits of the program.

## **Groundwater Recharge Areas**

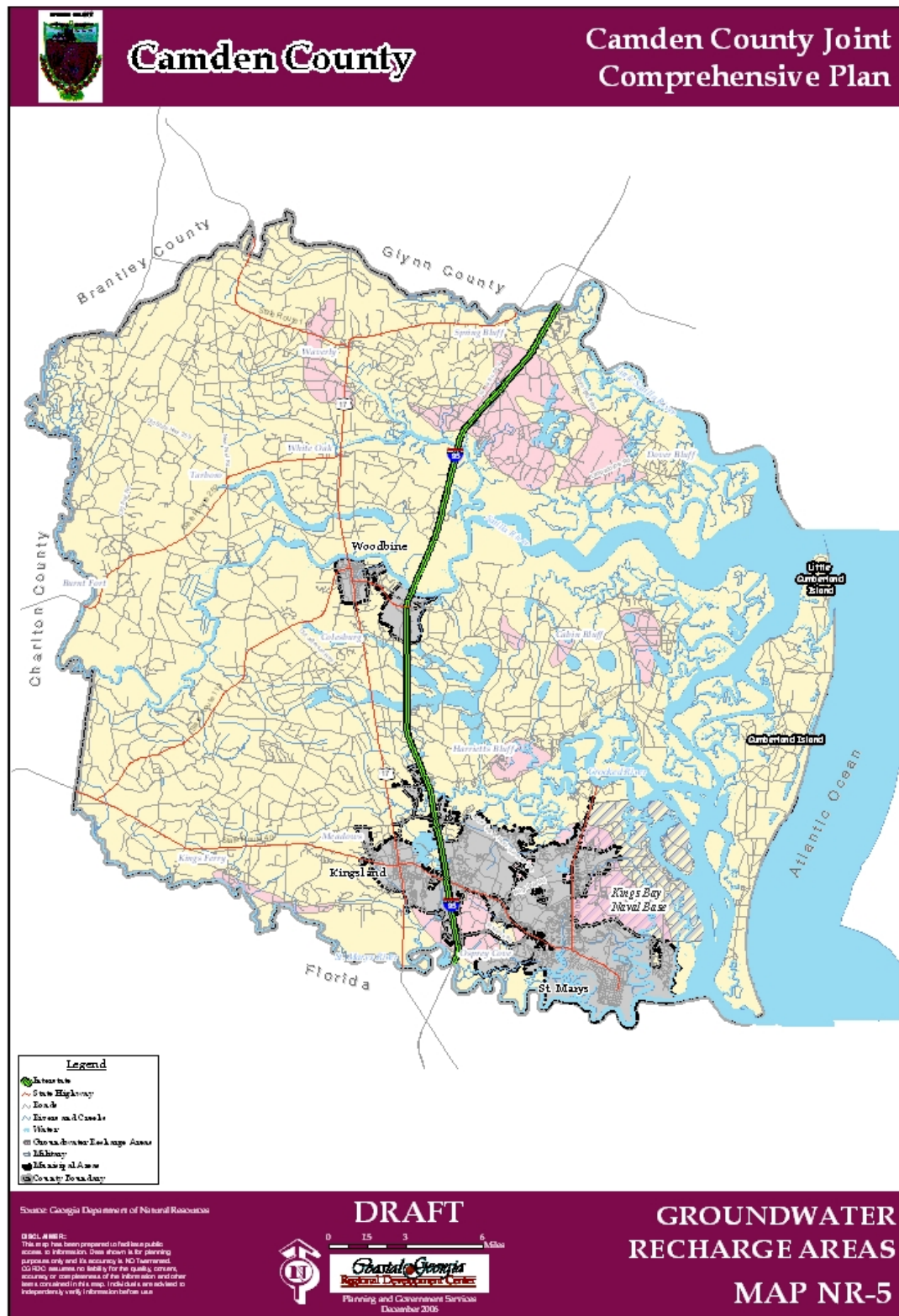
Groundwater recharge areas are where water that eventually seeps down into an aquifer first enters the ground. Groundwater can move readily through porous soils and rocks such as sand, gravel, sandstone or limestone. Non-porous soils such as clay, shale, or granite generally restrict the movement of groundwater. As water moves downwards due to pressures such as gravity, the water will flow through porous soils until it reaches a non-porous layer of rock or soil, which then forms a confining layer around the groundwater, forming an aquifer.

Protecting groundwater recharge areas are particularly important because once contaminated, it is nearly impossible (scientifically and financially) to reclaim as a source of potable water for a community. With increased development, the threat of ground water contamination from nonpoint source pollution (NPS) resulting from runoff also increases. In Georgia, most of the groundwater recharge areas for the Floridan aquifer occur along the “Fall Lines” where the upper boundary of the aquifer’s confining layer outcrops at the surface that separates the Piedmont and the Coastal Plain. Ground water recharge within Camden County occurs in the Miocene/Pliocene recent unconfined aquifers.

Georgia law has provisions concerning well depth and spacing controls, and provisions establishing a range of prescribed pumping levels (elevations below which water may not be pumped) or maximum pumping rates.

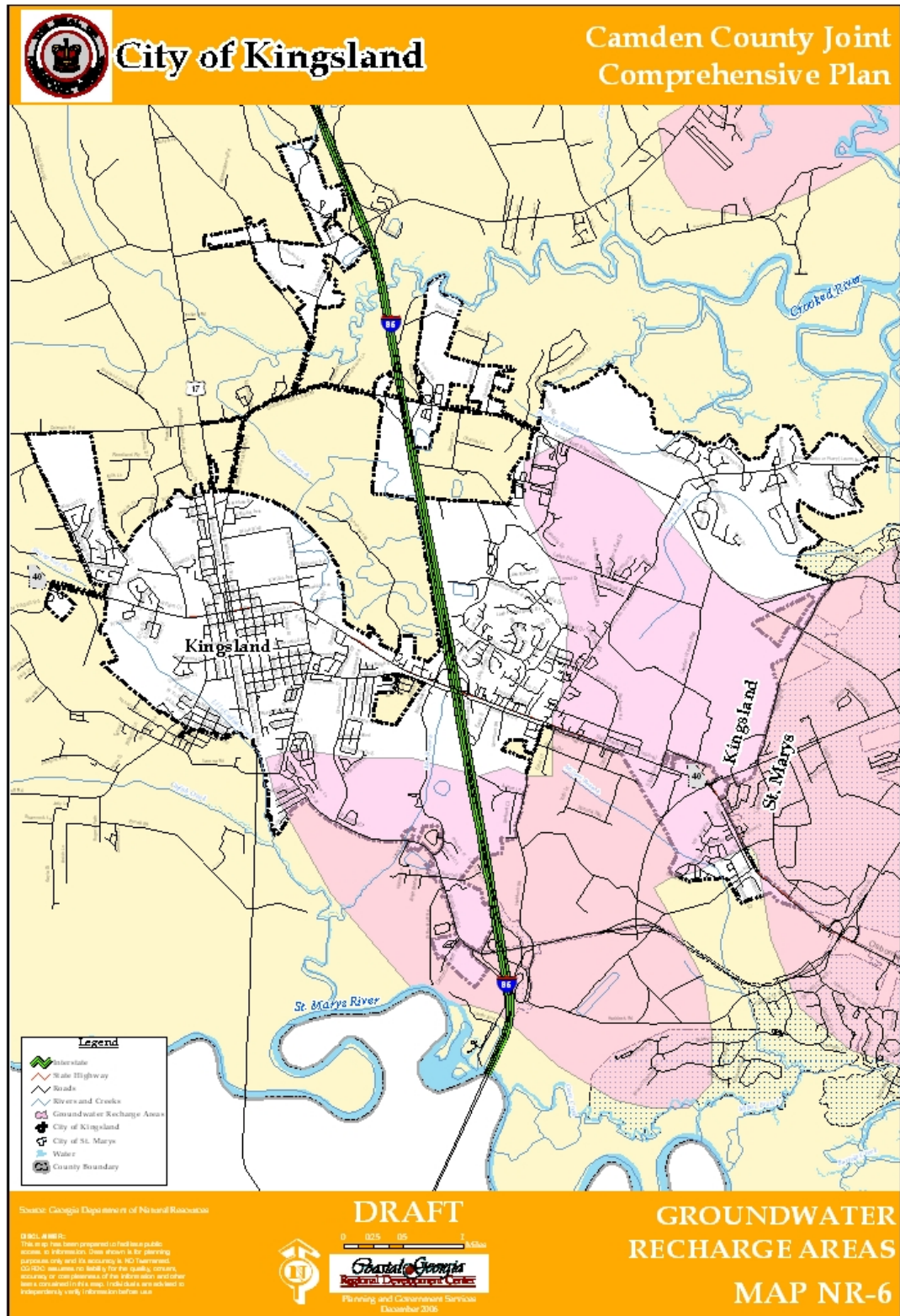
See Maps NR-5 through NR-8 for Groundwater Recharge Areas and Maps NR-9 through NR-12 for Pollution Susceptibility Areas for Camden County and the cities of Kingsland, St. Marys, and Woodbine.

Map NR-5



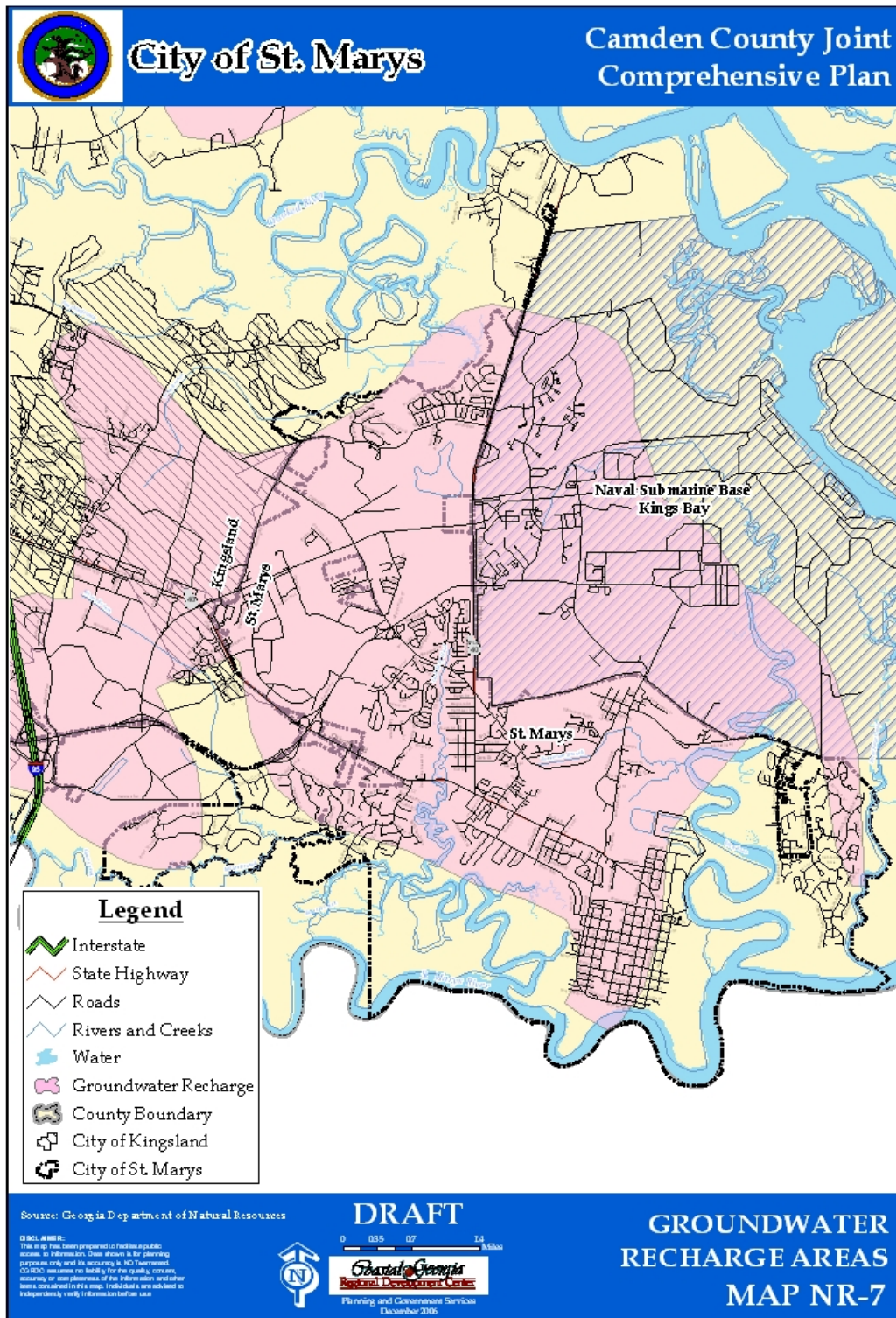


Map NR-6

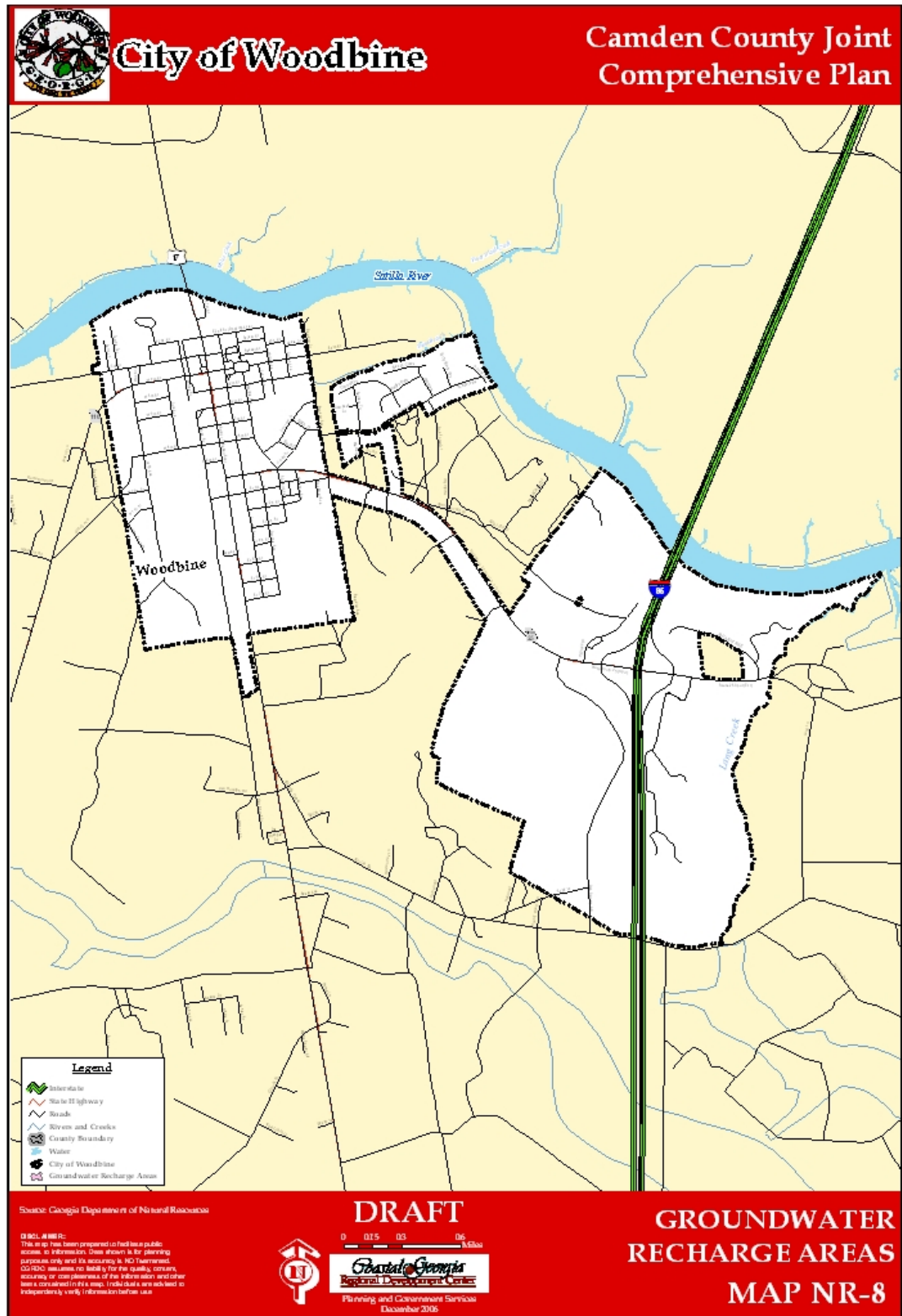




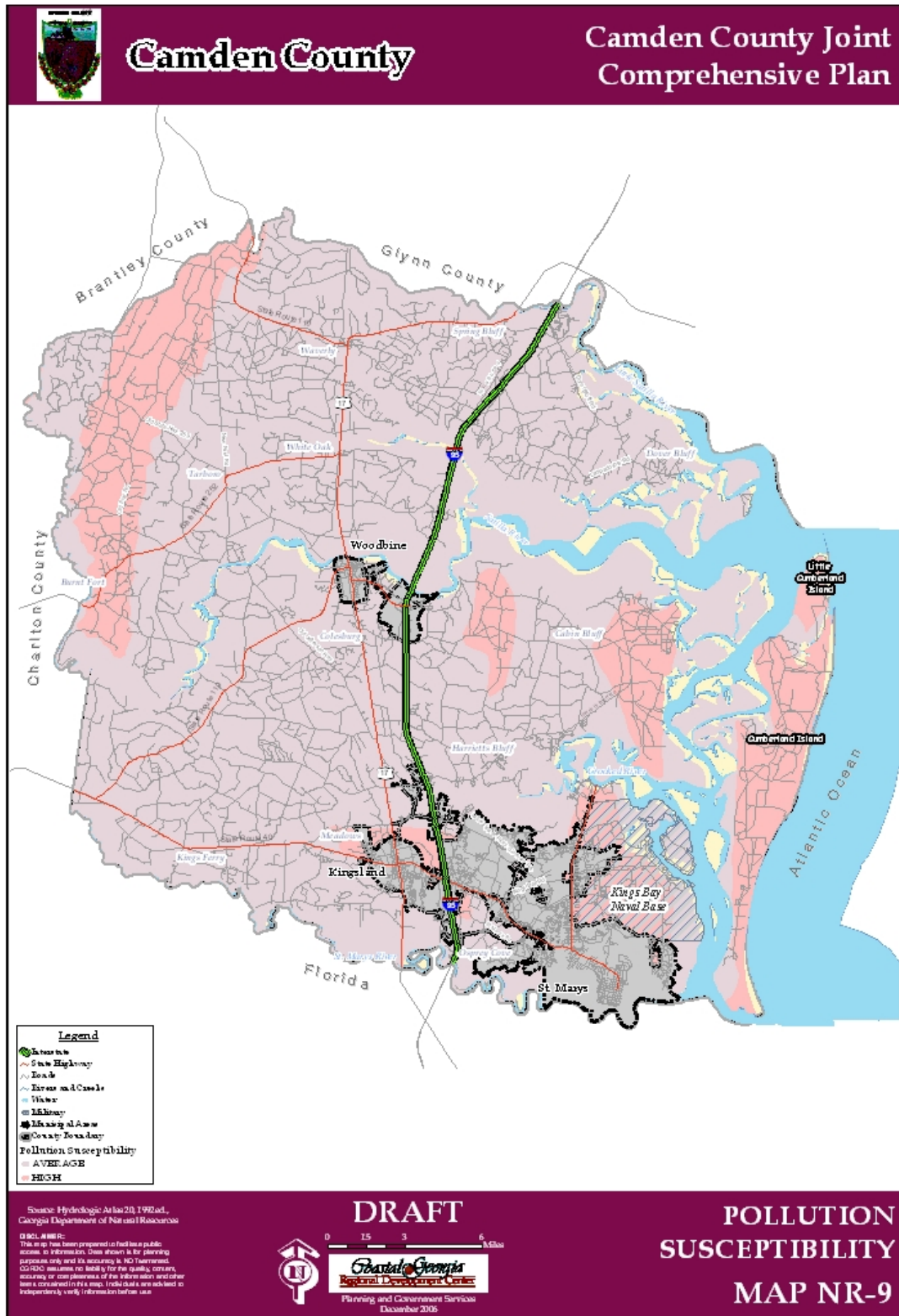
Map NR-7



Map NR-8

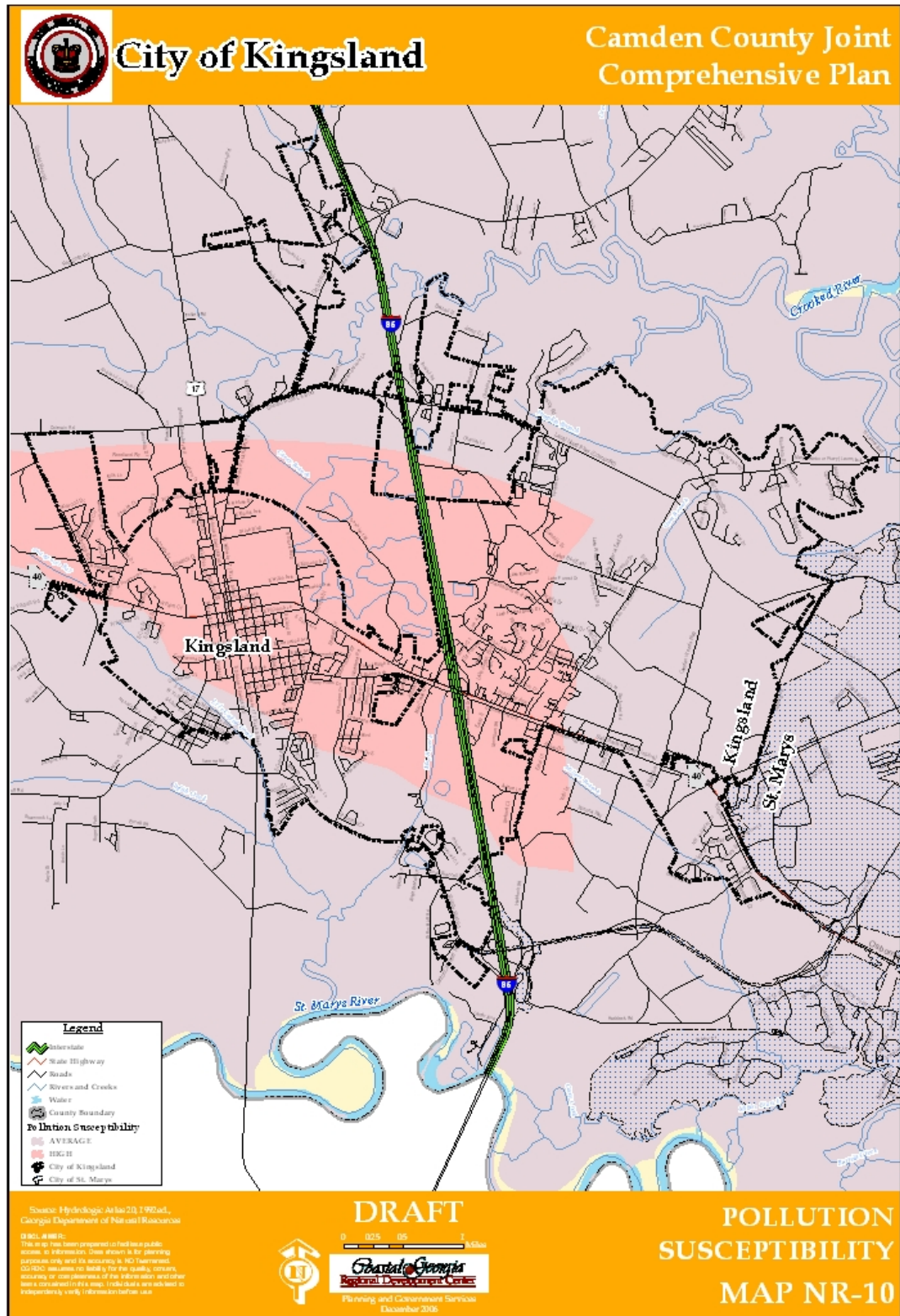


Map NR-9

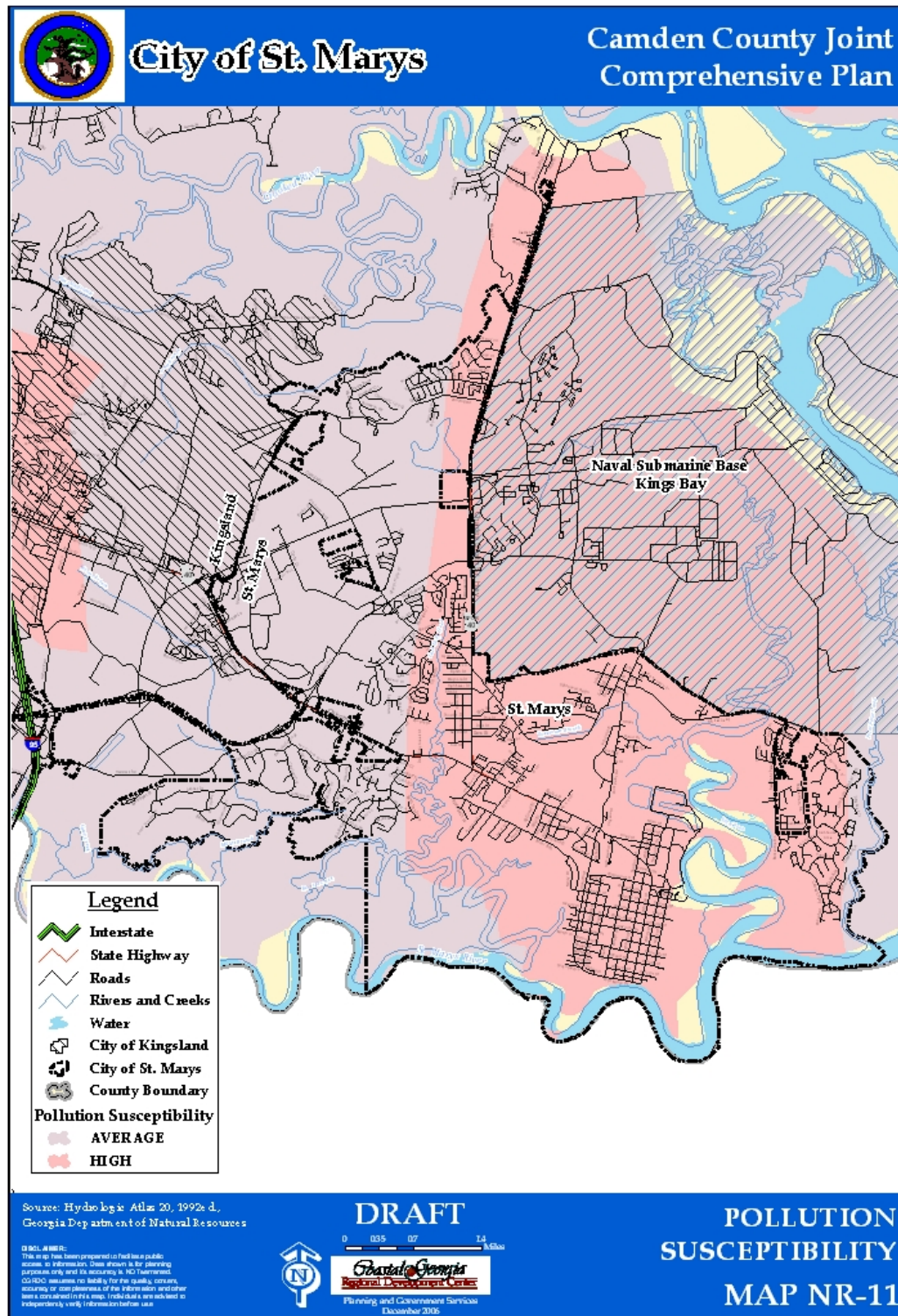




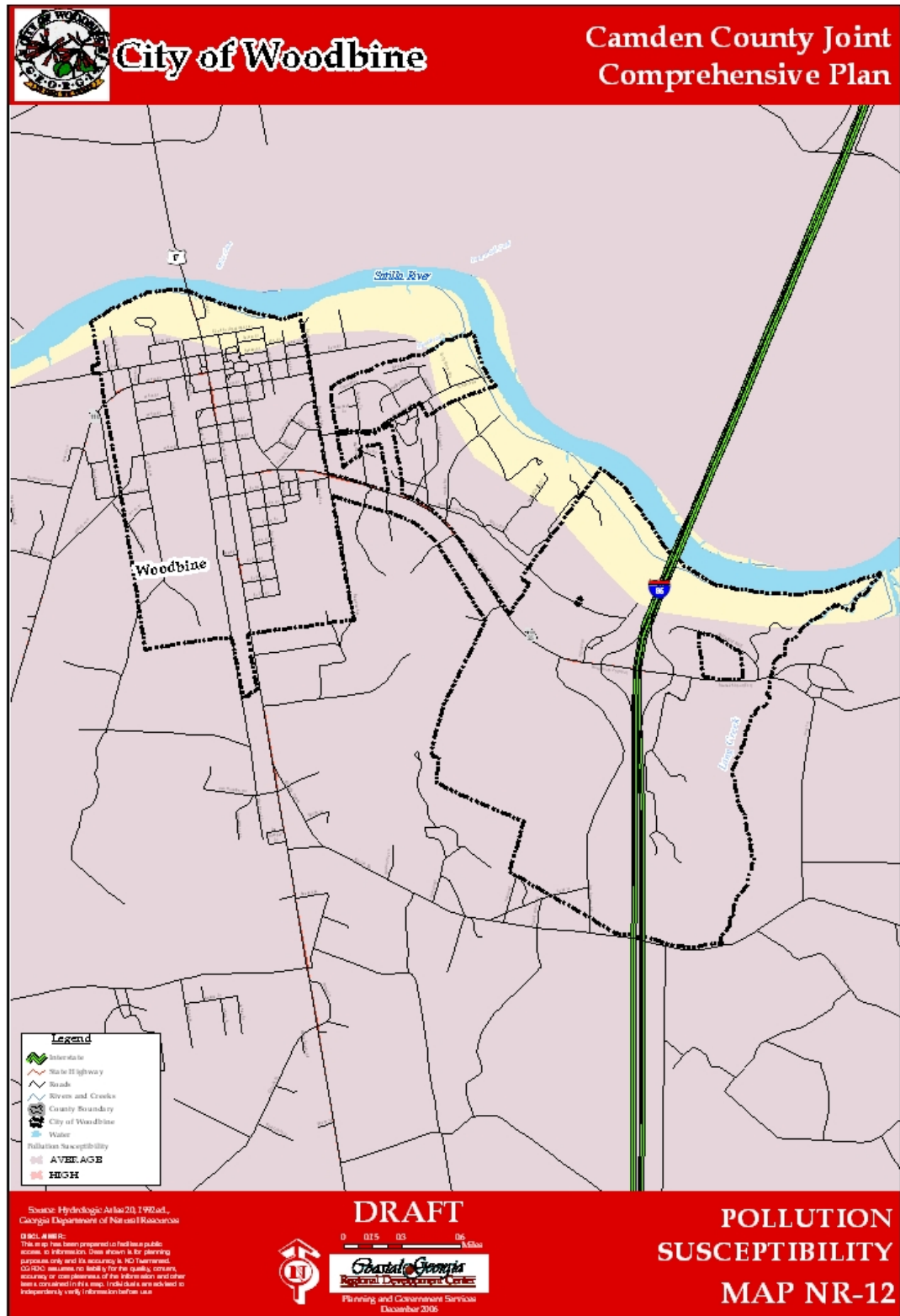
Map NR-10



Map NR-11



Map NR-12





## Protected River Corridors and Marshland

The land corridors running along rivers serve vitally important ecologic functions and provide for numerous recreational opportunities. Scientific research and documentation cite the many reasons to maintain vegetated corridors along the banks of rivers and streams, including:

- Reducing the volume and velocity of storm water runoff and therefore protecting the hydrologic profiles of the surrounding water systems;
- Reducing the sediment and pollutants going into the open water and serving as sources of water quality impairment;
- Providing for upland wildlife habitat areas; and
- Maintaining water temperature and therefore maintaining quality habitats.

Arguably, the most important reason to maintain a vegetated streamside buffer or river corridor is its ability to protect the entire watershed from the harmful impacts associated with non-point source



Borrell Creek feeds into St. Marys River.  
(Photo courtesy of Tara Fields)

(NPS) pollution. The vegetation works like a filter that removes harmful nutrients, chemicals, and sediments, thus decreasing the chance that such contaminants reach the surface waters. Increasing the width of the buffer provides a greater measure of protection to the water quality of a riverbed or stream channel.

The Coastal Georgia Regional Development Center prepared a Regional River Corridor Protection Plan in 1993 that describes the applicability of the River Corridor Protection Act to the local governments within the Coastal RDC jurisdiction. However, the standards in the Protection Plan could even be extended for those rivers and streams not impacted by the River Corridor Protection Act to provide more stringent protection of water quality in Camden County. The jurisdiction of the

River Protection Act begins at the limit of the Coastal Marshlands Protection Act and extends upstream to the headwaters.<sup>19</sup>

The River Corridor Protection Act requires a 100-foot buffer of natural vegetation along both sides of any protected river. Additionally, the Georgia Erosion and Sedimentation Act does not allow for any land-disturbing activity within 25 feet of the banks of any State waters.

In Camden County, the Satilla River and the St. Marys River are designated as Protected Rivers under this act. Camden County has adopted river corridor protection plans for the Satilla and St. Marys rivers, and the City of Woodbine has adopted a river corridor protection plan for the Satilla River.

Camden County has established a River Corridor Protection Overlay District as part of their code of ordinances that is in concurrence with the River Corridor Protection Act; however, local governments are allowed to adopt more stringent rules relating to river and streamside vegetated corridors.

See Maps NR-13 through NR-16 for the Protected River Corridors and Marshlands for Camden County and the cities of Kingsland, St. Marys, and Woodbine.

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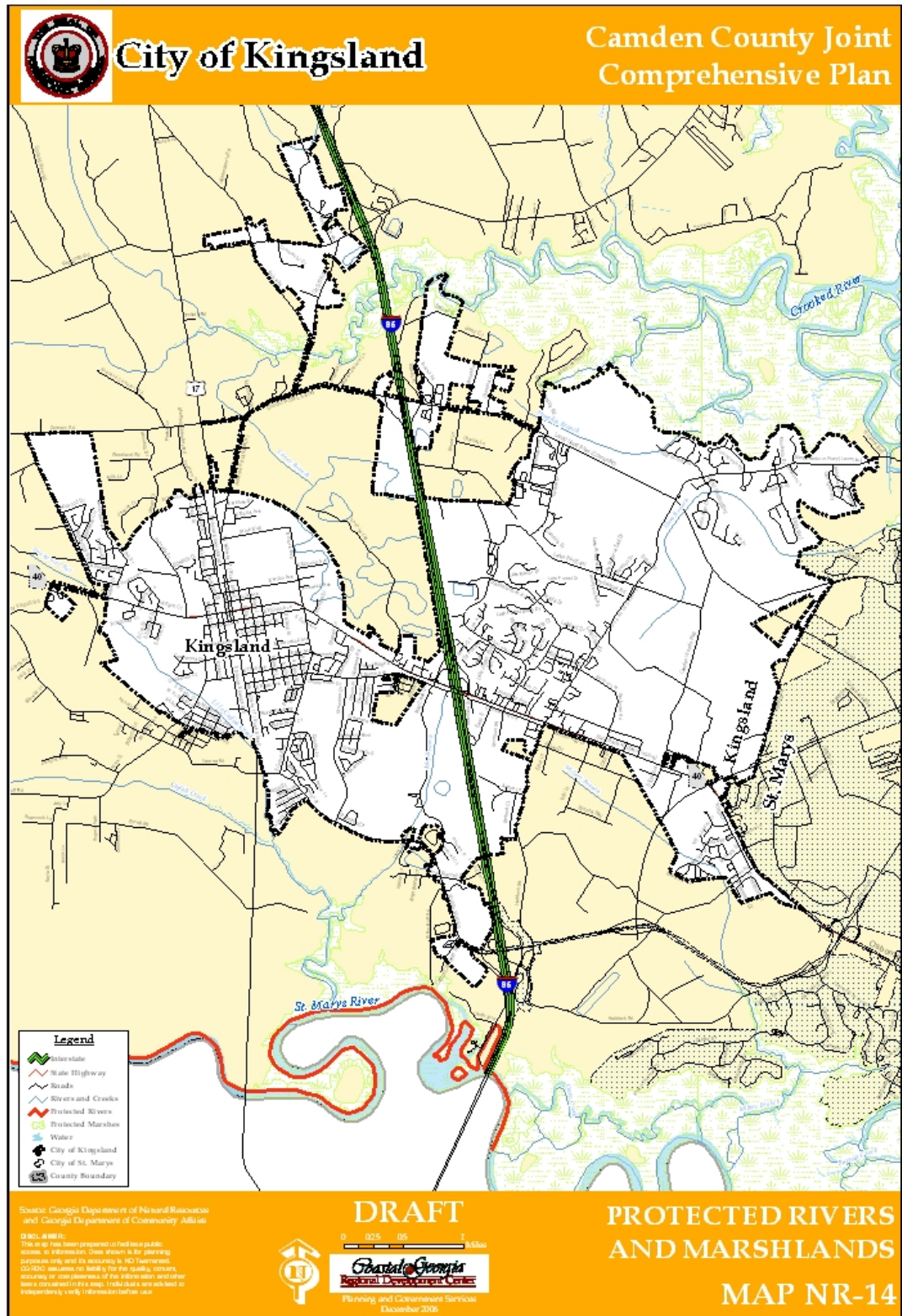
<sup>19</sup> Georgia DNR determined in 2002 that jurisdictions of Protected River Corridors and Coastal Marshland Protection abut at the Hwy 17 bridges, so river corridors east of these bridges come under Marshland Protection requirements only.



Map NR-13

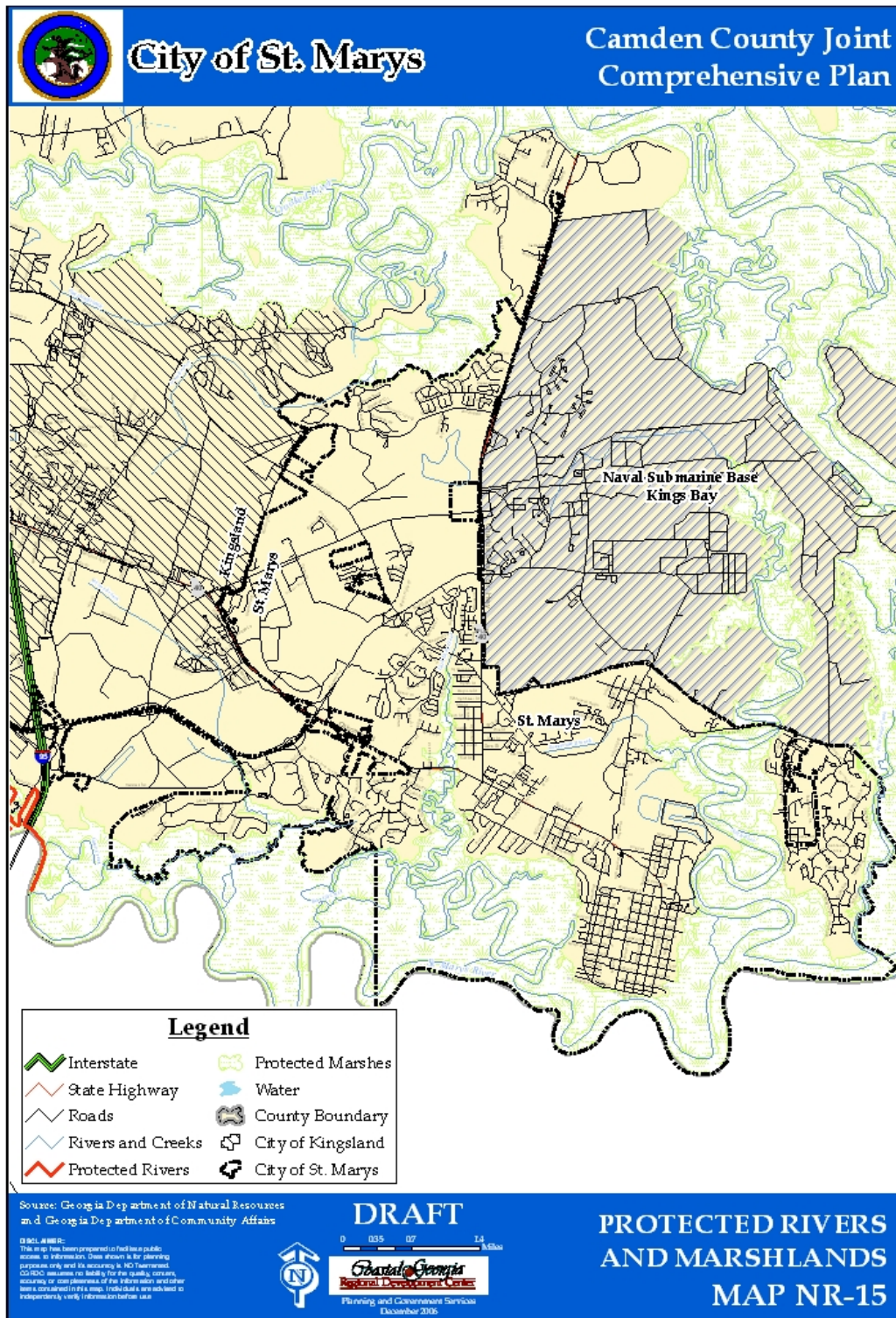


Map NR-14

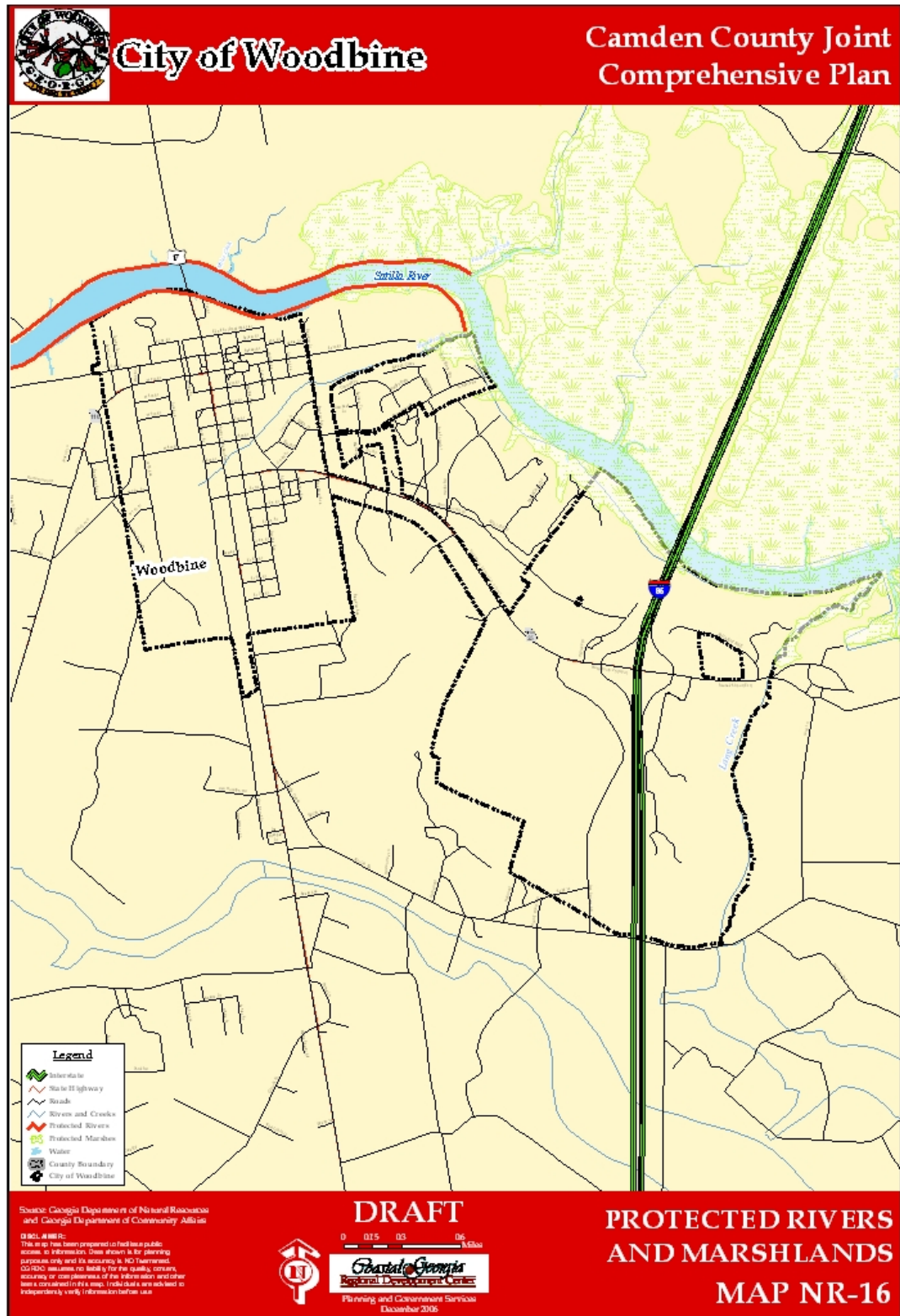




Map NR-15



Map NR-16





## Floodplains

The rivers and streams in the Coastal Plain of Georgia contain wide floodplains that carry and store floodwaters and tidal storm surges. Most floodplains in Camden County consist of swamps, pine, and hardwood forests. Due to the high water table, many areas in Camden County are susceptible to flooding.



As the value of land in Camden County increases, so does the development in floodplains.

The ability of a floodplain to carry and store floodwaters should be preserved in order to protect human life and property from flood damage. In addition, undeveloped floodplains often contain wetlands and

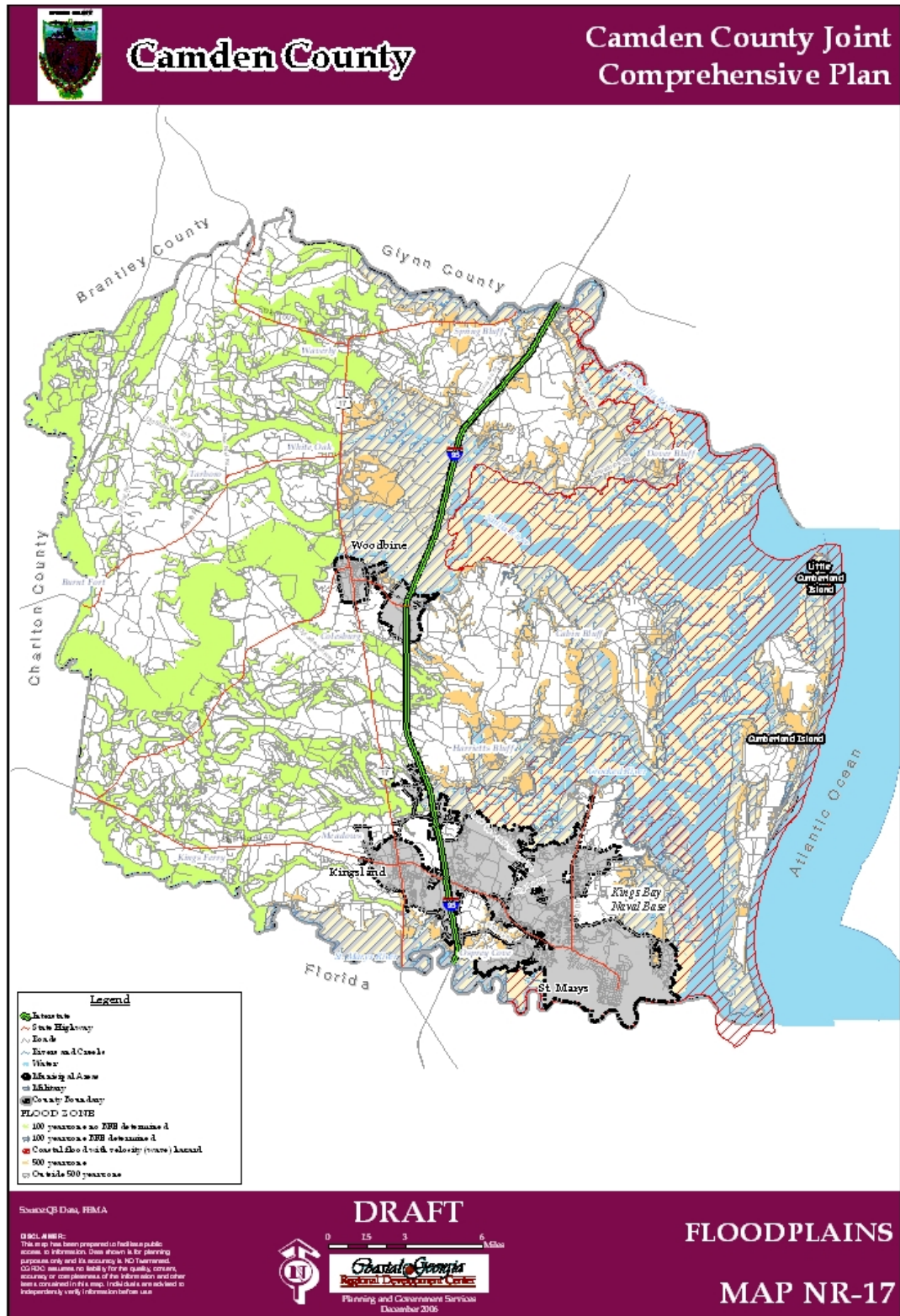
other areas vital to a diverse and healthy ecosystem. By making wise land use decisions in the development and management of floodplains, beneficial functions are protected and negative impacts to the quality of the environment are reduced.

Increasing population density threatens the integrity of floodplains, and therefore Camden County and the cities of Kingsland, St. Marys, and Woodbine must consider the important economic functions performed by floodplains when considering where development should occur.

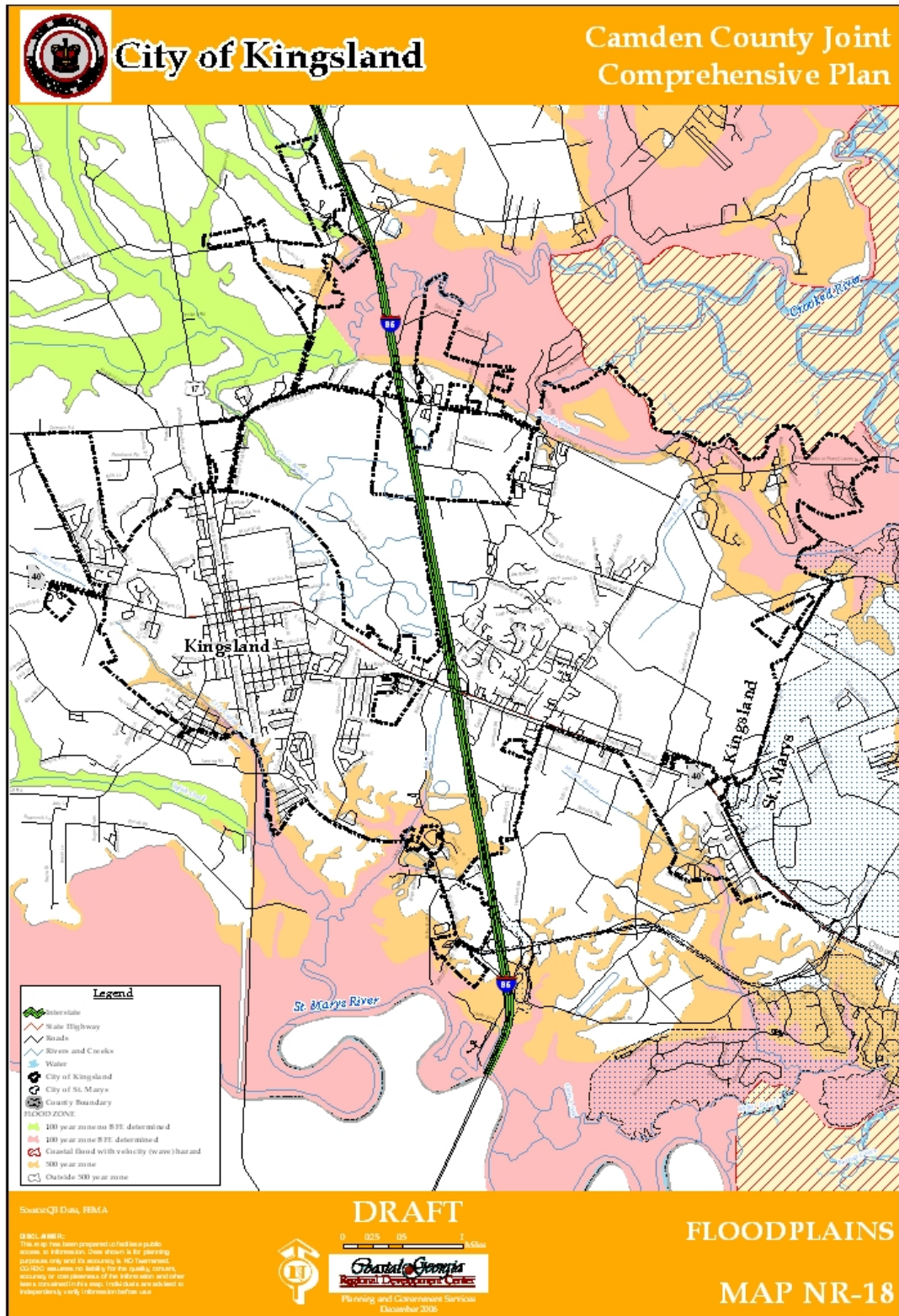
The Federal Emergency Management Agency (FEMA) along with the US Department of Housing and Urban Development Map floodplains, and have established an insurance program to protect homeowners. The Flood Insurance Rate Maps for Camden County, along with the entire State of Georgia, are scheduled to be converted to a digital format and updated by 2009.

See Maps NR-17 through NR-20 for floodplains in Camden County and the cities of Kingsland, St. Marys, and Woodbine.

Map NR-17

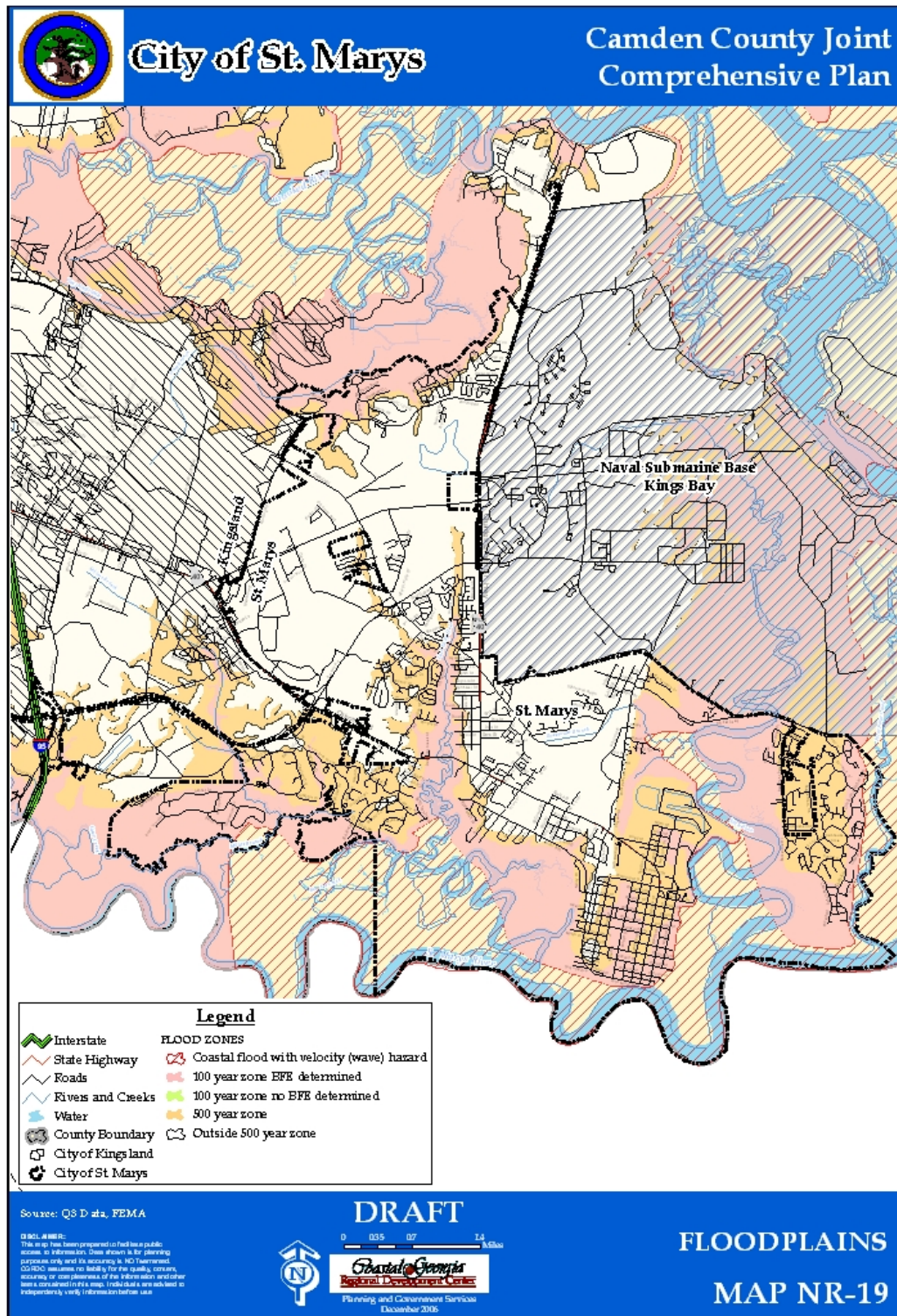


Map NR-18



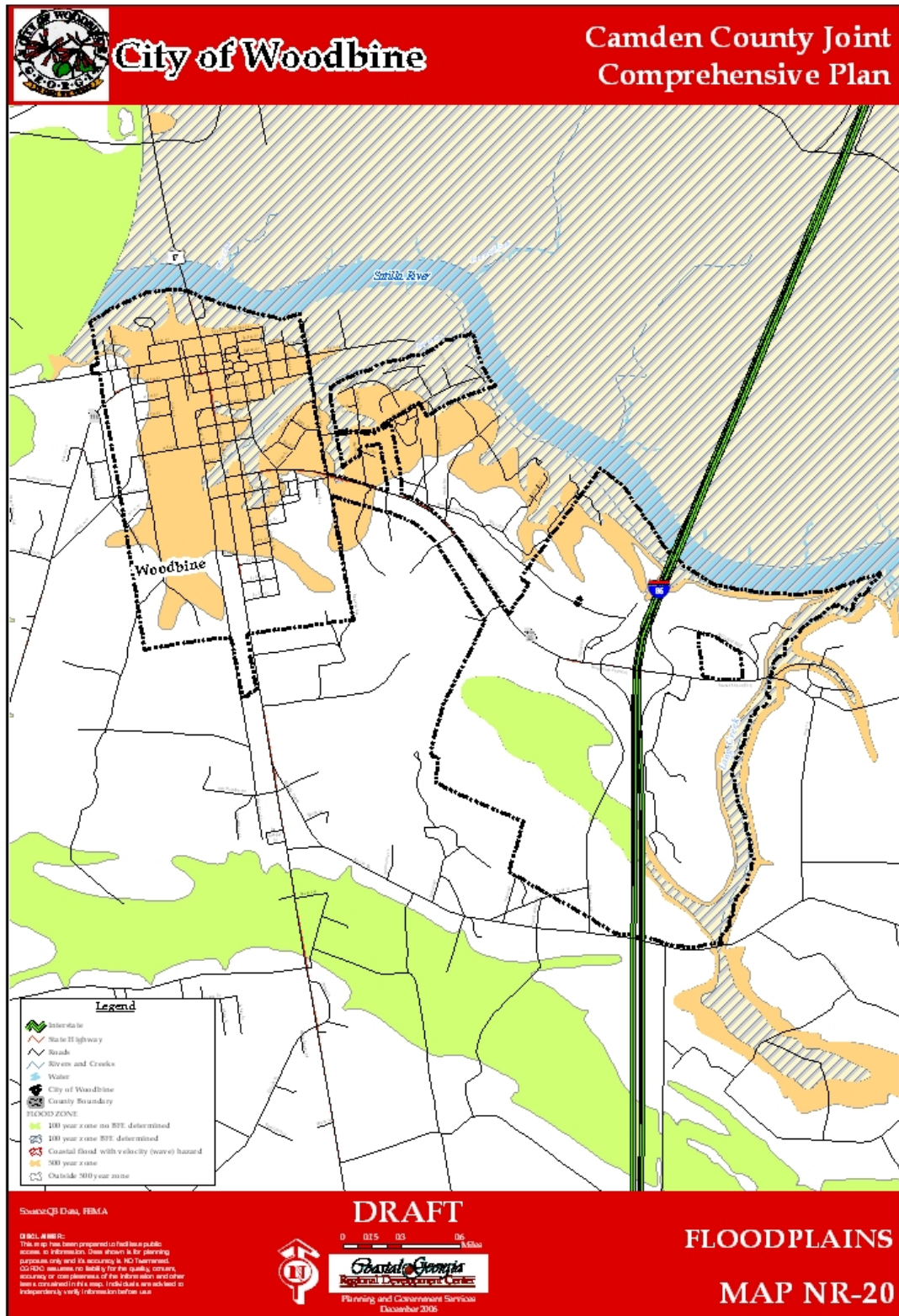


Map NR-19





Map NR-20



## Other Environmentally Sensitive Areas

### Public Water Supply Sources

The groundwater resource for Camden County and the cities of Kingsland, St. Marys, and Woodbine is the Floridan Aquifer. The Floridan aquifer system consists primarily of limestone, dolostone and calcareous sand, and extends approximately 100,000 square miles in southern Alabama, southeastern Georgia, southern South Carolina and all of Florida. The aquifer has been the ultimate fresh water source for Coastal Georgia since the 1800s, and was considered unlimited at one time. However, extensive consumption in the Upper Floridan near the population centers of Hilton Head, South Carolina, Savannah, Georgia, and in Brunswick, Georgia have changed the groundwater level, the rate and distribution of recharge and discharge, the rate and direction of groundwater flow, and the overall quality of the water in the aquifer system due to saltwater intrusion.

The Georgia Environmental Protection Division's (EPD) "Coastal Georgia Water and Wastewater Permitting Plan for Managing Salt Water Intrusion" was completed in June 2006 and is based on the results of a seven-year study called the Sound Science Initiative. The Plan adheres to the guiding principles set forth in the Water Planning Act: "*Water resources are to be managed in a sustainable manner so that current and future generations have access to adequate supplies of quality water that supports both human and natural systems.*" The Plan sets forth how EPD will conduct ground and surface water withdrawal permitting, and management and permitting of wastewater discharges.<sup>20</sup>

### Soils<sup>21</sup>

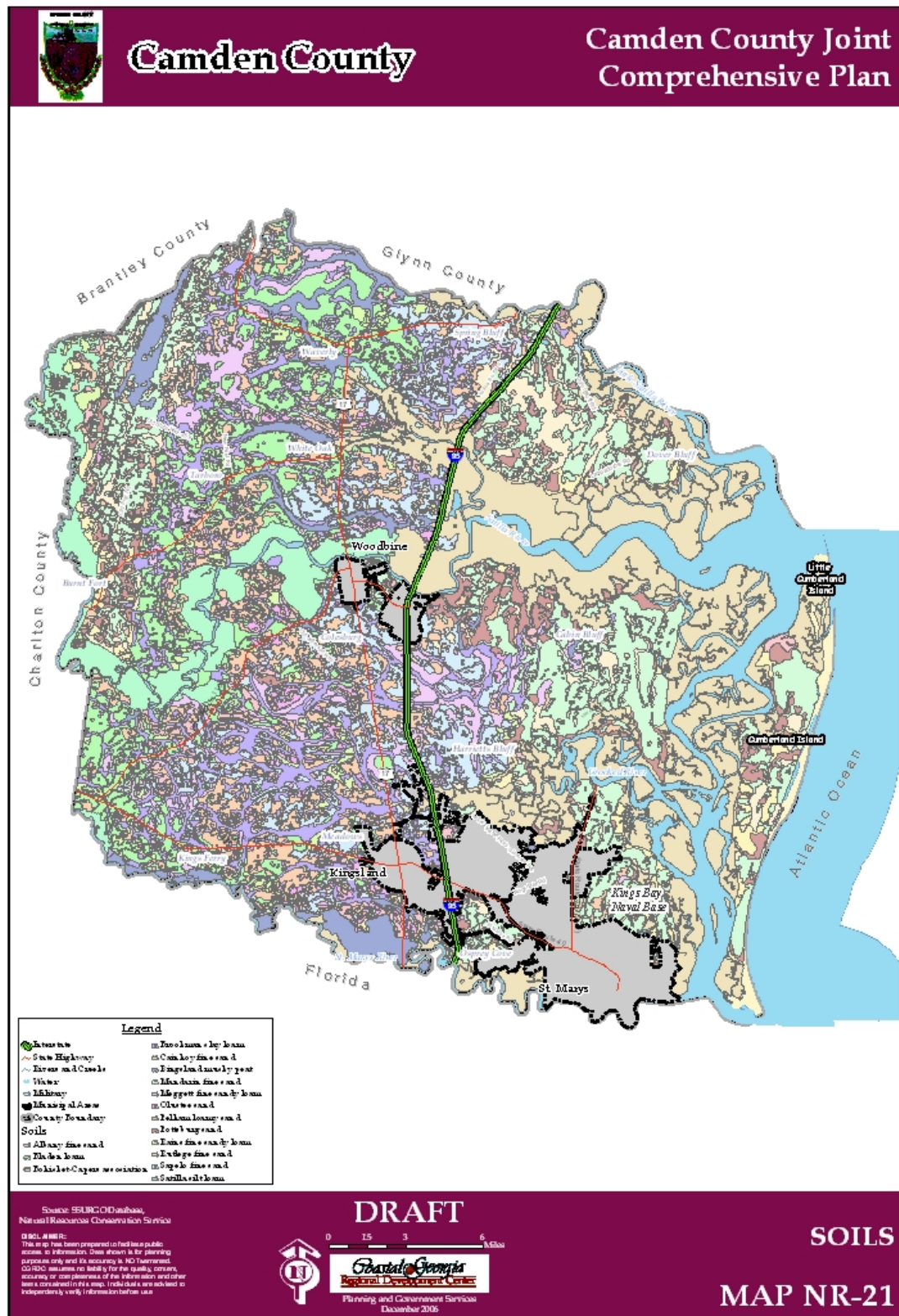
Southeastern Georgia has been classified as the Atlantic Coast Flatwoods area due to soil type and climatic conditions. The majority of the terrain in the area maintains an elevation of just above sea level and is characterized by poorly drained soils that are underlain by marine sands, loams, or clays and have a high water table that experiences seasonal changes depending on the amount of precipitation.

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<sup>20</sup> Coastal Georgia Water and Wastewater Permitting Plan for Managing Salt Water Intrusion, June 2006

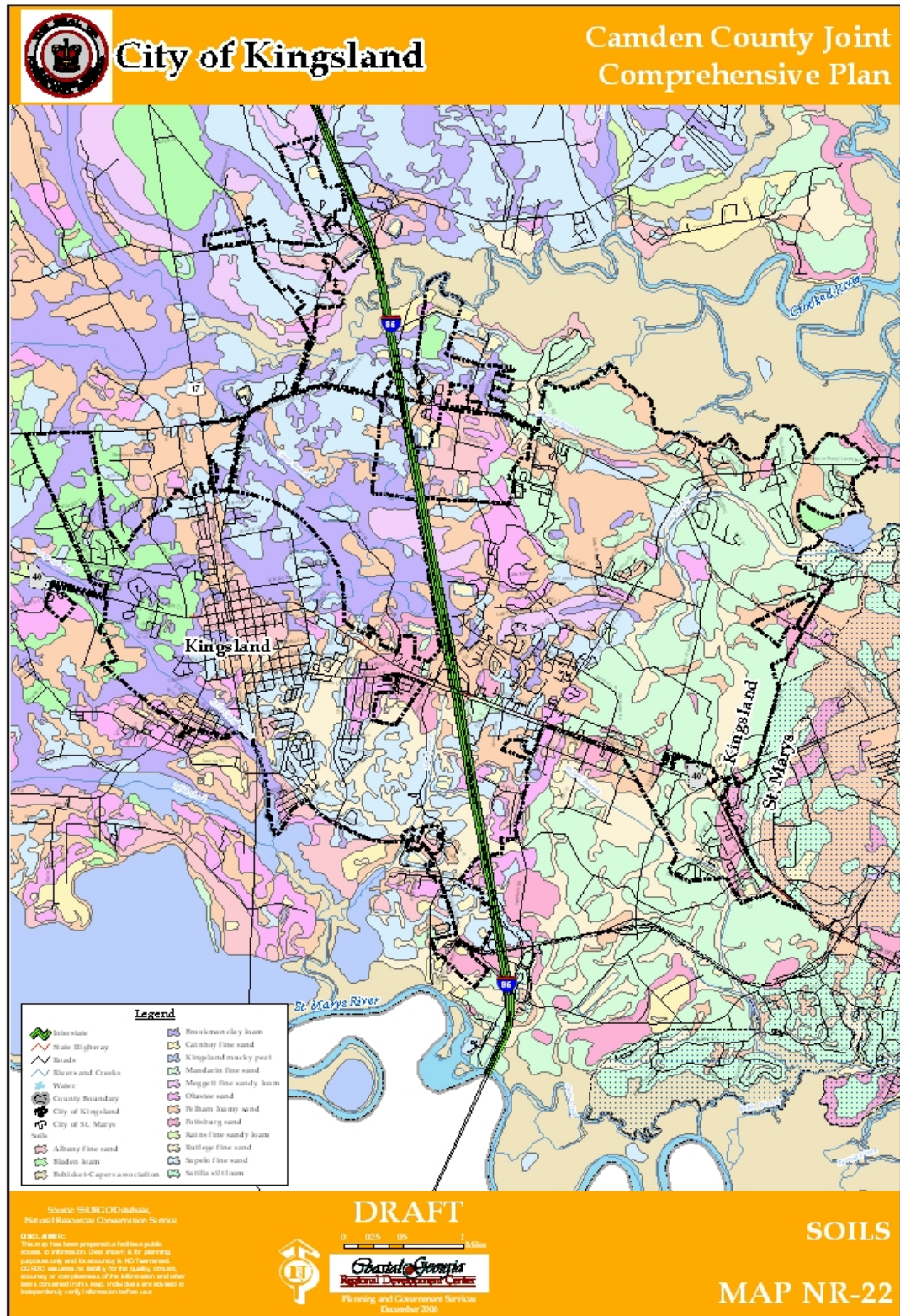
<sup>21</sup> Camden County Joint Comprehensive Plan, 1992, Julia Larson and Associates

Map NR-21



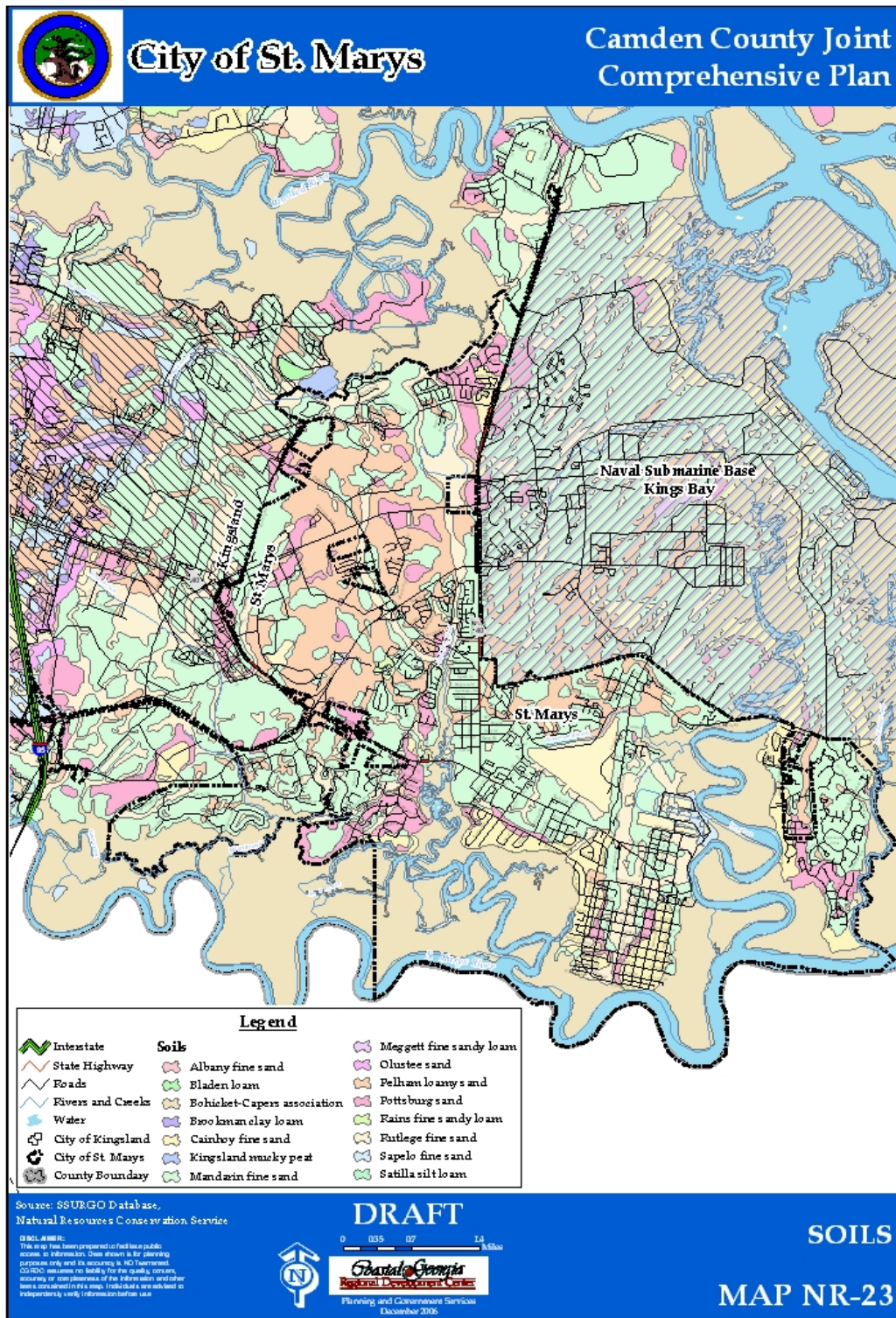


Map NR-22

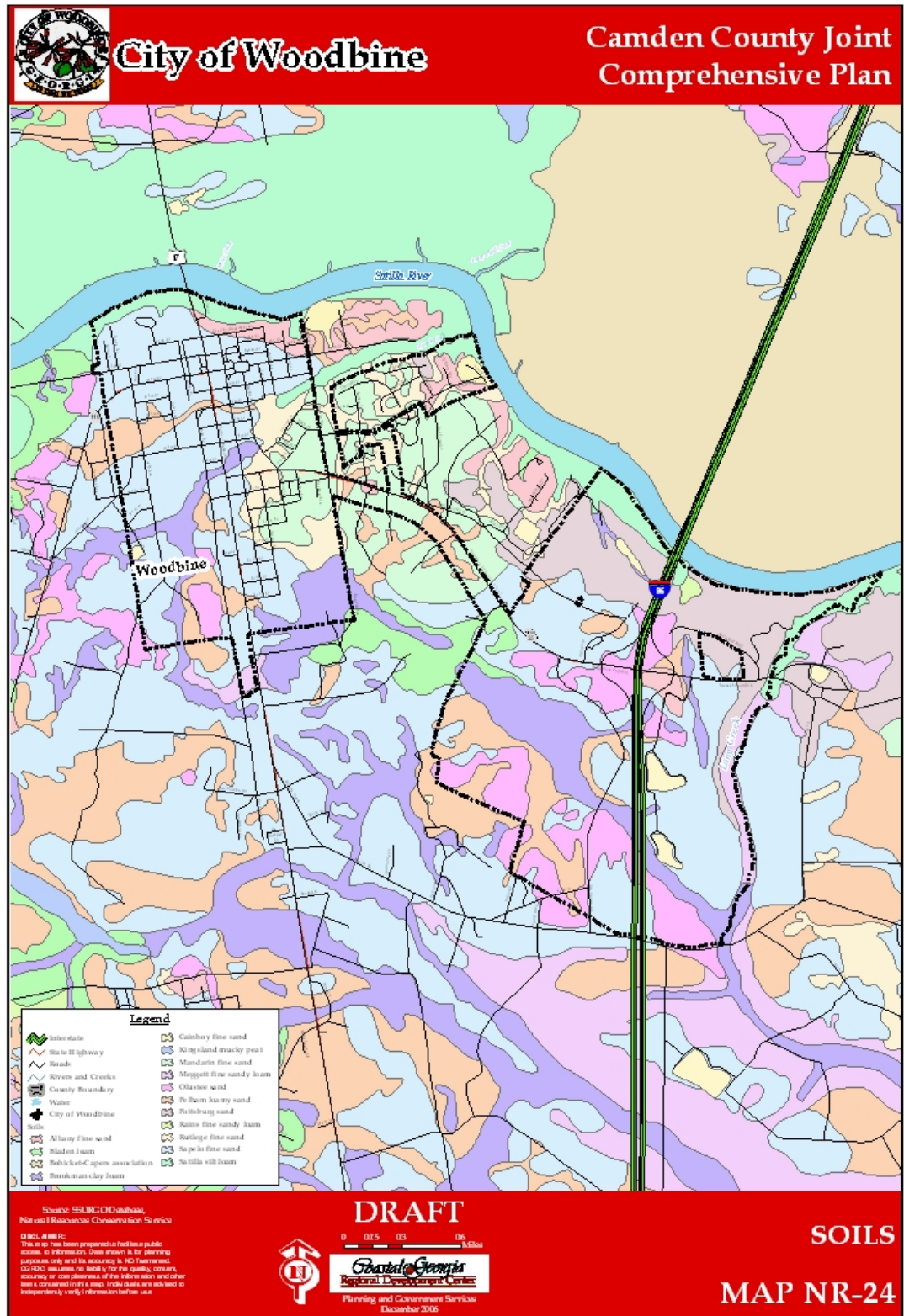




Map NR-23



Map NR-24



In addition, there is a significant area of marsh soils along the coast and in Camden County that have a high content of silt and clay, are nearly continuously saturated, and have a high salt content. Due to high levels of saturation, the various soils in Camden County are not the most ideally suited to development, and most have moderate to severe development constraints in regards to on-site septic disposal systems (septic tanks and drain fields). Below is some general information on those soils in the County that are less suitable for any type of development.

**Satilla** - Areas of this classification are basically on the floodplain of the Satilla River. The Satilla soils have good open land and woodland wildlife habitat potential. It has poor potential for farming and urban uses.

**Kingsland** - Areas of this classification are generally flooded daily and are found on the floodplain of the Little Satilla River and the St. Marys River. It has good potential as habitat for wetland wildlife, but poor potential for most other uses. The daily flooding and wetness are the primary concerns for use and management.

**Mandarin-Rutledge** - Areas of this classification are generally found on marine terraces and cover about 24 percent of the County. This classification is used mainly for woodland and has poor potential for most other uses. Again, wetness, period of the inundation, and flooding are concerns.

**Bladen-Brookman-Meggett** - This classification covers about 22 percent of the County and consists of soils that are subject to flooding in the winter and spring. This classification is found in the western part of the County and is used mainly for woodland. It has good potential for locally grown pines and as habitat for wetland wildlife species; however, the potential for most other uses is poor.

**Pelham-Sapelo** - This classification covers about 21 percent of the County in the west-central areas. It is used mainly for woodland. It also has fair potential as habitat for most kinds of wildlife; however, the potential for most other uses is poor. Wetness is a primary concern with flooding in the depressions and drainage ways.

**Fripp-Duckston-Beaches** - This classification is found on Cumberland Island. It mainly supports live oak, brush, and grasses. While some areas have been developed for dwellings and recreation, the overall development potential is poor because of wetness and flooding. Furthermore, the soils are too sandy for many recreation and wildlife uses.



**Bohicket-Capters** - This classification is generally found in tidal marshes and generally border the Atlantic Ocean and can extend several miles inland along Cumberland Sound and the tributaries of the Satilla River. It is mainly in its natural state with smooth cordgrass near the ocean and black rush along the creeks and rivers. It has good potential for wetland wildlife habitat. Potential is poor for other uses, particularly as the natural sulfur in these soils causes an unpleasant odor if exposed to air.

In terms of the soils in Camden County, it would appear that virtually all development must take into consideration the wet nature of all of the soils in the County, and the propensity of many of the soils for inundation or flooding during the year.

See Maps NR-21 through NR-24 for the types and distribution of soils in Camden County and the cities of Kingsland, St. Marys, and Woodbine.

## Plant and Animal Habit

Camden County encompasses a wide variety of natural habitats, ranging from hardwood forests to coastal salt marshes. This diversity of habitats supports rich wildlife, including a large number of recreationally and commercially targeted species. The County's inland aquatic habitats—ponds, rivers, and marshes—harbor many species of fish and waterfowl, including a number of migratory bird species. Forested habitats are home to popular game species such as the eastern cottontail rabbit, gray squirrel, white-tailed deer, wild turkey, and feral hog.



The black-crowned night heron is a Species of Special Concern found in Camden County.

*(Photo courtesy of Doug Janson)*

The following tables contain protected animal (Table NR-1) and plant (Table NR-2) species that may be found in Camden County, or throughout the Coastal Georgia region. These are classified as protected by the State of Georgia and/or the Federal Government.

Classifications are as follows: “US” indicates species with federal status. Species that are federally protected in Georgia are also state protected. “GA” indicates Georgia protected species. “SSC” indicates Species of Special Concern.



**Table NR-1  
Protected Animals in Camden County/Coastal Georgia Region**

US	<i>Acipenser brevirostrum</i> Shortnose Sturgeon	GA	<i>Haematopus palliatus</i> American Oystercatcher
GA	<i>Aimophila aestivalis</i> Bachman's Sparrow	US	<i>Haliaeetus leucocephalus</i> Bald Eagle
US	<i>Ambystoma cingulatum</i> Flatwoods Salamander	US	<i>Himantopus mexicanus</i> Black-necked Stilt
SSC	<i>Aramus guarauna</i> Limpkin	SSC	<i>Hybognathus regius</i> Eastern Silvery Minnow
US	<i>Caretta caretta</i> Loggerhead turtle	SSC	<i>Lampropeltis triangulum triangulum</i> Eastern Milk Snake
US	<i>Charadrius melodus</i> Piping Plover	GA	<i>Lucania goodei</i> Bluefin Killifish
GA	<i>Charadrius wilsonia</i> Wilson's Plover	SSC	<i>Micrurus fulvius fulvius</i> Eastern Coral Snake
GA	<i>Clemmys guttata</i> Spotted Turtle	US	<i>Mycteria americana</i> Wood Stork
GA	<i>Corynorhinus rafinesquii</i> Rafinesque's Big-eared Bat	SSC	<i>Myotis austroriparius</i> Southeastern Myotis
SSC	<i>Cyprinella callisema</i> Ocmulgee Shiner	SSC	<i>Nycticorax nycticorax</i> Black-crowned Night-heron
SSC	<i>Cyprinella leedsi</i> Bannerfin Shiner	SSC	<i>Ophisaurus compressus</i> Island Glass Lizard
US	<i>Dermochelys coriacea</i> Leatherback Sea Turtle	SSC	<i>Ophisaurus mimicus</i> Mimic Glass Lizard
SSC	<i>Dormitator maculatus</i> Fat Sleeper	SSC	<i>Plegadis falcinellus</i> Glossy Ibis
US	<i>Drymarchon couperi</i> Eastern Indigo Snake	SSC	<i>Rana capito</i> Gopher Frog
GA	<i>Elanoides forficatus</i> Swallow-tailed Kite	SSC	<i>Rynchops niger</i> Black Skimmer
US	<i>Elliptio spinosa</i> Altamaha Spiny mussel	SSC	<i>Sciurus niger shermani</i> Sherman's Fox Squirrel
US	<i>Eubalaena glacialis</i> Northern Right Whale	US	<i>Sterna antillarum</i> Least Tern
SSC	<i>Farancia erythrogramma</i> Rainbow Snake	GA	<i>Sterna nilotica</i> Gull-billed Tern
SSC	<i>Fundulus chrysotus</i> Golden Topminnow	US	<i>Trichechus manatus</i> Manatee
US	<i>Gopherus polyphemus</i> Gopher Tortoise		



The shortnose sturgeon is an endangered species found in Camden County. While sturgeon fishing is no longer allowed in Georgia, shortnose sturgeon may still become entangled in the gill nets used to fish for shad.  
(Photo courtesy of Alan Richmond)

**Table NR-2**  
**Protected Plants in Camden County/Coastal Georgia Region**

SSC	<i>Acacia farnesiana</i> Sweet Acacia	SSC	<i>Palafoxia integrifolia</i> Palafoxia
SSC	<i>Aeschynomene viscidula</i> Sticky Joint-vetch	GA	<i>Physostegia leptophylla</i> Tidal Marsh Obedient Plant
SSC	<i>Asclepias pedicellata</i> Savanna Milkweed	SSC	<i>Plantago sparsiflora</i> Pineland Plantain
GA	<i>Carex dasycarpa</i> Velvet Sedge	SSC	<i>Polygonum glaucum</i> Sea-beach Knotweed
SSC	<i>Dalea feayi</i> Feay Pink-tassels	SSC	<i>Pteroglossaspis ecristata</i> Wild Coco
SSC	<i>Dicerandra radfordiana</i> Radford Dicerandra	SSC	<i>Quercus austrina</i> Bluff White Oak
GA	<i>Epidendrum conopseum</i> Green-fly Orchid	SSC	<i>Quercus chapmanii</i> Chapman Oak
SSC	<i>Forestiera segregata</i> Florida Privet	SSC	<i>Rhynchospora decurrens</i> Swamp-forest Beaksedge
SSC	<i>Franklinia alatamaha</i> Franklin Tree	SSC	<i>Ruellia noctiflora</i> Night-blooming Wild Petunia
SSC	<i>Hibiscus grandiflorus</i> Swamp Hibiscus	GA	<i>Sageretia minutiflora</i> Tiny-leaf Buckthorn
SSC	<i>Hypericum denticulatum</i> var. <i>denticulatum</i> St. Johnswort	SSC	<i>Sapindus saponaria</i> Soapberry
SSC	<i>Hypericum</i> sp. 3 Georgia St. Johnswort	GA	<i>Sarracenia minor</i> Hooded Pitcherplant
SSC	<i>Leitneria floridana</i> Corkwood	SSC	<i>Tephrosia chrysophylla</i> Sprawling Goats Rue
GA	<i>Litsea aestivalis</i> Pondspice	SSC	<i>Tillandsia bartramii</i> Bartram's Air-plant
GA	<i>Matelea pubiflora</i> Trailing Milkvine	SSC	<i>Vigna luteola</i> Wild Yellow Cowpea



The primary reason species become extinct is loss of habitat, and since the rate of development has accelerated throughout Camden County over the past decade, it is likely that some species that previously were thriving may be added to the existing list. Properties using federal funds, applying for federal permits, or state and public agencies using federal funds must survey their properties for endangered species and propose plans that reduce or avoid impacts on the sensitive species.

John Bartram and his son William discovered a modest grove of Franklin Trees in Georgia during their travels in 1765.

## Significant Natural Resources<sup>22</sup>

A large amount of Camden County's land area, approximately 84 percent, can be considered green infrastructure. This infrastructure consists of institutional lands, lands protected as conservation/preservation tracts, which includes state and national parks, historic districts, county operated parks and recreation facilities (27 currently maintained by the Camden County Public Service Authority), and privately held lands currently used for agriculture and forestry.

Cumberland Island is a 36,500 acre National Seashore and Wilderness Area operated by the US Park Service that contains marshes, mud flats, tidal creeks, and an abundant mix of coastal wildlife and is accessible only by ferry. These features provide a rich and diverse habitat and protect inland areas of the coast.



The dunes on Cumberland Island.  
(Photo courtesy of Tara Fields)

Crooked River State Park provides more traditional camping facilities in a 500-acre vehicle-



A freshwater pond at Crooked River State Park.  
(Photo courtesy of Georgia Department of Natural Resources)

accessible park. In 2004, Camden County held 1.13 percent of the State's forestland, and maintains a similar percentage for the amount of timberland.<sup>23</sup> The County has relatively little non-forestry related agricultural activity occurring in its green infrastructure inventory.

Organizing the available green infrastructure in Camden County, and the cities of Kingsland, St. Marys, and

<sup>22</sup> Economic Diversification of Camden County, Georgia, Prepared by the Georgia Institute of Technology Office of Economic Development and Technology Ventures and Center for Quality Growth and Regional Development

<sup>23</sup> <http://www.caed.uga.edu/staffreports.htm>

Woodbine into a strategically planned network of undeveloped land, parks, waterways, working lands, and other natural areas connected to community facilities and cultural sites will improve the quality of life, sense of place, habitat, and the environment. Unlike traditional conservation strategies that seek to restore environmentally important areas after development takes place, green infrastructure planning begins by identifying ecologically, socially, and economically important natural systems to guide future development patterns.

The Trust for Public Land is currently developing a Greenprint Plan for Camden County that will contain an updated inventory of the available green infrastructure and recommendations to provide access to these areas, as well as their future protection. The plan is scheduled for completion in September 2007. The findings of the Greenprint Plan, as applicable, will be incorporated into the Community Agenda.

### **Significant Cultural Resources**

This section on Cultural Resources introduces the reader to background information through historical summaries on the three cities of St. Marys, Kingsland, Woodbine, and unincorporated Camden County's pre-history and history. Following this review, a listing of the eighteen National Register of Historic Places (NRHP) highlights those cultural assets within the boundaries of the cities of St. Marys, Woodbine, Kingsland and unincorporated Camden County, including images. Other local historic sites in Woodbine, St. Marys, Kingsland and unincorporated Camden County are recognized by a listing of these sites, with some images.

There are twenty-seven properties, and one historic district, prioritized for nominating to the prestigious National Register of Historic Places. Images provide a glimpse of the diversity of these sites. No attempt was made to document the innumerable Southeastern Indian archaeological sites that occur throughout the landscape and the natural attraction of the Satilla and St. Marys Rivers for native people as well as the later colonialists who left their tracks on the footprints of time. Individual archaeological sites, based upon the recent Camden County Archaeological Survey (CCAS), and notable historic archaeological sites, such as the John Houstoun McIntosh Sugarworks, a National Register property, will be discussed as well.

The archaeological survey of Camden County, undertaken in 2005 by Valdosta State University professor Carolyn Rock, is a boon for determining the extent of precious archaeological sites located throughout the coastal County. Rock's Camden County Archaeological Survey (CCAS) engaged

members of the public as well as professionals in assessing the number and state of archaeological sites. Her goal was to collect information, not artifacts—from landowners, property managers, as well as amateur artifact collectors. She recorded sites on Maps, took digital pictures, and completed site forms, which were, in turn, submitted to the University of Georgia, Archaeological Site File in Athens, Georgia. The documentation is sensitive, given the challenges of grave-robbing, looting, potholing amateurs, whose lack of sensitivity diminishes knowledge about the prehistoric and historic record for all. For this reason, only professional archaeologists can access these records. A lofty goal of the CCAS was to make a difference.



John Houstoun McIntosh Sugarworks, located on Spur 40, is notable for being the first animal-powered horizontal sugarmill in Georgia.  
(Photo courtesy of Tara Fields)

Rock's project is a byproduct of the Coastal Incentive Grant Program (CIG), funded through the generosity of the National Oceanic and Atmospheric Administration (NOAA), and through the state's Coastal Management Program (CMP) and the Georgia Department of Natural Resources (DNR), Coastal Resources Division.

An overview of the project will be added to this Cultural Resources element, but no effort will be made to identify the exact location of sites. As Rock notes, “for every new land development there is the potential for destruction of archaeological sites, interpreted as destruction of pieces of cultural history.”<sup>24</sup> The timeliness of this important archaeological study is nowhere more evident than a glance at the newspaper. Journalist Gordon Jackson reported in *The Georgia Times-Union* about a developer who pursued an ill-advised construction project too close to a documented African-American cemetery at Bullhead Bluff. Located in west Camden County, this is only one of numerous cemeteries and associated funerary goods threatened by development; in this instance, the developer must cease construction of the home until a comprehensive survey, meeting the requirements of Camden County government, are addressed and met. Unfortunate situations such as this one can be

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<sup>24</sup> Rock, Carolyn (June 19, 2006), “Archaeological Site Inventory, Camden County, Georgia—Interim Report, May 2006), [www.camdencounty.org/CCAS/html](http://www.camdencounty.org/CCAS/html).



remedied by thorough archaeological surveys prior to construction.<sup>25</sup> The final portion of this section is an assessment of the current state of historic preservation within the growing cities of St. Marys, Kingsland and Woodbine, as well as Camden County.

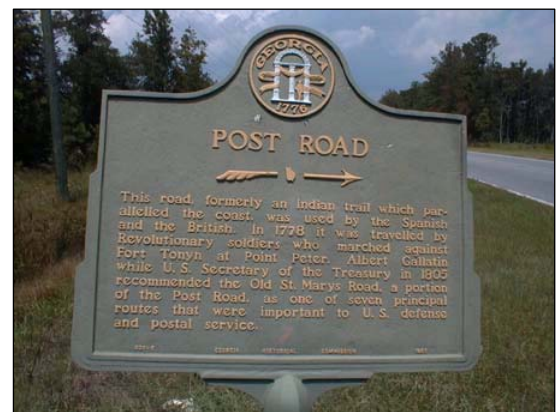
The Georgia Department of Community Affairs (DCA) states that a community's planning goals and objectives for cultural resources should be the conservation and protection of its "cultural assets." Also, the Georgia General Assembly has enacted the "Georgia Historic Preservation Act" (Ga. L. 1980, p. 1723, Section 1), a uniform procedure that empowers each county and municipality in the state to enact ordinances that provide for the protection, enhancement, perpetuation, and use of places, districts, sites, buildings, structures, and works of art having a special historical, cultural, or aesthetic interest or value (Ga. L. 1980, p. 1723, Section 2).

Because of their importance to the community character, cultural resources are also seen to have an economic value in attracting visitors—heritage tourism, as reflected in the Economic Development element, and is also included in this comprehensive plan's Areas Requiring Special Attention narrative and Map. Cultural traditions and artifacts are the most important links between the past, present, and the future. They are the components that bind communities together and are the common ground that provide community cohesiveness and historic and cultural perspective.

## Background and Historic Summary

### *Camden County*

One of Georgia's original eight counties, dating to February 1777, Camden was formed from the old parishes of St. Thomas and St. Mary. Its naming derived from the distinguished Charles Pratt, the Earl of Camden, a Chief Justice and Lord Chancellor of England. In general, Camden's naming reflects the young colony's penchant for honoring our colonial English heritage. Similar to other coastal areas, Camden can boast of a diverse background and the influence of Spain and France, not to mention a strong presence of



Historical marker south of Woodbine tells the story of this principal route known as Post Road.  
(Photo courtesy of Tara Fields)

<sup>25</sup> Jackson, Gordon (August 1, 2006). "Camden man must halt home for survey," *The Georgia Times-Union*.

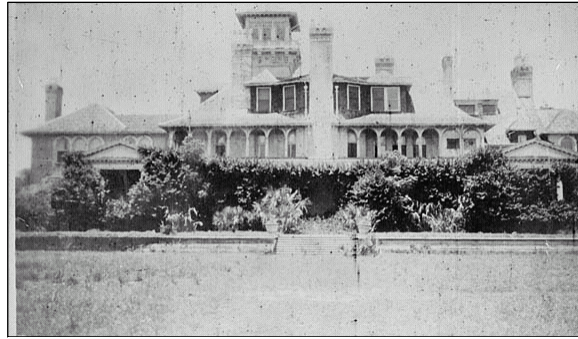
the Southeastern Indians. “Enchantingly varied and beautiful” is an early description by the 18<sup>th</sup> century Quaker naturalist, William Bartram remarking on the great Satilla River as he followed the sand hills trail, an ancient path known today as the “Post Road.” A historical marker comments on the “Post Road” south of Woodbine. The text tells that an early US Treasury Secretary in 1805 recommended the old St. Marys Road, a portion of the Post Road “as one of seven principal routes” critical to the young nation’s defense and postal service .<sup>26</sup>

During the Revolutionary War, soldiers and Loyalist Florida Rangers traveled this old trail headed for their forts on the St. Marys River at Fort Tonym and Wright’s Fort. Caused by the war, the chaos and destruction within the Georgia backwoods delayed Camden’s settlement and it was hardy pioneers who confronted the challenges of the “debatable land”—formerly claimed by England and Spain. Within this setting and the closeness of Spanish East Florida, Camden’s past and destiny were determined largely by the frontier character of its borderlands setting. Whereas the rivalry of competing European powers offered opportunities for some, today, the amenities of this beautiful land beckon Floridans seeking a “bedroom community” and escape from daily city life in Jacksonville. “Baby boomers” pose new challenges for citizens, merchants and County planners as they retire or seek second homes in a desirable coastal habitat.

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<sup>26</sup> Barefoot, Patricia 2001. *Images of America, St. Marys and Camden County*, pgs. 8-9; hereinafter, *Images*; Coastal Georgia Historical Society 1971. *Historical Markers in Coastal Georgia*, pg. 52.

Located south of the Satilla River, the settlement of St. Patrick served as the first official County seat dating from February 1787; it was replaced by St. Marys after 1792. Within eight years, the Georgia Legislature required the County seat to be at the center or near the center of the County. For this reason, “Jefferson” later known as Jeffersonton was selected, described as a thriving, bustling community surrounded by rice, cotton, and corn fields. Upheaval followed in the American Civil War and as the Jeffersonton residents dwindled, the County seat was, once again, moved to St. Marys in 1872, where it remained until 1923 when Woodbine was selected, in the heart of



Dungeness on Cumberland Island as the Carnegie's saw it in 1928.

(Photo courtesy of *Vanishing Georgia*, Georgia Division of Archives and History, Office of Secretary of State)

Camden, as the seat of County government. Although remote from the mainland, Cumberland Island has played a significant role in Camden's rich history. General Nathanael Greene's wife, Caty waltzed through the Revolutionary War but moved to Cumberland by 1800 where, for financial support, maritime live oaks were cut and cotton cultivated. She was widowed before the General's dreams for Cumberland Island were realized and after marrying Phineas Miller, the couple built a 4-story, 26 room mansion, the fabled “Dungeness.” Later, the Thomas Carnegie family built a Gilded Age mansion on the ruins of the original Dungeness.<sup>27</sup>

Colorful characters, rogues, the infamous and the famous spread their marks on the landscape and the shifting sands of time. A patriotic family, the Floyds built an anchor-shaped tabby house at Bellevue Plantation, where they formerly cultivated large stands of white mulberries for silk production; today's landscape is void of this agricultural activity. In the antebellum period, Robert Stafford added to his family's purchase of land and was known as the largest slaveholder on Cumberland Island; he was part of the small percentage of this caliber in Georgia. Deprivation, hunger, and hard times descended upon the land with the war years and descendants of early settlers improvised; later, resort owners ushered in coastal Georgia's golden resort era. Harbor pilots guided vessels through the treacherous waters of St. Andrews Sound, and The Cumberland Island Hotel, located on the North End, prospered offering accommodations and recreational opportunities, such as fishing, crabbing, hunting, seining, swimming, and relaxation on a world-class beach. Due to changing times and

<sup>27</sup> Bailey, Eloise, Virginia Proctor and Peggy Aronson (editors) 1994. *Camden's Challenge: A History of Camden County, Georgia*, pgs. 4-6; hereinafter, *Camden's Challenge*; Barefoot, Patricia 2001. *Images*, pg. 11.



competition from coastal barrier islands to the north, the hotel was sold at auction in 1918 at St. Marys.<sup>28</sup>

County history notes that *The Camden County Camera*, printed in December 1891 at Oakwell, was a precursor to the oldest established paper, *The Southeast Georgian*, dating from 1894. A competitor, *The Camden County Tribune* began in St. Marys as a weekly paper; in December 1977, it was sold and today a merged paper *Tribune & Georgian*, owned by Community Newspapers, Inc. of Athens, Georgia publishes it bi-weekly.<sup>29</sup> History also notes that in April 1915 at a Conference of Governors, those assembled pledged support for the Dixie Highway Association whose aim was to encourage travel through the development of better roads in the Deep South. A reminder of this earlier day is the marked roadway north of White Oak, noted as “The Old Dixie Highway” at a subdivision—Waverly Plantation. A ferry transported passengers across the great Satilla River, and prior to 1927, when a steel trussed bridge spanned the St. Marys River, travelers crossed the river on Reid Readdick’s ferry. Along the coastal Georgia route, the Dixie Highway was replaced with the Atlantic Coastal Highway, emphasizing a north/south passage that ran from Calais, Maine to Miami, Florida. One of the earliest developments in Camden County on this route was at Clark’s Island—the Island Grove Tourist Camp, developed in 1929 by Burwell Atkinson, a member of a distinguished Georgia family.<sup>30</sup>



Turpentine still and shed in Spring Bluff circa 1973.

(Photo courtesy of Vanishing Georgia, Georgia Division of Archives and History, Office of Secretary of State)

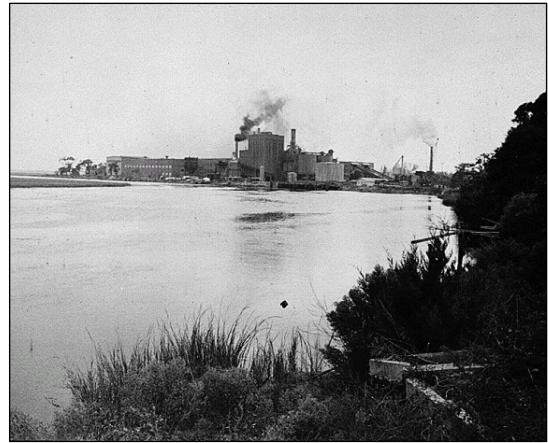
Since the late 1700s when naval live oakers frequented the coast and harvested the abundant evergreen oaks for a fledgling country’s naval shipbuilding needs, Camden lands have been exploited for timbering and naval stores production. Numerous river villages sprang up, and turpentine camps dotted the landscape and the lumber companies offered employment for Camden’s population.

<sup>28</sup> Barefoot, Patricia 2001. *Images*, pg. 49.

<sup>29</sup> Bailey, Proctor & Aronson 1994. *Camden’s Challenge*, pgs. 82-85.

<sup>30</sup> Barefoot, Patricia 2001. *Images*, pg. 55, 61; *Drivin’ the Dixie: Automobile Tourism in the South*. 1998 Annual Conference of the Society for Commercial Archeology, October 21 – 24 1998.

In 1941, a family-owned Gilman Paper Company opened a large mill in St. Marys and was the largest employer within the County until the Naval Submarine Base, Kings Bay began operations on July 1, 1978. After its sale, the mill became Durango-Georgia, and unable to make a profit, closed in November 2002 putting about 1,000 people out of work. In December 2005 a Jacksonville real estate company, LandMar, purchased the mill site and plans are for redevelopment for residential and commercial in the coming years.<sup>31</sup>



Gilman Paper Mill in 1952.

*(Photo courtesy of Vanishing Georgia, Georgia Division of Archives and History, Office of Secretary of State)*

Consider the population before the Naval Submarine Base Kings Bay, occupying 16,000 acres, came to town. In 1960, Camden's Countywide population was 9,975 persons with upward increases each decade and a dramatic increase between 1980 (13,371 persons) and 1990 (30,167 persons). Currently, the United States Census Bureau projects the 2004 population at 45,108 persons. This projection lends substance to a sleepy coastal Georgia County, rich in history evolving through dramatic, changing times. The Naval Submarine Base, Kings Bay replaced the mill as the largest employer in the County, a distinction that the Navy retains. Homeport for Atlantic Fleet Trident Submarines, Kings Bay serves a vital military defense network for our country's well-being. The base's presence encouraged a Submarine Museum, located in an old movie theatre, and a unique addition to historic downtown St. Marys. The non-profit supports the presence of Naval Submarine Base Kings Bay, as well as providing outreach to the community.<sup>32</sup>

Designation of Georgia's largest barrier island as the Cumberland Island National Seashore, in 1972, brought an additional presence of the federal government to Camden. Profiting from this opportunity, St. Marys tourism officials market the small City's numerous amenities, among others, as the "Gateway to Cumberland Island." Festivals and special events abound throughout the County, in celebration



The Annual Crawfish Festival in Woodbine draws visitors to Camden County each year to enjoy coastal delicacies.

*(Photo courtesy of Patrick Hepner)*

<sup>31</sup> Barefoot, Patricia 2001. *Images*, pgs. 27, 32.

<sup>32</sup> <http://factfinder.census.gov> ; <http://www.census.gov/population>.

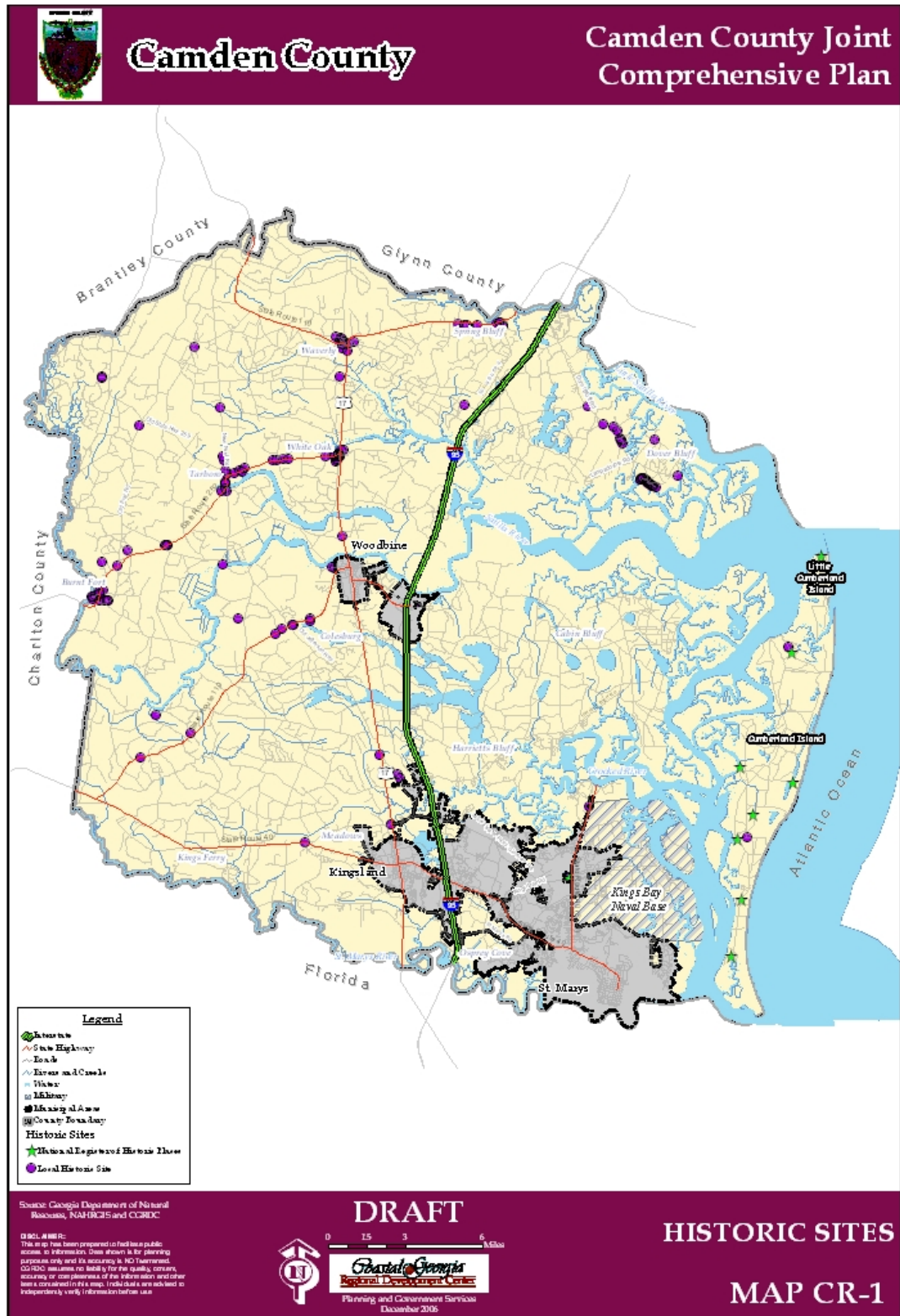
of a coastal connection, such as a Catfish Festival in Kingsland, held each Labor Day, and a lure for tourists as well as locals. Increasingly, a special class of traveler known as the “ecotourist” – such as kayakers and campers – exploit the natural world of the area for all its wonder. Heritage tourists seek out historic sites and cultural attractions, and their presence wallops a mighty financial impact rippling throughout the local economy. Subdivisions sprout along the old Atlantic Coastal Highway/US Highway 17 in north Camden and in recent time, the Georgia Department of Transportation (GDOT) approved a new interchange for the I-95 corridor at Horse Stamp Road, slated for completion in 2010. In addition, a growing trend for the three small cities—St. Marys, Kingsland, and Woodbine—is the ability to work together for the common good, addressing unique opportunities, and the demands of rapid growth and development, in such a desirable coastal area.<sup>33</sup>

Reference Map CR-1 for historic sites and properties within Camden County.

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<sup>33</sup> Jackson, Gordon (January 8, 2006). *Georgia Times Union*, “Here come the houses to Camden.”

Map CR-1



## Kingsland



The City of Kingsland's namesake William Henry King circa 1925  
(Photo courtesy of Vanishing Georgia, Georgia Division of Archives and History, Office of Secretary of State)

As early as 1788, John King acquired large tracts of land in south Camden, leading to the small city's naming as King's land. Welcoming signs to the "City of Royal Treatment" greet locals and passersby, today, at Kingsland. Few understand that this elder King was a North Carolina Revolutionary War veteran, one of five commissioners at St. Marys founding, justice of the Inferior Court for a 10 year stint, state senator, and collector for the port of St. Marys. His son, James, drove cattle seasonally from the family's Cherry Point Plantation, near Kings Bay, to west of present Kingsland—known as "Cold Water Cattle Camp" because of the chilly artesian well water. He eventually settled there at Woodlawn Plantation. John King's grandson, John Madison King, established Longwood Plantation within present day Kingsland; but it was his great grandson, William Henry King, credited with the town's naming. Another large property owner, John Sheffield, owned 20,000 acres after 1865; a portion of which included *Beauvoir* Plantation, and North Kingsland to the historic Colerain Road. Through the years, the King and Sheffield families intermarried.<sup>34</sup>

When the Florida Central and Peninsular Railroad passenger cars roared across W.H. King's land in December 1893, the company dubbed the town "Kingsland." The town's situation was similar to Woodbine, in that Kingsland followed a layout typical of a railroad community. The railroad bisected the community plan with the main road, dirt, rutted Railroad Avenue running parallel to the railroad tracks. Within this setting, businesses



Kingsland railroad depot in the 1950s.  
(Photo courtesy of Vanishing Georgia, Georgia Division of Archives and History, Office of Secretary of State)

<sup>34</sup> Bailey, Eloise and Virginia Proctor 1994. *Camden's Challenge: A History of Camden County, Georgia*; hereinafter, *Challenge*, pgs. 151-152. Alpharetta, Ga: W.H. Wolfe Associates, Inc.; Barefoot, Patricia 2001. *Images of America, St. Marys and Camden Count*; hereinafter, *Images*, pgs. 15, 69, 92; Personal Communication (June 30, 2006), Rodney Sheffield.



prospered and grew up in response to opportunities where, among others, members of the Sheffield family thrived. Kingsland's first hotel, The Blue Diamond, was built in 1894, and attached to the west side of S.C. Sheffield's General Store, a landmark structure demolished in the 1960s. Lumber and recycled materials from the two-story hotel were used to build S.C. Sheffield's home after The Blue Diamond was detached from the store in 1911; in 1998, S.C. Sheffield's former home was moved to its St. Marys location near Oak Grove Cemetery where the new owners remodeled it.<sup>35</sup>

In 1896, William H. Peeples purchased a two-story structure where he opened his store, and by dispensing mail became the town's first postmaster. At the same time, Julius King and business partner, Newton Stafford established Camden County's first newspaper, *The Southeast Georgian*. The original railroad depot stood near King Street, but a devastating fire, in December 1914, consumed the building. A rebuilt depot remained in this setting until the summer of 2006 when plans were finalized to move it to a strip of land behind the present City Hall, on Satilla Street.

City officials anticipate using the old depot as a welcome center targeting tourism within the historic commercial district. With the turn of the 20<sup>th</sup> century, the town of Kingsland was incorporated in 1908 by an act of the Georgia legislature, and community leader W.H. King, Sr. was chosen as the first mayor. Through the years, and with few exceptions, all of the original streets in Kingsland were named for members of the King family.<sup>36</sup>



Coca-Cola Bottling Works building in 1914.  
(Photo courtesy of Vanishing Georgia, Georgia Division of  
Archives and History, Office of Secretary of State)

Oil burning streetlights followed as the town grew and in 1924, W. Chester King put the first one up at the corner of Lee Street and William Avenue. As commerce increased, bankers inevitably followed, with The State Bank of Kingsland chartering in 1912. Within three years, a sub-franchise of Brunswick's Coca-Cola Bottling Company opened on Railroad Avenue and Q.L. Claxton's business provided

<sup>35</sup> Bailey, Eloise and Virginia Proctor 1994. *Challenge*, pgs. 151-153; Barefoot, Patricia 2001. *Images*, pg. 68-69; Personal Communication (July 11, 2006), Rodney Sheffield.

<sup>36</sup> Bailey, Eloise and Virginia Proctor 1994. *Challenge*, pgs. 152-153; Barefoot, Patricia 2001. *Images*, pgs. 47, 55.

employment for youth.

When the franchise was not renewed, in 1927, soda waters and cola drinks were bottled under the labeling of Claxton Bottling Works, until closing in 1953. Through the years, the old Camden Motor Company was replaced with other automobile dealerships, medical professionals moved to the area, a bakery shop, hardware stores, a drugstore, gas stations and diners cropped up. Kingsland's next big growth spurt corresponded to the automobile tourism promoted by the famous roadways, such as the Old Dixie Highway, which utilized the same road bed in certain areas as other historic roads across the South—the Ocean Highway, and the Atlantic Coastal Highway.<sup>37</sup>

Prior to the construction of a steel-span bridge crossing the winding St. Marys River, travelers were ferried across the waterway on a barge guided by Reed Readdick. With the opening of the new bridge and US Highway 17 in 1927, Kingsland residents celebrated with a festive barbeque and fixins hosted by Herbert Forsyth Sheffield. He served his community as the first elected mayor after the City's incorporation, and worked for 30 years as County surveyor. When US Highway 17 came through Kingsland, businesses situated along the old Railroad Avenue moved eastward to take advantage of the traffic, and potential revenue. Notably, Chief Tomochichi's Restaurant and Tourist Court was opened by a Carnegie heir, Tom Carnegie, in 1939. His love for wildlife translated into a roadside zoo pulling southbound tourists off the road for an evening or more in Kingsland. Little survives of this once prosperous business, mostly in the memories of locals, and those with a penchant for recalling the Yamacraw Chief who welcomed Georgia's founder, James Edward Oglethorpe, in February 1733, to Yamacraw Bluff.<sup>38</sup>

Prominent members of the African-American community included businessman O.F. Edwards, for whom a now closed Kingsland elementary school was named; the City currently owns this property. Edwards's grocery store was located on north Railroad Avenue, and he operated a hotel for African-Americans along US Highway 17; locals honored his memory when Kingsland's former "main street" was renamed Orange Edwards Boulevard. Another early entrepreneur was Mrs. Dorothy Cody who owned a confectionary in north Kingsland. Mrs. Elnora Kelly and Mrs. Jessie Mae Mitchell, well-respected members of the community, pass along their rich memories, and they have witnessed great

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<sup>37</sup> Bailey, Eloise and Virginia Proctor 1994. *Challenge*, pg. 152; 155-159. Barefoot, Patricia 2001 *Images*, pg. 48.

<sup>38</sup> Bailey, Eloise and Virginia Proctor 1994. *Challenge*, pg. 155. Barefoot, Patricia 2001. *Images*, pg. 95.

changes across their long lives. One of Kingsland’s progressive events happened when Mayor Kenneth E. Smith, Sr. took office in 2002. After serving his community as a City council member since 1986, the Mayor now presides over City affairs as the first elected member of the African-American community to serve in this office.<sup>39</sup>

With the coming of Interstate 95, additional revenue accrued in the coffers of Kingsland due to the businesses that sprang up, and the closeness of the high traffic corridor to the City. A new type of prosperity brought with it the challenges presented by a transient population and urban sprawl. Interstate signage notes Georgia Highway 40 west as leading to the Okefenokee Swamp at Folkston. An announcement in May 2006 proclaimed Kingsland as one of the trailheads for the Okefenokee Trail, joining the railroad towns of Waycross and Folkston with this new affiliation. As a member of the Okefenokee Trail Association, Kingsland tips the hat to the City’s long ties to a railroad theme.<sup>40</sup>



US Highway 17 through Kingsland in 1954.  
(Photo courtesy of *Vanishing Georgia*, Georgia Division of Archives and History, Office of Secretary of State)

While the interchanges through Camden brought additional revenues, older established businesses declined along US Highway 17 as the Interstate siphoned off the traffic. Today, a few relics of earlier days—such as “Moody’s Barbeque” and the Cecil Gowen family’s “Dutch Mill” building, in ruins, at Harriett’s Bluff Road

and US Highway 17, dot the roadway north of Kingsland. Locals recall the latter as a roadside business that sold novelties, gasoline, souvenirs, candy and treats, and baby alligators; a small gator less than two feet long retailed to home-bound tourists for \$3.95. These relics on the roadway serve as nostalgic reminders of yesteryear, and preserve a “sense of place” within the “southern passages” through Camden.<sup>41</sup>

Reference Map CR-2 for historic sites and properties within the City of Kingsland.

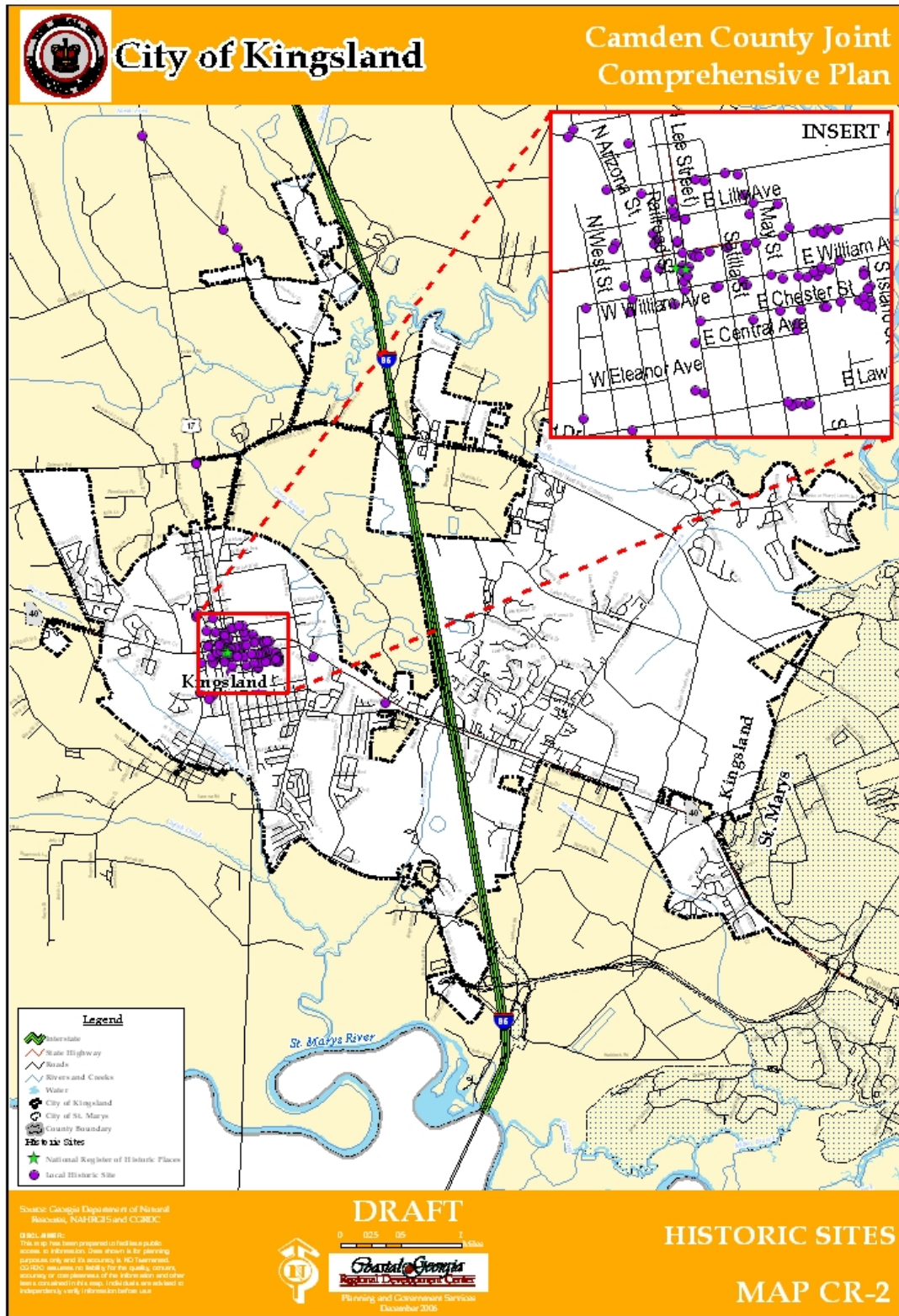
<sup>39</sup> Personal Communication (June 30, 2006), Mayor Kenneth Smith; Bailey, Eloise and Virginia Proctor 1994. *Challenge*, pgs. 156-157; Personal Communication (July 6, 2006), Mrs. Eloise Bailey Thompson.

<sup>40</sup>Hatzikazakis, Stella (May 19, 2006), *The Tribune & Georgian*, “Kingsland joins regional Okefenokee Trail project”

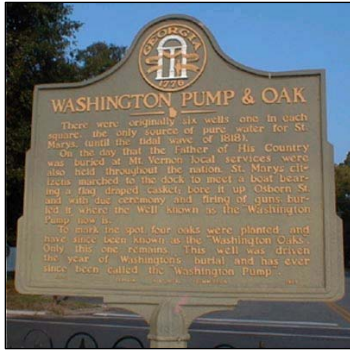
<sup>41</sup> Personal Communication (July 11, 2006), Rodney Sheffield.



Map CR-2



## St. Marys



The citizens of St. Marys honored the nation's first President by planting oak trees.  
(Photo courtesy of Tara Fields)

Myths abound about the history, legends and lore of historic St. Marys. Not only does the beautiful City not make the top two listings of earliest settlements in North America, as touted by some, but also George Washington did not sleep there. The planned layout of St. Marys dates from the 1780s and the vision of Jonathan Bryan, one of colonial Georgia's most prosperous, and largest landowners, from whom coastal Bryan County takes its name. What remains of a Washington oak and pump, located at Osborne and Conyers Streets, honored the memory of our country's founder; when President George Washington died, a mock funeral was held and a casket was buried at one of the public squares where later a well was installed.

Secret passageways or hideaways at a waterfront inn gave drift to speculation of a pirate's den. Substantial historic documentation provides grist for the milling of rumors about intrigue, chicanery and skullduggery in the port. Spicy living in a very remote, borderlands setting, such as St. Marys and the close proximity to East Florida, characterized a few.<sup>42</sup>

Settlement in the port City began after its surveying in 1788 by James Finley with the town and commons comprising 2,041 acres. Twenty original "founding fathers" gave their lingering names to the streets that occur on the landscape today, such as Osborne—the lead road into downtown St. Marys, after Henry Osborne, the town's first port collector. Town was authorized in December 1792 by the Georgia legislature, but this August body neglected to officially incorporate the town until November 1802. Just previously, and to give a broad, international "French flair", Acadians from Nova Scotia sought religious freedom, and safety when they settled in this beautiful place, bringing with them their cultural traditions. Members of the Arnou, Desclaux, Comeau, Carbon and Vocelle families contributed



Known as the Angel of Oak Grove Cemetery, this piece of funerary art stands near the Bartlett Road entrance.  
(Photo courtesy of Tara Fields)

<sup>42</sup> [www.georgiaencyclopedia.org](http://www.georgiaencyclopedia.org); Barefoot, Patricia 2001. *Images of America, St. Marys and Camden County*; hereinafter *Images*, pgs. 17, 20, 24. Charleston, South Carolina: Arcadia Publishing, Inc.

to the richness of the City’s past, and its growth as an important center of commerce. Many of these same people rest in historic Oak Grove Cemetery, within a walled section reserved for the Acadians. Their presence contributes to today’s economy due to the lure of heritage tourists seeking this special spot.<sup>43</sup>

As upscale developments cover the landscape in the early 21<sup>st</sup> century, a Land Resource Company’s 1,000 acre premiere gated development at “Cumberland Harbour” proved a catalyst. Archaeological recovery unearthed evidence of the fort at Point Peter, attacked on January 13, 1815 by the British. To meet federal requirements, a consultant was hired to excavate this significant discovery, and material culture from the excavations provided the basis of a fine exhibit. Dedicated on August 22, 2005, the “Forgotten Invasion” was curated and is on exhibit at the Cumberland Island National Seashore Museum, in St. Marys—the “gateway” to this magical island. “Plenty of plunder” was recovered in the archaeological digs, embellishing our knowledge of this last fight in the War of 1812.



This sketch, found on the Forgotten Invasion website, depicts the skirmish at Point Peter during the War of 1812.  
(Photo courtesy of *The History Workshop*)

Meanwhile in March 2006, State Legislator, the Honorable Cecily Hill successfully introduced HB 988 into the Georgia state legislature. Enabling a War of 1812 Bicentennial Commission can potentially provide economic benefit for over 59 Georgia counties who stand to participate in commemorative events as well as enhancing educational programs for Georgia schoolchildren, and encouraging heritage tourism. These activities can add to our country’s general knowledge of this national war, as well as possibly determining the location, by contracted underwater archaeologists, of gunboats submerged in the St. Marys River.<sup>44</sup>

One of the prisoners captured during this era was Archibald Clark (1807 – 1848), a 41-year port collector and leading citizen. Vice-President Aaron Burr sought refuge in his home when fleeing from his ill-fated New Jersey duel with Federalist Alexander Hamilton who died in July 1804 as result of

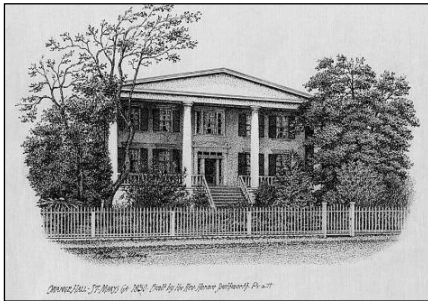
<sup>43</sup> Bailey, Eloise and Virginia Proctor (ed.); Peggy Aronson, (rev.) 1994. *Camden’s Challenge: A History of Camden County, Georgia.*; hereinafter, *Challenge*. Camden County Historical Commission. Alpharetta, Georgia: W.H. Wolfe Associates, pgs. 103-108.

<sup>44</sup> Bailey, Eloise and Virginia Proctor, 1994. *Ibid.*, pg. 21-24; [www.legis.state.ga.us](http://www.legis.state.ga.us); [www.prnewswire.com/08-22-2005](http://www.prnewswire.com/08-22-2005) “Land Resource Company and Rep. Kingston Dedicate Georgia’s ‘Forgotten Fort.’”



his wound. During the 1930s, a bronze plaque was embedded into the street front home telling about Burr's visit. In more recent years, one of Clark's descendants restored the home, and the Nesbitt family lives there today, opening their home by appointment or for seasonal candlelight touring.

Across from the Clark-MacDonell-Nesbitt House is one of the pearls in the St. Marys crown—Orange Hall, a dramatic 3-story Greek Revival manse, under restoration, credited to Rev. Horace Pratt of the nearby historic First Presbyterian Church. The popular St. Marys Historic Candlelight Tour of Homes begins within this



Pen and ink postcard of Orange Hall circa 1850.

(Photo courtesy of Vanishing Georgia, Georgia Division of Archives and History, Office of Secretary of State)

block, beckoning tourists and locals alike to enjoy holiday festivities, and tour some of the older private homes within the historic district.<sup>45</sup>



Clark-MacDonell-Nesbitt House on the corner of Osborne and Conyers Streets.  
(Photo courtesy of Tara Fields)

In its early days, communication posed challenges for the citizenry of St. Marys, but postal authorities set up shop as early as 1794 with an old Post Road connecting from Savannah to St. Marys. Providing service to Jacksonville, Florida through 1840 was the responsibility of the St. Marys postal authorities. Notably, a customs house served the St. Marys – Fernandina area until 1913 when the Florida City assumed this duty. A brisk import and export trade of products abundant within Georgia, such as cotton, lumber, hides, furs, rice, dried meats, honey, and beeswax proliferated; these commodities were exchanged for “exotic” goods, such as coffee, sugar and salt. Another side to this lucrative trade was the opportunity for smuggling, adding to the town’s legendary reputation. Shipbuilding activities added to the diverse talents of St. Marys citizens, as health officers enforced quarantine regulations to prevent the importation of “contagious, infectious or malignant diseases” prevalent in port cities. St. Marys was no exception to the devastating effects of the 1849, 1854 and 1859 yellow fever epidemics, among others, as evidenced by the historic City cemetery.<sup>46</sup>

<sup>45</sup> Bailey, Eloise and Virginia Proctor, 1994. *Challenge*, pgs.107-108; Barefoot, Patricia 2001. *Images*, pgs. 40-41; <http://en.wikipedia.org>; Liss, Renee (April 20, 2005). *Tribune & Georgian*, “All in the family: Archibald Clark descendant faithfully restores old home.”

<sup>46</sup> Bailey, Eloise and Virginia Proctor, 1994. *Challenge*, pgs. 108-114.

Buffeted by disease, hardship and war, panics and depressions, St. Marys inhabitants remained resilient. Fleeing the havoc and depredations—pillaging, burning and looting committed upon the townspeople during the American Civil War, some residents never returned. A “long, slow struggle” ensued as the aftereffects of a devastating social upheaval descended upon the land. Within this setting, a resurging economy was abetted by an offer in 1877 of free land for settling within St. Marys, and delayed payment for ten years. Steamboats hauled timber to the sawmill, and sawn lumber, logs and pilings were loaded onto vessels and shipped to a world-wide market. Riverfront sawmills multiplied, with the last operating within downtown St. Marys, Lang’s Mill, closing in the mid-1930s.



Sterling’s Grocery Store on the corner of Weed and Osborne Streets circa 1950. The shopper is identified as William Seals. (Photo courtesy of *Vanishing Georgia*, Georgia Division of Archives and History, Office of Secretary of State)

Dating from these early years is Sterling’s Store—where a café operates today, as the “longest, continuing establishment” dating from Reconstruction days, and contributing to St. Marys’ economy. In 1903, one news article, characterized the town as “dreaming away the years.” A recession and hard years followed while shrimp fishermen trawled inshore waters for the mysteries of the sea; canneries opened providing employment opportunities for housebound women who snapped beans while tending the fires of the hearth.<sup>47</sup>

The historic Riverview Hotel opened for business in 1916 and through the years has been owned and operated by members of the Brandon family. This imposing two-story structure on the St. Marys waterfront offered hospitality to the 1939 Pulitzer prize-winning novelist Marjorie Kinnan Rawlings. She heaped accolades on St. Marys. Among other celebrity guests at the historic hotel was comic illustrator Roy Crane; he sketched scenes for his “Wash Tubbs and Captain Easy” comic strip, appearing in 1935. Shipbuilding remained a constant within the waterfront setting and boatyards produced shrimp



The Riverview Hotel on St. Marys waterfront in 1941. (Photo courtesy of *Vanishing Georgia*, Georgia Division of Archives and History, Office of Secretary of State)

<sup>47</sup> Bailey Eloise and Virginia Proctor, 1994. *Ibid.*, pgs. 114-119; Barefoot, Patricia 2001. *Images*, pg. 17.

trawlers, wooden barges, and St. Marys last boat builder, DeMar Craft produced tri-hull fiberglass fishing vessels.

What changed the landscape in dramatic ways, however, was the advent of Gilman Paper Company. The mill brought “unprecedented growth” and employment opportunities when this paper giant came to town, in 1941, with its St. Marys Kraft Corporation plant located on 250 acres. After the death of Howard Gilman, the plant was sold to Durango-Georgia Paper Company. Faced with aging machinery and technology, and unable to achieve profit, the mill closed in November 2002, with about 900 employees facing a bleak future.<sup>48</sup>

Sleepy no more, St. Marys experienced tremendous influx of population placing huge demands on Camden County’s infrastructure when Naval Submarine Base, Kings Bay came to town. Located within a 16,000 acre tract, Kings Bay began operations on July 1, 1978, achieving its current status in April 1982. The base serves as homeport for Atlantic Fleet Trident Submarines and logistics support; the Trident Refit Facility is the “largest covered dry dock in the Western hemisphere.” Within the base boundaries, endangered and threatened animals—manatee and wood stork, among others, and 27 archaeological sites receive government protection and accountability. To this day, the St. Marys Railroad provides support for military and national interests needs. Another of the small City’s assets is the non-profit St. Marys Submarine Museum, located in a remodeled movie theatre, and supportive of the naval presence within southeast Georgia. Submariners from over the globe come there to share memories and memorabilia with area enthusiasts, and a growing museum collection. In 2006, the museum celebrated its 10<sup>th</sup> anniversary providing public outreach to the community.<sup>49</sup>

Seeking to protect cultural heritage and historic resources within its boundaries, the City of St. Marys pursued national recognition resulting in the St. Marys Historic District listing on the National Register of Historic Places on May 13, 1976. To further enhance protection of resources, the City adopted a local historic district designation in 1984 and achieved Certified Local Government status through adoption of a historic preservation ordinance and the creation of a Historic Preservation Commission. The oversight of these volunteer historic preservationists makes possible the retention of a valued “sense of place” within such a charming and picturesque small City. Staged for the new

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<sup>48</sup> Barefoot, Patricia 2001. *Ibid.*, pgs. 22-23, 32; Bailey, Eloise and Virginia Proctor, 1994. *Challenge*, pgs. 120-121.

<sup>49</sup> Barefoot, Patricia 2001. *Images*, pg. 27; [www.subasekb.navy.mil](http://www.subasekb.navy.mil); [www.stmaryssubmuseum.com](http://www.stmaryssubmuseum.com).

commerce, a revitalized St. Marys waterfront includes the Howard Gilman Memorial Park, dedicated in June 2001. Community theatre, a la Camden Area Players, encourages enthusiasm for the dramatic arts as the group, City planners, and civic leaders anticipate a new Waterfront Theatre.<sup>50</sup>

Continuing support for the enhancement of the Cumberland Island National Seashore, with St. Marys as the “gateway” to this national treasure suggests a promising future. Federal commitment to the area remains a constant while planned growth and statistics suggest that by 2009, there will be 4,000 new homes and an anticipated 15,000 new residents within the City boundaries. These staggering figures do not account for the plans of the developer, LandMar. In December 2005, the auctioneer banged the gavel, cementing the deal for sale of the Durango-Georgia property to the development company whose ambitious plans look to the future. The impact of their planned development will be far reaching, and holds promise for the redevelopment of a blighted area into upscale residential, commercial, and waterfront usage, as yet undetermined. As the 21<sup>st</sup> century advances, this old Georgia City faces a new day while City planners address issues unique to a fragile, and appealing coastal setting, filled with charm and a special type of southern hospitality.<sup>51</sup>

Reference Map CR-3 for historic sites and properties within the City of St. Marys.

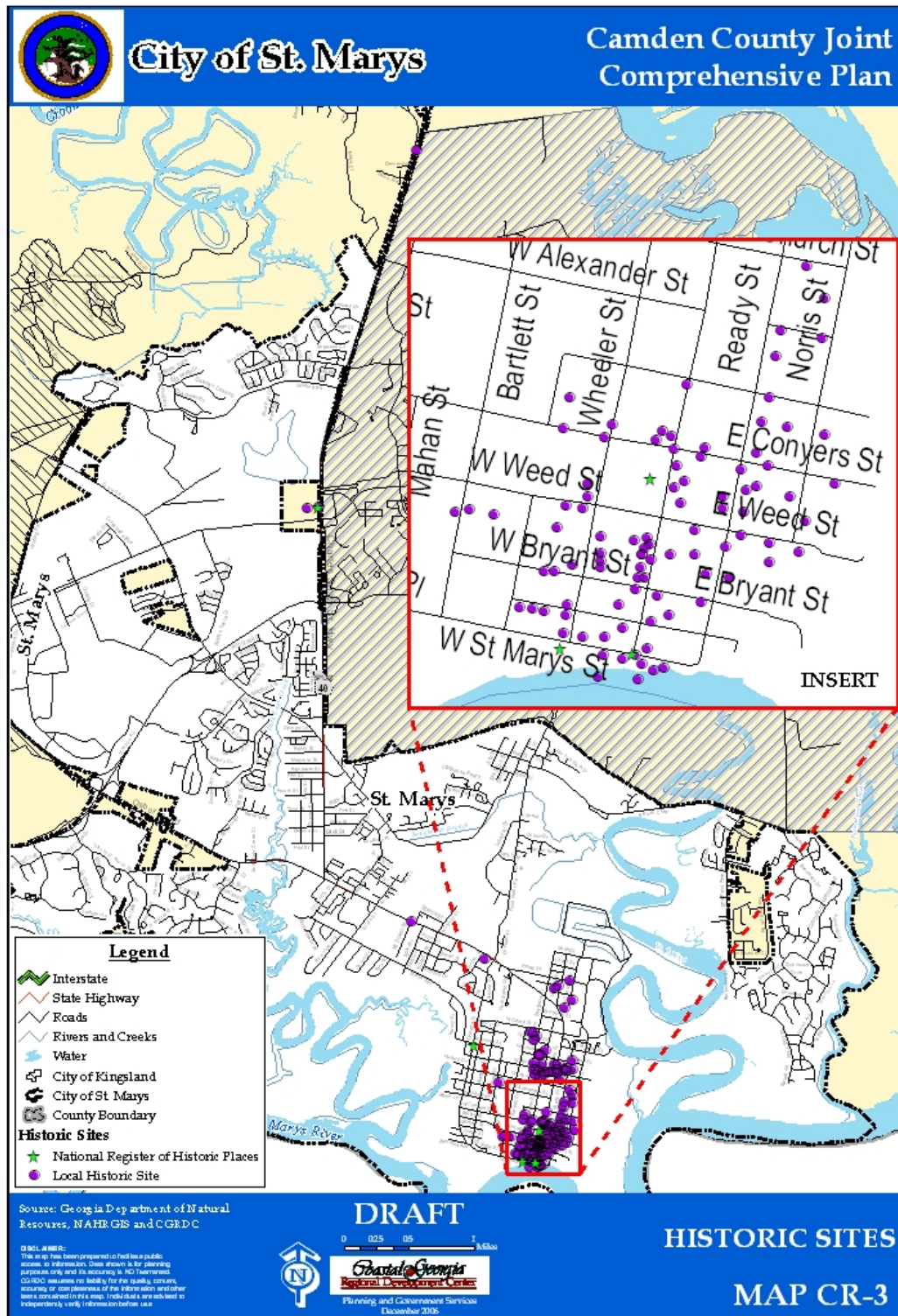
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<sup>50</sup> National Register of Historic Places Nomination Form (December 16, 1975); Barefoot, Patricia 2001. *Images*, pg. 26, 126.

<sup>51</sup> Liss, Renee (Friday, March 3, 2006). *Tribune and Georgian*, “St. Marys moving forward in '06, Goals: City looking forward to progress.”

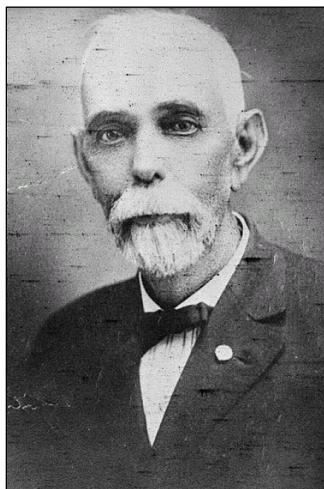


Map CR-3





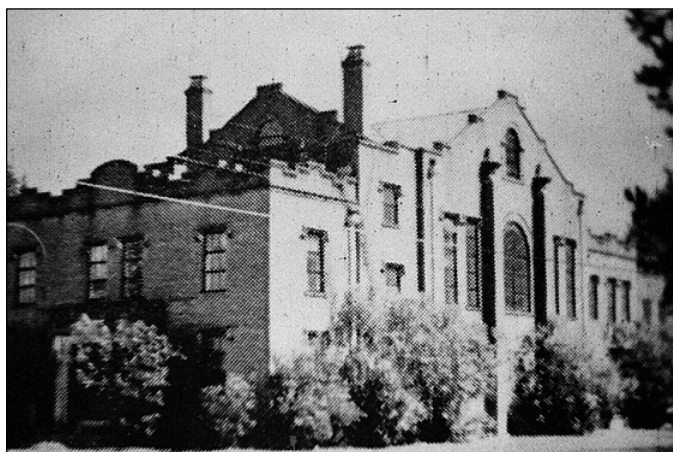
## Woodbine



James K. Bedell (1849-1923) founder of Woodbine in a photo taken around 1910. (Photo courtesy of *Vanishing Georgia*, Georgia Division of Archives and History, Office of Secretary of State)

Colonial land grants suggest ownership, as early as 1765, of the great Satilla River's south side. Changing ownership followed, including a land grant to Georgia's Revolutionary War patriot, Elijah Clarke. Through a sale, the Bailey family acquired the Woodbine Plantation—valuable rice lands and the total consisting of about 900 acres, where upland crops of cotton and sugar cane were cultivated amidst the piney woods. “For fertility of soil, healthfulness of situation and facility of excess (sic) and cultivation,” Woodbine was equal to any in the state. Later, J.K. Bedell bought the plantation from Bailey heirs, and grew lucrative rice crops on about 300 acres, loaded onto Satilla River vessels and shipped to the ports of Savannah and Charleston. His first storefront proclaimed “J.K. BEDELL, RICE RICE Woodbine, GA.” When the railroad came to town, Bedell deeded rights of way, in 1893, and opened a general store and, in 1894, a post office to accommodate progress, and new opportunities.<sup>52</sup>

Named for a twining vine—red woodbine or trumpet honeysuckle, Woodbine was laid out, in 1908, as a typical railroad strip community. This fits the description noted in *Georgia Community Development and Morphology of Community Types*; a hallmark trait of this design includes the railroad bisecting a community plan, with the main road—Bedell Avenue, running parallel to the rail tracks. Remaining streets follow a regular grid pattern. When the County seat was removed from St. Marys,



Camden County Courthouse in 1928. (Photo courtesy of *Vanishing Georgia*, Georgia Division of Archives and History, Office of Secretary of State)

<sup>52</sup> Bailey, Eloise and Virginia Proctor 1994. *Camden's Challenge: A History of Camden County, Georgia*; hereinafter *Challenge*, pgs. 139-140; 145. Alpharetta, GA: W.H. Wolfe Associates; Barefoot Patricia 2001. *Images of America, St. Marys and Camden County*; hereinafter *Images*, pg. 29; 56-57. Charleston, South Carolina: Arcadia Publishing Company.

for a second time, in 1923, to Woodbine, this altered the original plan with an extension.

Undeveloped land east of Bedell Avenue furnished land for a courthouse square with four streets intersecting the square. Within this setting, architect Julian de Bruyn Kops designed an imposing Late Gothic Revival structure, completed in 1928, and currently the subject of restoration planning.<sup>53</sup>

Although families from plantation days lingered on the landscape and some descendants remain City residents, the railroad brought new blood into Woodbine. New housing, a mercantile business, operated by J.B. Godley as well as the old Bedell hotel, a depot, and a law office sprang up in the railroad town. While crossing the great Satilla River presented challenges to travelers, a ferry located west of today's US Highway 17 satisfied demand until 1917, when a toll bridge was constructed to accommodate river crossing.



Photograph of toll bridge in Woodbine,  
between 1917 and 1927.

(Photo courtesy of *Vanishing Georgia*, Georgia Division of  
Archives and History, Office of Secretary of State)

Transportation enhancements facilitated additional businesses, such as a drug store, barber shop and a garage. What spurred new growth in the County seat was the passing by of the “tin can” tourist breezing through Dixie headed to Florida sunshine. North of Woodbine, today a sign designates the “Old Dixie Highway” –a network of roads running through eight states, with Georgia receiving the lion’s share of miles, and a method for “funneling northern automobile tourists” into the sunny South. Additional roadway

improvements followed while automobile tourists took advantage of the numerous historic sites located throughout coastal Georgia.<sup>54</sup>

<sup>53</sup> Barefoot Patricia 2001. *Ibid*, pgs. 56-57.

<sup>54</sup> Bailey, Eloise and Virginia Proctor 1994. *Challenge*, pgs. 142-144; *Drivin’ The Dixie: Automobile Tourism in the South, 1998 Annual Conference of the Society for Commercial Archeology (October 21-24, 1998)*; hereinafter, *Dixie Drivin*. Chattanooga, Tennessee.

Sharing segments of the present-day US 17, which crossed the Satilla River with a new bridge in the summer 1927, were other famous roadways. Not only the Dixie Highway, but also the Ocean Highway—New Jersey to Jacksonville, Florida, and the Atlantic Coastal Highway—Calais, Maine to Miami, Florida, came through Woodbine. Through the years, heavy vehicular traffic on two lane roads created challenges for local law enforcement and businesses thrived. Tourist courts, such as Island Grove—the *Gem of the Coastal Highway* – located north of Woodbine, roadside diners, and gas stations responded to demand. In 1941, the Rawl’s Pecan Company, employing over 60 people in its heyday, opened. Until relocating closer to Kingsland in 1970, this successful business sold retail and wholesale, and maintained a brisk mail order business. Many of these same businesses suffered, declined, and went out of business when the federal interstate system came through Camden. Gone were the days when eccentrics, such as Charles “Ches” McCartney (the Goat Man), roamed the roadways dispensing folksy truths.<sup>55</sup>



Legend has it that Charles “Ches” McCartney, the Goat Man, walked 100,000 miles and preached the Gospel in 49 of this nation’s 50 states. (Photo courtesy of The Kudzu Collection)

Plantation lands proved ideal for lettuce fields, and through the vision of a cattle farmer, provided the substance for a successful festival. Although no crawfish farming is underway now in Woodbine, old rice fields were converted in the early 1980s for this purpose. Dating from 1983, Woodbine’s annual Crawfish Festival occurs the last Saturday in April and proved a popular method of promoting Woodbine and the City’s small town atmosphere. Possessing all the elements of a spring festival, the Crawfish Festival begins at the Satilla River Park and winds around through the River Walk, back into mid-town. An antique car show, a parade, live music, small rides for children, and over 100 booths provide a setting for small vendors who offer information, and arts and crafts. Food booths tickle the fancy of a tremendous crowd as vendors sell gator tail, barbeque and other home made delights, as well as Louisiana crawfish. Woodbine’s hugely successful festival provided a new opportunity for civic and government leaders.

With dreams of the future, in the mid-1990s, the City of Woodbine purchased the old rail bed and a 200-foot right of way from CSX Railway. Eventually this pedestrian path will extend outside of the

<sup>55</sup> *Dixie Drivin*, Ibid; Leach, Sara Amy (Spring 1996). *Society for Commercial Archeology*, “Pines to Palms: A Drive Along the Ocean Highway,” pgs. 28-32; Barefoot, Patricia 2001. *Images*, pgs. 61, 95; Bailey, Eloise and Virginia Proctor 1994. *Challenge*, pg. 146.

City limits. An extension south to Liza Rudolph Road offers a tremendous recreation opportunity for local residents, and a lure for new housing construction and residents for a thriving small City.<sup>56</sup>

On June 28, 1987, the City of Woodbine dedicated a new City Hall, used for government as well as community meetings. Centrally located at Bedell Avenue and Ga. Highway 110, City Hall is a hub of activities and resulted from City wide participation in a survey that demonstrated need. Through the

years, the Woodbine Citizen's Steering Committee has been the catalyst for numerous beneficial projects and in support of various organizations, including The Bryan-Lang Historical Library. Groundbreaking for this important repository of family histories, Maps, photographs, artifacts and other Camden County memorabilia took place on February 3, 1985 and Woodbine, was the highlight of a three-day countywide program commemorating a "Celebration of Freedom."

Each of the three cities participated with a special committee coordinating the countywide celebration; the

City of Woodbine and the Woodbine Citizen's Steering Committee coordinated and sponsored activities in the River City. Dedicated on November 8, 1987, The Bryan-Lang Historical Library was endowed with several collections, including that of retired Georgia County Archivist, "Miss Bebe" Lang of Woodbine. This important genealogical and historical library is a treasure trove of regional information, and library collections include, among others, the papers of the Coastal Highway District, and the Ruby Berrie Collection.<sup>57</sup>



The Bryan-Lang Historical Library located in Woodbine is a treasure trove of genealogical and historical information.

*(Photo courtesy of Patrick Hepner)*

While the River City plans for the future, an upscale developer envisions a "Jackson Hole" setting within Woodbine to complement the company's long range plans. At this writing, the City awaits a Master Plan being prepared by Woods + Partners Inc., a South Carolina consultant firm that will promote quality, smart growth. Other developers plan an undetermined number of two-story condominiums—Satilla River Place, on the Satilla River, and the Satilla River Bluff development is underway in a historic setting, with minimum benefit of archaeological recovery work. Businesses

<sup>56</sup> Bailey, Eloise and Virginia Proctor 1994. *Ibid*, pgs.144-145. Paul Speich (Personal Communication, June 28, 2006).

<sup>57</sup> Bailey, Eloise and Virginia Proctor 1994. *Challenge*, pg. 147; Barefoot, Patricia 2001. *Images*, pg. 104.

“flock to historic downtown” and an enterprising gourmand adapted the 1950s era grocery store operated by John Dyal into a creative dining experience. Thus, the former “Courthouse Café” becomes one more element of Woodbine’s growing historical record. Clearly, one of the high points for the first decade of the 21<sup>st</sup> century was the completion of the new Camden County Courthouse in 2004. The new 52,000 square foot brick and stone facility opened on May 17, 2004, and in doing so enhances public service through convenience. The new courthouse gathered all of Camden County’s judicial services into one building, with the exception of Juvenile Court, housed in a separate building.<sup>58</sup>

In January 2006, a full-time Better Home Town Manager was hired who works with a committee of long-term locals to revamp a self-guided historic walking tour of Woodbine. They will build upon an earlier walking tour developed by Carolyn Rock, a former part-time archivist, at The Bryan-Lang Library. Letters have been mailed requesting input from property owners to embellish the booklet. It is clear that with 108 identified historic resources surveyed in the City by the Satilla, townspeople have much of which to be proud and to protect for the present and future generations.<sup>59</sup>

Reference Map CR-4 for historic sites and properties within the City of Woodbine.

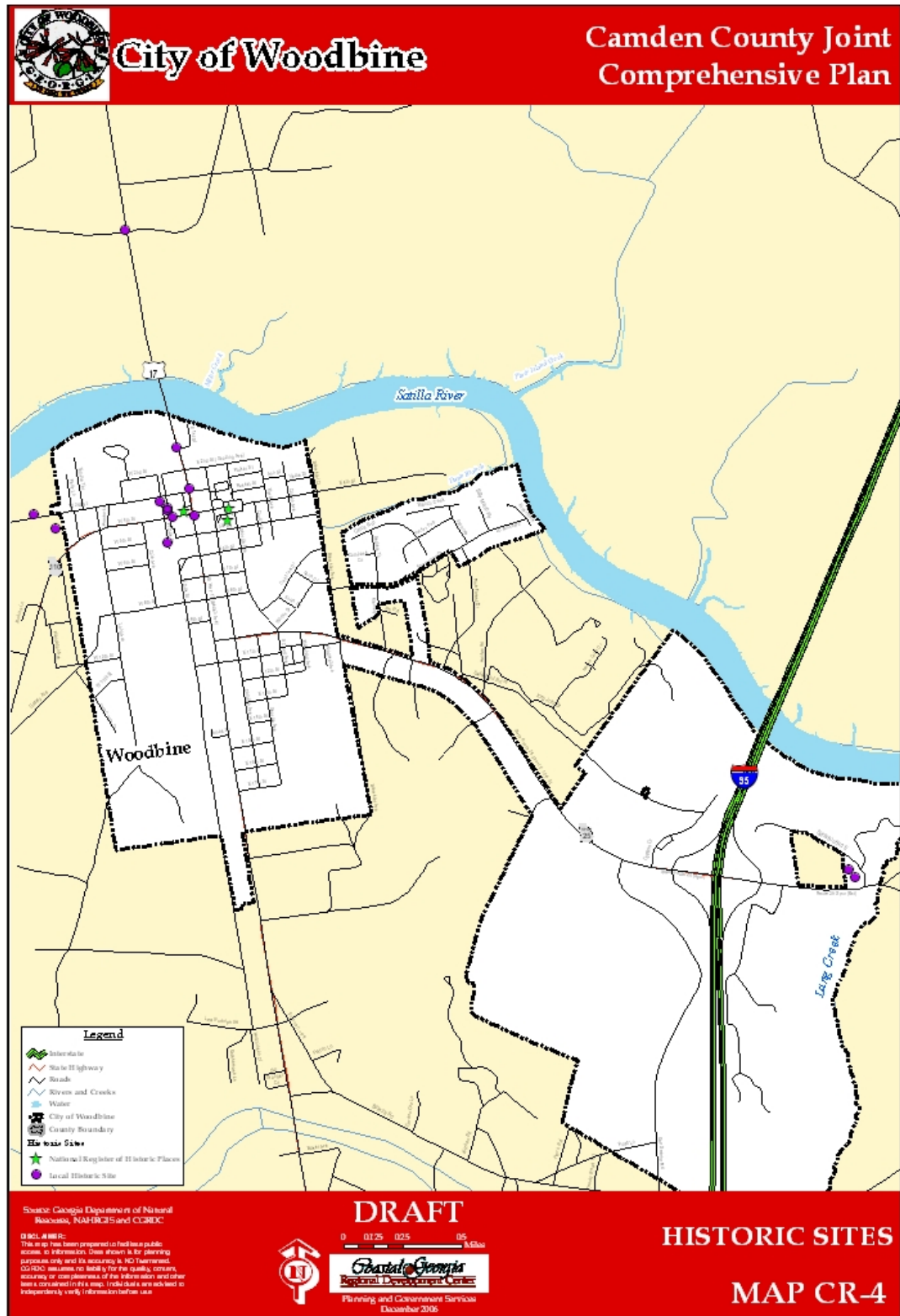
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<sup>58</sup> Personal Communication (June 29, 2006) Sandy Rayson & Christina Quick; Hatzikazakis, Stella (March 1, 2006) *Tribune & Georgian*, “Businesses flock to historic downtown Woodbine” ; Jackson, Gordon (December 9, 2003). *The Georgia Times-Union*, “Camden’s new courthouse almost ready” ; Jackson, Gordon (May 13, 2004). *The Georgia Times-Union*, “Camden’s new courthouse set to open” & Personal Communication (July 6, 2006), Mrs. Eloise Bailey Thompson.

<sup>59</sup> Dean, Tracy M. *Woodbine and Kingsland, Camden County Georgia: Historic Resources Survey Report 2002-2003*; Personal Communication (June 28, 2006), Beth Gowen.



Map CR-4



## Historic Places

Presently, there are 18 listings for Camden County on the National Register of Historic Places. Of that number, over one-half are district nominations, and, therefore, encompass a larger geographic area of inclusion and potentially a larger number of structures or archaeological sites, such as the St. Marys Historic District, and Cumberland Island's Rayfield Archaeological District. Six of the nine district nominations derive from Cumberland Island National Seashore, National Park Service, US Department of the Interior. The other three district nominations, Kingsland Commercial Historic District, St. Marys Historic District, and Woodbine Historic District, recognize historic assets within the three small, growing cities. The fact that the national seashore boasts of a large number of National Register properties is directly related to the administration of the National Register program by the National Park Service, administrators of the national seashore. The Service is simply being a good steward of that property entrusted to government's care, and accountability. In addition, the large number of National Register properties reflects a strong sense of stewardship on behalf of those dedicated employees responsible for documenting the richness of Cumberland's treasures.



The lighthouse on Little Cumberland Island commenced operation on June 26, 1838.  
(Photo courtesy of [www.LighthouseFriends.com](http://www.LighthouseFriends.com) and George Bohler)

There is also one nomination known as the Cumberland Island National Seashore Multiple Resource Area, or a complete inventory of historic properties, a partial inventory and archaeological sites. The earliest listing was that of the imposing Greek Revival manse, Orange Hall, listed on the National Register of Historic Places on May 7, 1973. In the 1970s, this was followed by the listing on May 13, 1976 of the St. Marys Historic District, and on December 22, 1978, the listing of High Point-Half Moon Bluff Historic District, located on Cumberland Island's unsung north end. Ten properties or districts were listed in the 1980s: Camden County Courthouse, Duck House, Dungeness Historic District, Main Road on Cumberland Island, Rayfield Archaeological District, Stafford Plantation Historic District, Plum Orchard Historic District, Table Point Archaeological District, Cumberland Island, and the Crooked River Site. Little Cumberland Island Lighthouse was listed

on August 28, 1989. The John Houstoun McIntosh Sugarworks was listed on April 2, 1992 and the county seat was recognized with national register listing as the Woodbine Historic District on May

12, 1999. In the 21<sup>st</sup> century, Greyfield was listed on the National Register of Historic Places on July 24, 2003.<sup>60</sup>

Otherwise, within the three small cities and unincorporated Camden County, there are numerous sites, structures and potentially eligible districts that would benefit from and are ripe for listing on the National Register of Historic Places. Future nominations acknowledge a tip of the hat to the importance of preserving cultural assets within a fast-paced, transitory world. As preservationists advocate for a share of this “new economy,” the economic benefits of heritage tourism will increasingly play a role in Camden’s future prosperity with historic properties being a calling card to success.

Table CR-1 shows those sites listed on the National Register of Historic Places (NRHP). They are within Woodbine, St. Marys and Kingsland proper and unincorporated Camden County, especially those numerous sites or districts on a remote coastal barrier island, dating from the Pleistocene era, formerly known as Missoe, or Wissoe—the island of sassafras. In the 21<sup>st</sup> century, Cumberland Island is primarily owned by the federal government, with various in holdings, mostly by descendants of the original 19<sup>th</sup> century Carnegie owners. The small grouping of houses and a church at “The Settlement” on Cumberland’s north end is presently population one – a naturalist with life estate on the island. Congressional legislation in 2004 changed the Wilderness as defined by the enabling legislation of Cumberland Island National Seashore, and will allow additional vehicular traffic in this area, surely likely to change the present remote, isolated circumstances on this beautiful island, in an effort to give the public greater access to the island.

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<sup>60</sup> Camden County National Register Listings, CGRDC files.



**Table CR-1**  
**National Register of Historic Places (NRHP)**

Site Name	Type of Site	Circa	Approximate Location
Woodbine Historic District	NRHP—District	1880s – 1947	US 17
Camden County Courthouse	NRHP—Site	1928	200 E. 4th St., Courthouse Square, Woodbine
St. Marys Historic District	NRHP—District	1788 – early 20th century	Ga. Hwy 40 East termination/St. Marys River
Orange Hall	NRHP—Structure	1829	311 Osborne St. St. Marys
John Houstoun McIntosh Sugarworks	NRHP—Site	1825-1826	Spur 40 & Kings Bay Road, St. Marys
Crooked River Site	NRHP—Site	2000 B.C. – 500 B.C.	6222 Charlie Smith Sr. Highway, St. Marys
Kingsland Commercial Historic District	NRHP—District	1912 - 1943	Lee St. (US Hwy 17) & Ga. Hwy 40
Little Cumberland Island Lighthouse	NRHP—Site	1838	St. Andrew's Sound/Atlantic Ocean
Greyfield	NRHP—Site	1901 - 1962	Cumberland Island
Duck House	NRHP—Structure	1900	Cumberland Island National Seashore
Dungeness Historic District	NRHP—District	500 B.C. – 1920s	Cumberland Island National Seashore
Plum Orchard Historic District	NRHP—District	1898	Cumberland Island National Seashore
Stafford Plantation Historic District	NRHP—District	1901	Cumberland Island National Seashore
Main Road	NRHP—Site	1870	Cumberland Island National Seashore
High Point-Half Moon Bluff	NRHP—Site	1880 - 1935	North end Cumberland Island
Rayfield Archeological District	NRHP—District	1800 - 1874	Cumberland Island National Seashore
Table Point Archeological District	NRHP—District	2500 B.P.	Cumberland Island National Seashore
Cumberland Island National Seashore Multiple Resource Area	NRHP—CUIS boundaries	3000 B.C.- 1976	Cumberland Island National Seashore

**Woodbine Historic District.**<sup>61</sup> The National Register recognized the significance of the Woodbine Historic District based upon architecture, community planning and development, commerce and transportation, and politics/government. Historic residential structures were built along the Seaboard Air Line Railroad, and reflect the building types constructed in railroad towns across Georgia during the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Those include Gable Ell, Bungalow, Queen Anne, Side Hallway and Georgian building types. Commercial businesses along US Highway 17, the Coastal Highway,

<sup>61</sup> Woodbine Historic District, National Register of Historic Places Registration Form (April 7, 1999); Jackson, Gordon (December 9, 2003), *The Georgia Times-Union*, “Camden’s new courthouse almost ready.”

were constructed east of the railroad tracks and residential section, and are “good examples of one-story brick buildings with parapets.”



St. Marks Episcopal Church on Bedell Avenue welcomes visitors to Woodbine.

The City of Woodbine suggests a typical railroad town, laid out on a grid pattern dating from 1907 with the railroad tracks, converted to a River Walk, at the center of town. Construction of the Coastal Highway cutting through Woodbine in 1927 changed the orientation of the town away from the railroad, and centered along the business interests of US Highway 17—a thoroughfare for Florida bound tourists, to take advantage of the north-south bound traffic.

In 1923, the seat of Camden County’s government was removed from St. Marys to Woodbine. The City by the Satilla remains the County seat today, and for many years to come as assured by the completion in 2004 of a 52,000 square foot \$8.8 million judicial complex at the New Camden County Courthouse. The Woodbine Historic District was listed on the National Register of Historic Places on May 12, 1999.

**Camden County Courthouse.**<sup>62</sup> Designed by Julian de Bruyn Kops, the Old Camden County



Built in 1923, the Camden County Courthouse is an example of Late Gothic Revival style of architecture.

Courthouse dates from 1928, and represents the Late Gothic Revival style of architecture. Outstanding elements of this imposing structure include shaped parapets with battlements, drip-mold window crowns, and a front portico with castellation. This landmark building was constructed upon undeveloped land located east of Bedell Avenue, with four streets intersecting the new courthouse square.

Construction of this civic building responded to the moving, in 1923, of the County seat of Camden from St. Marys to Woodbine. Current plans for renovating the old courthouse estimate an 18-month renovation period at a cost of \$4 million. Community leaders anticipate a “user-friendly” building where the citizenry can conduct

<sup>62</sup> Barefoot, Patricia 2001. *Images*, p. 56; Jackson, Gordon (June 21, 2006), *The Georgia Times-Union*, “Camden set to renovate courthouse.”

business with consolidated services located in the old courthouse, given a new use and a new life through the vision of Camden Countians. The Camden County Courthouse was listed on the National Register of Historic Places on September 18, 1980.

**St. Marys Historic District.**<sup>63</sup> Laid out in August 1788, along a square grid fashion by County Surveyor, James Finley, the port of St. Marys was recorded in January 1789; it was laid out, for a second time, by an act of the Georgia legislature on December 5, 1792. Twice serving as County seat, 1792-1800 and 1871-1923, the City of St. Marys has remained resilient through the years, and, today, capitalizes on the historic authenticity of its setting.

The National Register nomination form singles out a number of historic structures, which contribute to the flavor of the St. Marys Historic District. The Washington Oak and Pump, circa 1799, pays tribute to our country's founding father; fenced for protection, the pump remains, but none of the original oaks thrive in this setting today. Notably, a Georgia Historic Commission marker serves as a lure for heritage tourists and history buffs as this handsome marker tells the story of St. Marys original six wells, one in each square and a pure source of water.

Located on Osborne Street, and built in the plantation plain-style, the Archibald Clarke House has been restored by one of Clarke's direct lineal descendants. The John Rudolph House, circa 1880, is a variation of plantation plain-style. The Riverview Hotel, dating from 1914, once hosted the Pulitzer prize-winning novelist who was fascinated with her discoveries in coastal Georgia. Marjorie Kinnan Rawlings heaped accolades on the City of St. Marys. The Pratt-Gillican House, circa 1825, is an excellent example of the Central Hall plan. The Frohock-Bauknect House, circa 1900, combined two plantation plain-style houses to create a single structure shaped like a "T."

Another of the historic resources within the boundaries of the historic district reflecting various phases of the town's history is the First Presbyterian Church, circa 1808, a white pine clapboard structure with a wooden belfry. Historic Oak Grove Cemetery serves as a resting spot for French Acadians, Revolutionary War and Civil War soldiers, and those



The Pratt-Gillican House is located on the corner of Conyers and Wheeler Streets.  
(Photo courtesy of Tara Fields)

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<sup>63</sup> St. Marys Historic District, National Register of Historic Places Nomination Form (December 16, 1975).

citizens who have contributed to the richness of Camden’s history. The oldest marked grave dates from 1801 and notes the burial spot of Richard Gascoigne. The St. Marys Historic District was listed on the National Register of Historic Places on May 13, 1976.

**Orange Hall.**<sup>64</sup> Recognized in 1973 as worthy of preservation by the Historic American Building Survey, Orange Hall is a three-story Greek Revival manse built by Rev. Horace Pratt and his father-



Orange Hall in St. Marys as it looked in 2001.  
(Photo courtesy of Tara Fields)

in-law, John Wood. Dating from possibly as early as 1829, this imposing structure, located at the intersection of Osborne and Conyers Streets overlooks the Archibald Clark House, and stands across the street from the historic First Presbyterian Church, and dominates its spacious setting. The architecture labeled as a “Doric prostyle temple” features a basic four room central hall plan, with smaller rooms close to the rear porch and service areas in the downstairs basement. Extensive hedges and a large sour orange grove in the rear of the

property gave Orange Hall its name. The property was originally granted to William Ashley, one of St. Marys original twenty founding fathers. Through the years, this magnificent structure has served not only as a private residence, but also served the community as a school, library, apartment building, a welcome center, a house museum and as the nexus of cultural activities within the historic district. Today, the non-profit Orange Hall Foundation, Inc. actively promotes the preservation of this important community property. Through Foundation efforts, and, in recent time, the Lord, Aeck and Sargent Architecture firm was commissioned to undertake a conservation assessment program report as well as a historic structure report. These important documents chart the future of this magnificent structure standing in the heart of the St. Marys Historic District. Orange Hall was listed on the National Register of Historic Places on May 7, 1973.

**John Houstoun McIntosh Sugarworks.**<sup>65</sup> Surrounding tabby walls fourteen feet in height frame this rectangular building. Notable as the first animal-powered horizontal sugarmill in Georgia, the

<sup>64</sup> Thompson, Eloise Bailey and Virginia Proctor & Peggy Aronson 1994. *Challenge*, pgs. 130-131; Barefoot, Patricia 2001. *Images*, pg. 40; [www.lordaecksargent.com](http://www.lordaecksargent.com).

<sup>65</sup> Barefoot, Patricia 2001. *Images*, pg. 38.

McIntosh Sugarworks consist of poured tabby walls based upon the “Spalding method” and the use of whole oyster shells in manufacturing tabby, a coastal concrete. John Houstoun McIntosh’s kinsman Thomas Spalding, the great agriculturist of Sapelo Island, and Ashantilly perfected this method in the antebellum era. Dating to 1825-1826, the sugarworks was a support structure on McIntosh’s New Canaan Plantation, in whose vicinity today, a Georgia Historic Commission marker interprets its usefulness. Descended from the earliest Scot settlers in the fledgling colony of Georgia, McIntosh fled Spanish East Florida and Fort George Island after becoming embroiled in a sensitive political affair. He settled in Camden County near St. Marys where he built Marianna Plantation, later mostly absorbed by the commanding presence of Naval Submarine Base Kings Bay, near whose front gate these imposing tabby walls stand. They stand as a testament to the industriousness of the distinguished McIntosh family. The John Houstoun McIntosh Sugarhouse was listed on the National Register of Historic Places on April 2, 1992.



The Sugarworks ruins are an example of poured tabby walls based upon the “Spalding method” and the use of whole oyster shells in manufacturing a coastal concrete.  
*(Photo courtesy of Tara Fields)*

**Crooked River Site.**<sup>66</sup> Employees of the Southeast Archeological Center (SEAC), Tallahassee, Florida, initiated a survey, in the mid-1970s, which revealed the Crooked River Site was an archeologically important site. Their work was to inventory and assess those archaeological and historical resources occurring on the mainland adjacent to the national seashore. At that time, “only surface observations of the site were made.” In 1983-1984, archaeological excavations were conducted over a 20-acre site where 381 shell middens were recorded. The oldest material remains date from the St. Simons period, or circa 2000 B.C. – 500 B.C. and plain fiber-tempered ceramics. However, it is noteworthy that the site itself, when nominated, was relatively undisturbed and the deposits multi-layered with potential for yielding vital information on the southeast’s prehistory. Crooked River Site was listed on the National Register of Historic Places on December 23, 1985.

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<sup>66</sup> Crooked River Site National Register of Historic Places Nomination Form (October 31, 1985)



**Kingsland Commercial Historic District.**<sup>67</sup> The City of Royal Treatment boasts of a commercial district in which only six structures were deemed “contributing” to the flavor of a historic district. These buildings occur within an area encompassing 1.8 acres, or the heart of downtown Kingsland. In general, the buildings are one and two-story brick and stuccoed buildings, with construction dating from 1912 through 1943. The National Register nomination notes that the historic district is significant due to architecture and commerce. Art Deco-influenced buildings contribute to the flavor of the district as well as Stripped Classical style buildings, representing a transition between classical features and modern architecture.



The City of Kingsland capitalized on the historic significance of the former Camden Hotel and renovated it for the City Hall.

Transportation modes played a key factor in creating and developing the small City. When the Florida Central and Peninsular Railroad crossed King’s land, in 1893, a growth spurt brought opportunities for businessmen, and the town developed as a typical railroad community on a grid pattern. Later, as the automobile’s presence changed the American landscape, Kingsland’s business section moved eastward to a developing US Highway 17 bringing with vehicular traffic. Early automobile dealerships within the small City served travelers. The historic Camden Hotel was built around 1929. This tourist hotel deteriorated through the years and was then acquired by the City and restored in the early 1990s for use as Kingsland City Hall. The Kingsland Commercial Historic District was listed on the National Register of Historic Places on March 17, 1994.

**Little Cumberland Island Lighthouse.**<sup>68</sup> Known as the southernmost lighthouse on the Georgia coast, the Little Cumberland Island Lighthouse stands on the north end of the barrier island. Separated from Greater Cumberland Island by Christmas Creek, the small island was purchased, in 1961, by 65 members of the Little Cumberland Island Association. The Association restored the lighthouse in early 1969, including removal of sand drift twenty feet in height obscuring one side of the lighthouse tower, and blocking entrance to the light tower. Outbuildings were demolished. When constructed in 1838 by Joseph Hastings of Boston, the navigational lighthouse stood on a six-acre site with a keeper’s residence and support structures. The lighthouse is a circular brick structure standing sixty

<sup>67</sup> Kingsland Commercial Historic District National Register of Historic Places Nomination Form (January 27, 1994).

<sup>68</sup> Little Cumberland Island Lighthouse National Register of Historic Places Nomination Form (August 10, 1989)

feet high, and tapering at the top. The National Register nomination recognizes the significance of the structure due to architecture and transportation. The Little Cumberland Island light “represents one of the five remaining examples of lighthouse construction” in coastal Georgia, and was built in a functional, utilitarian design, unique to lighthouses. It played an important role in maritime transportation and safety, guiding mariners through a treacherous St. Andrew’s Sound; the light operated continuously from 1838 until 1915. The Little Cumberland Island Lighthouse was listed on the National Register of Historic Places on August 28, 1989.

The remaining ten National Register properties are located on unincorporated Cumberland Island. All of these national treasures are located within the boundaries of the national seashore, with the exception of Greyfield, owned by the Ferguson family. Greyfield borders the salt spartina marsh, claimed by the Georgia Department of Natural Resources based upon the Coastal Marshlands Protection Act of 1970, federal land—the national seashore, and the Atlantic Ocean.



Greyfield Inn on Cumberland Island is designated a Historic Hotel of America.  
(Photo courtesy of [www.greyfieldinn.com](http://www.greyfieldinn.com))

**Greyfield.**<sup>69</sup> Step back into the Gilded Age to appreciate the grandeur of Greyfield, where a Historic Hotel of America—Greyfield Inn, circa 1905 operates today hosting well-appointed guests. Encompassing 202 acres, including marshland, Greyfield’s estate features a 3 ½ story Colonial Revival mansion dating from 1901. Designed by MacClure and Spahr of Pittsburgh, the manse was built for Margaret Carnegie Ricketson, and family. Their seasonal occupation in the winter months later extended to full-time occupancy by members of the Ricketson family, some of whom operate the Greyfield Inn to the present time. The family supported a National Register nomination. The significance of Greyfield is due to its architectural and social history, especially that

associated with the Carnegie era of Thomas Carnegie and Lucy Coleman Carnegie. A gracious Greyfield Inn was opened to the public in 1962. Greyfield was listed on the National Register of Historic Places on July 24, 2003.

<sup>69</sup> Greyfield National Register of Historic Places Nomination Form (May 29, 2003).

**Duck House.**<sup>70</sup> Leisure time outdoor activities for the Carnegie family emphasized hunting, horseback riding, and other recreational sports, such as tennis, swimming, crabbing and fishing. Duck House was constructed near the sloughs where family members and their guests pursued duck hunting as a “sport of choice.” Built as a simple, one-story frame “L” shaped structure with wrap-around front porch, the Duck House was in use for short periods of time as a hunting camp. The National Register nomination noted that the significance of the structure was due to leisure/resorts and the Carnegie era on Cumberland Island. A vigilant US Coast Guard occupied Duck House during World War II while patrolling Cumberland Island beaches. For this reason, the National Register deemed the Duck House important due to its association with military defense, and the Coast Watch. In the late 20<sup>th</sup> century, Duck House was encroached upon by sand dunes, and later burned. Duck House was listed on the National Register of Historic Places on February 13, 1984.

**Dungeness Historic District.**<sup>71</sup> Two archaeological components underpin the Dungeness Historic District. In general, the district consists of approximately 206 acres and is significant by National Register standards because of archaeology, architecture, community planning, agriculture, landscape architecture, and leisure/resorts.



Dungeness burned in 1959, and the ruins remain as a reminder of its past.

(Photo courtesy of Tara Fields)

Underlying the ruins of a Gilded Age mansion is the site of Catherine Littlefield Greene Miller’s tabby home, Dungeness. The Millers entertained graciously, exploited Cumberland for timber, and planted fields of cotton. Collateral descendants of Caty Miller introduced olives and tropical fruits, and grew sea island cotton, but after the American Civil War, the plantation was in ruins. In 1881, Thomas Carnegie of Pittsburgh made a first purchase of Cumberland property, later acquiring 90 percent of the land base. Within this setting, the Carnegie family re-built Dungeness mansion and restored formal gardens. They entertained lavishly supporting a Gilded Age lifestyle by keeping up to 200-300 domestic helpers to make Cumberland, transportation on and off island, and their entertainments self-sufficient. “No convenience, no pleasure, no comfort, and no beauty were lacking at Dungeness.” Guests were surrounded by opulence and the “elaborately

<sup>70</sup> Duck House National Register of Historic Places Nomination Form (February 13, 1984); ( ); Personal Communication, John A. Mitchell, Collections Manager, Cumberland Island National Seashore, National Park Service, US Dept. of the Interior. Bullard, Mary R. , 2003. *Cumberland Island, A History*; hereinafter, *Cumberland History*, pp. 230, 258. Athens, Ga.: University of Georgia Press.

<sup>71</sup> Dungeness Historic District National Register of Historic Places Nomination Form ( February 13, 1984)



planned landscaping” of the fabled Dungeness. Lucy Coleman Carnegie undertook a construction program to provide appropriately furnished mansions for her children, hence, Stafford, Plum Orchard and Greyfield mansions. Dungeness Historic District was listed on the National Register of Historic Places on February 13, 1984.

**Plum Orchard Historic District.**<sup>72</sup> An imposing Neoclassical Revival style manse, designed by

Boston’s Peabody and Stearns dominates a setting mid-island at Plum Orchard. Dating from 1898, the mansion built of brick and stucco was a gift from Mrs. Lucy Coleman Carnegie for her son, George Lauder Carnegie and his bride, Margaret Thaw. Approximately 60 acres define the site where seventeen support structures, including the Bernardey cemetery, an antebellum home and an archaeological site, contribute to the significance of the historic district. Tabby ruins at the archaeological



Designed by Peabody and Stearns for George Lauder Carnegie, Plum Orchard was formally dedicated on October 6, 1898.

site contain remnants of a prehistoric shell midden and Deptford period ceramics, dating from 2600 – 1400 B.C. According to the National Register, “the tabby house ruins are the only substantial vestiges of any of the plantation houses found on Cumberland Island.” Peter Bernardey brought his family to Plum Orchard in the mid-1820s after leaving Jekyll Island where he was employed as a tenant farmer attached to the DuBignon family. He grew vast fields of cotton on both islands. The Bernardey family’s connection with planter Robert Stafford is source of an opera entitled “Zabette.” Named for Elizabeth Bernardey, a woman with French Martinique roots, Zabette tells her story against the backdrop of a plantation economy. Plum Orchard Historic District was listed on the National Register of Historic Places on November 23, 1984.

**Stafford Plantation Historic District.**<sup>73</sup> Robert Stafford was a banker, a shrewd businessman, cotton planter and land baron, acquiring much of his great wealth through foreclosure proceedings and sheriff’s sales. He was the largest slave holder on Cumberland Island, and a number of “the Chimneys” remain from a settlement near his former home, which burned in 1900. Source of recent

<sup>72</sup> Plum Orchard Historic District National Register of Historic Places Nomination Form (November 23, 1984); Bullard, Mary R. 2003. *Cumberland History*, pp. 134-135; [www.cr.nps.gov/seac/seac](http://www.cr.nps.gov/seac/seac).

<sup>73</sup> Stafford Plantation Historic District National Register of Historic Places Nomination Form (November 23, 1984); Barefoot, Patricia 2001. *Images*, p. 15

archaeological recovery work, the record of African-American contributions to Cumberland's rich history is written large as interpreted by professionals associated with the Southeast Archeological Center (SEAC), Tallahassee, Florida. In 1901, Mrs. Lucy Coleman Carnegie built a two-story wood frame home with gabled roof – Stafford House – for her son, William Coleman Carnegie who experienced tragedy there. A number of outbuildings date to the Carnegie era and nearby is the grave of Robert Stafford surrounded by a tabby wall. An archaeological site on the Stafford airfield, west of the slave quarters contains a sand mound; the prehistoric site is a large one, likely disturbed, and covers approximately 250 acres, the size of the historic district, and underlies some of the historic resources. Stafford Plantation Historic District was listed on the National Register of Historic Places on November 23, 1984.



Robert Stafford was the largest planter and landholder on Cumberland Island. *(Photo courtesy of National Parks Service)*

**Main Road.**<sup>74</sup> A Map, drawn in 1870, shows a road running north and south in a “continuous pattern” on Cumberland Island, and appears to match the existing Main Road. Extending for approximately thirteen miles from Dungeness on the south to High Point and Half Moon Bluff on the north, the road varies in width from eight to ten feet wide. A dense wooded area of live oaks, pine, and palmetto frame this photogenic setting. Known as Grand Avenue, or Stafford Road, the Main Road has served the needs of the Carnegie family for generations as well as guests of The Cumberland Island Hotel on the north end. The road encompasses approximately 50 acres. The significance of the Main Road is as an important transportation corridor communication link for Cumberland's various occupants. Main Road was listed on the National Register of Historic Places on February 13, 1984.

<sup>74</sup> Main Road National Register of Historic Places Nomination Form (February 13, 1984)

**High Point-Half Moon Bluff Historic District.**<sup>75</sup> An early occurrence of the name “half moon bluff” derives from the site’s association with Angus Mackay, formerly of Oglethorpe’s Regiment. Located on the extreme north end of Cumberland Island and in the vicinity of the abandoned 18<sup>th</sup> century Fort St. Andrews and the Highlanders village of Barriemackie, Mackay’s property consisted of 50 acres. The tract was auctioned for back taxes in 1798. Underlying this 18<sup>th</sup> century presence is an archaeological site dating from 1499-1000 AD. Overlying this are private and federal resources, dating from the “golden resort” era of Cumberland Island when The Cumberland Island Hotel welcomed guests who recreated and enjoyed all the benefits of cooling salt sea breezes and an outdoor lifestyle. Later, the prominent Candler family acquired a large tract where their “compound” remains today at High Point, including a well-preserved historic Cumberland Hotel. Within this setting, the dwindling relics of an African-American community known as “the Settlement” crop up on the landscape.

Founded in 1893, the Settlement’s First African Baptist Church was the humble setting for the ill-fated marriage in September 1996 of Miss Carolyn Besette and John F. Kennedy, Jr. Areas of significance for this historic district include social history, religion, prehistoric, community planning and development, and historic-aboriginal history. The area covers approximately 7,000 acres where there are twenty-one buildings of national significance. High Point-Half Moon Bluff Historic District was listed on the National Register of Historic Places on December 22, 1978.



The First African Baptist Church has only eleven handmade pews and sits near the original emancipated slave settlement by Burbank Point.  
(Photo courtesy of National Parks Service)

**Rayfield Archeological District.**<sup>76</sup> Consisting of approximately six acres, Rayfield Archeological District is significant, according to National Register standards, due to historical archaeology and agriculture. Cotton fields, owned by descendants of Catherine Littlefield Greene and her first

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<sup>75</sup> High Point-Half Moon Bluff Historic District, National Register of Historic Places Nomination Form (December 22, 1978); Bullard, Mary R. 2003. *Cumberland History*, pp59-60; [www.nationalregisterofhistoricplaces.com/GA/Camden/districts](http://www.nationalregisterofhistoricplaces.com/GA/Camden/districts); Barefoot, Patricia 2004. *Cumberland Images*, pp. 25-27.

<sup>76</sup> Rayfield Archeological District National Register of Historic Places Nomination Form (February 13, 1984); [www.cr.nps.gov/seac/seac](http://www.cr.nps.gov/seac/seac).

husband, Revolutionary War General Nathanael Greene, required a large labor force. Administration of the plantation was delegated to Nathanael Ray Greene, who sold the property and chattel in 1834 to Robert Stafford—the largest property and slave owner on Cumberland Island. Only one chimney remains on the cultural landscape today where, from May – June 1999, archaeologists worked to recover material culture, at both Rayfield and Stafford Plantations. A comparative analysis of the two plantation sites is a work-in-progress, and will yield a clearer picture of the contributions of African-Americans to Cumberland’s historic landscape. Rayfield Archaeological District was listed on the National Register of Historic Places on February 13, 1984.

**Table Point Archeological District.**<sup>77</sup> Archaeological recovery suggests that Table Point “is one of the largest areas of prehistoric cultural accumulations remaining on Cumberland Island.”

Furthermore, investigation determined the importance of the estuarine environment, and “that land bordering the marsh at Table Point has been intensively used” by native Southeastern Indians. J. Milanich excavated a shell ring, and found extensive Deptford Period ceramics, circa 2600 – 1400 B.P. Native Americans lived through a subsistence lifestyle exploiting habitats: shellfish camps on the coast during the winter, inland hunting during the spring and summer; nut gathering during the fall. Table Point Archeological District was listed on the National Register of Historic Places on November 23, 1984.

**Cumberland Island National Seashore Multiple Resource Area.**<sup>78</sup> Planning for the national seashore began in 1975 with a cultural resources survey of the island, pursuant to Executive Order 11593. Archaeological and historic sites eligible for the National Register were identified, followed by an inventory of historic structures in 1976, and in 1977, a historic resources study and historic structures report. District nominations followed with the High Point-Half Moon Bluff Historic District nomination and subsequent listing on the National Register in 1978. Following this, a new way of preservation listing was put forth with the multiple resource area nomination concept. Currently, the Multiple Resource Area (MRA) includes historic and archaeological resources identified within the boundaries of the National Seashore. Encompassing four historic districts and two archaeological districts, the MRA also includes two individual sites. The historic Main Road

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<sup>77</sup> Table Point Archeological District National Register of Historic Places Nomination Form (November 23, 1984); [www.cr.nps.gov/seac/outline/04-woodland](http://www.cr.nps.gov/seac/outline/04-woodland).

<sup>78</sup> Cumberland Island National Seashore Multiple Resource Area National Register of Historic Places Nomination Form

running the length of Cumberland “has linked the various plantations or estates for over 100 years.” Duck House was a simple, rustic base camp for duck hunting in Cumberland’s sloughs. Those districts include Dungeness Historic District, Stafford Plantation Historic District, Plum Orchard Historic District, High Point-Half Moon Bluff Historic District, Rayfield Archaeological District and Table Point Archaeological District. The largest and southernmost of Georgia’s coastal barrier islands, Cumberland Island is approximately eighteen miles in length, and anywhere from ½ mile to three miles in width. Lush, heavy vegetation predominates on the island, a refuge for endangered and threatened species, and site of bluffs 50 feet in height, such as those at Terrapin Point on the remote north end. The record of human habitation is a long one on this beautiful coastal sea island, but winds and tides have taken a toll on the archaeological record, not to mention human interference. Relics of the Gilded Age, vis a vis, the Carnegie era dominate the cultural landscape with mansions or ruins. Cumberland’s unsung north end serves as a getaway for inholders, and a private estate for the Candler family on whose property the historic resort-era Cumberland Island Hotel, circa 1875 remains as an outbuilding dating from the last quarter of the 19<sup>th</sup> century. Cumberland Island National Seashore Multiple Resource Areas were listed on the National Register of Historic Places on February 13, July 24, and November 23, 1984.

### **Other Historic Sites** <sup>79</sup>

Ken Kocher and Piedmont Preservation compiled a report entitled *St. Marys, Georgia: Historic Resources Inventory Survey Report, June 2001* resulting from a field study done in the spring 2001. This project was granted Historic Preservation Funds from the Historic Preservation Division, Georgia Department of Natural Resources, based upon St. Marys status as a Certified Local Government. Only Certified Local Governments (CLGs) are eligible for this special preservation funding, a perk of the program. In addition, the City matched grant funds. One of the requirements for participation in the CLG program is for the local government to conduct, or have conducted, an inventory of all historic properties within the boundaries of its jurisdiction. Piedmont Preservation’s Survey Report will be used to extract information on the historic resources surveyed within the City limits of historic St. Marys, Georgia, and to identify other local historic sites. <sup>80</sup>

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<sup>79</sup> Kocher, Ken & Piedmont Preservation (June 2001). *St. Marys, Georgia: Historic Resource Inventory Survey Report; hereinafter, Kocher’s Report*; Dean, Tracy M. *Camden County, Georgia: Historic Resources Survey Report, 2001-2002 & Woodbine and Kingsland, Camden County, Georgia: Historic Resources Survey Report, 2003; hereinafter, Dean’s Report.*

<sup>80</sup> *Kocher’s Report (June 2001)*, pp. 3

A multi-volume study was compiled by Tracy M. Dean. The first volume—*Camden County, Georgia, Historic Resources Survey Report, 2001-2002* was devoted to unincorporated Camden County, excluding Cumberland Island. Those rural communities surveyed, including outlying areas, were Burnt Fort, Tarboro, White Oak, Waverly, Spring Bluff and Dover Bluff. All of these communities are located north of the Satilla River; three of the unincorporated communities are situated along U.S Highway 17: White Oak, Waverly and Spring Bluff. The second volume--*Woodbine and Kingsland, Camden County, Georgia: Historic Resources Survey Report, 2003* was filled with data on the two small, growing cities. Dean's work will be used to extract information on the historic resources surveyed within the City limits of Woodbine and Kingsland and unincorporated Camden County, and to identify other local historic sites within those jurisdictions.<sup>81</sup>

During the course of her work, Dean identified a total of 327 historic resources within unincorporated Camden County, Woodbine and Kingsland, excluding St. Marys. Of that number, 114 historic resources were identified in unincorporated Camden County, primarily in the small communities of Burnt Fort and Tarboro, in the western section of the County, as well as White Oak, Waverly, Spring Bluff, and the private hunting preserve at Dover Bluff. Within the City of Woodbine, Dean identified 108 historic resources, and within Kingsland, she identified 105 historic resources. No attempt will be able to list all of these resources, but the reader is referred to Dean's work for detailed information, in which she chronicles house types and styles, and their number. In comparison to the work of Kocher and Dean, the Natural, Archaeological, Historic Resources Geographic Information Systems (NAHRGIS) database lists 348 resources for all of Camden County, including the three small cities.

<sup>82</sup>

### ***Camden County***

The richness and diversity of Camden County's historic resources shine forth in those local historic sites identified within the unincorporated area. Targeting six communities in her study, Dean identified a total of 114 historic resources, ranging from a barn, historic



<sup>81</sup> *Dean's Report 2001-2002*, pp. 2.

<sup>82</sup> *Dean's Report 2001-2002*, pp. 2; *Dean's Report 2003*, pp. 2, 13. [www.nps.gov/gea/nahrgis](http://www.nps.gov/gea/nahrgis)

The lodge at Cabin Bluff was a rustic retreat for those who enjoyed the hunting preserve in the 1920s and 30s.  
(Photo courtesy of Vanishing Georgia, Georgia Division of Archives and History, Office of Secretary of State)



churches, schools, a warehouse, and a gas station to businesses and residential structures. Twenty-six historic resources were located in rural Camden; of that number, 21 were residential structures, four historic churches and a barn, circa 1940 in the vicinity of the City of Woodbine. Out of a total of 114 historic resources, 88 were located in the six communities: Burnt Fort (12), Tarboro (17), White Oak (17), Waverly (13), Spring Bluff (9) and Dover Bluff (20). A selection of these sites appear in Table CR-2, but is obviously not all inclusive; the reader is referred to Dean's study for a comprehensive analysis of the identified historic resources. All of these remain accessible to the general public, with the exception of the private hunting preserve at Dover Bluff in north Camden County. In addition, there is no evidence that the Dean study surveyed the historic resources located within the 17,000 acre tract – Cabin Bluff owned by a private land developer, Sea Island Company.

The rich and famous and not so famous recreate there. Notably President Calvin Coolidge visited in 1928 with the Detroit automobile magnate, Howard Coffin in this rustic setting at Cabin Bluff where plans in the 21<sup>st</sup> century are for an expansive high end development catering to the wealthy.<sup>83</sup>

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<sup>83</sup> Barefoot, Patricia 2001. *Images*, pp. 96.

**Table CR-2**  
**Local Historic Sites, Unincorporated Camden County**

Site Name	Date	Location
Archie Buie House	Circa 1890	Burnt Fort
Buie's Store	Circa 1907	Burnt Fort
Burnt Fort Cemetery	Circa 1842 – Present	Burnt Fort
Burnt Fort Schoolhouse	Circa 1900	Burnt Fort
Brown-Godley House	Circa 1890	Burnt Fort
Tarboro Mercantile Company	Circa 1927	Tarboro
McKinnon-White Store	Circa 1880s	Tarboro
Grist Mill	Circa 1900	Tarboro
McCarthy-White House	Circa 1927	White Oak
Baker-Harrell House	Circa 1910	White Oak
Providence Methodist Church	Circa 1800s	White Oak
Atkinson-Adams House	Circa 1910	Waverly
Tick Dipping Vat	Circa 1914	Bullhead Bluff
Ruhamah Baptist Church	Circa 1884	Ga. Hwy 40 West, Kingsland
Allen-Powell House	Circa 1820	St. Marys River, West Kingsland
Kinlaw-Rosenwald School	Circa 1927	1175 Kinlaw Road Kinlaw Community
Floyd's Anchor-shaped Tabby House	Circa 1800s	Floyd's Neck & Harriett's Bluff Road
Coleraine	Circa 1796	Ga. Hwy 40 West & Charlton Co. line
Wayside Plantation	Circa 1858	New Post Road
Black Hammock Plantation	Circa 1860	Black Hammock & Dover Bluff Road
Dover Bluff Hunting Club residences (20)	Circa 1930s	Dover Bluff
Tabby Ruins	Circa 1800s	Dover Bluff Hunting Club
Homeward Cemetery	Circa 1830s – Present	Ga. Highway 110 West
Point Peter	Circa War 1812	Cumberland Harbour, St. Marys
Cambray Plantation	Circa 1820s	Satilla Bluff
Rising Daughter Church	Circa 1947	Spring Bluff
McBride Cabin	Circa 1880	Jerusalem Community
Littlefield House	Circa 1902	Burnt Fort
Incachee Plantation	Pre-1812	Incachee & Old Post Road

### ***Kingsland***

Within the City of Kingsland, one historic resource was identified as dating to circa, 1890. In a previous 1975 study, the researcher noted, “that the house was built by a former slave using a crude tool used in chipping pine trees.” There is some confusion over the actual date of the Gross-Crissey home, but a consensus of two sources shows that this Central Hallway structure, with Folk Victorian elements was built within a 22-year time span, or circa 1890 – 1912 when the James H. Gross family moved from north Florida to Kingsland, Georgia. Within the boundaries of the City of Kingsland, Dean identified 105 historic resources; eight historic resources date between 1900 and 1909. Similar to Woodbine, the “main street” of Kingsland moved eastward to accommodate a new transportation



corridor with the advent of automobile tourism. Clustering of service-oriented automobile businesses arose within the City of Royal Treatment. An early one was the Camden Motor Company, dating from the early 1900s, moved from Railroad Avenue to South Lee Street.<sup>84</sup>

**Table CR-3<sup>85</sup>**  
**Local Historic Sites, City of Kingsland**

Site Name	Date	Location
Gross-Crissy House	Circa 1890-1912	290 East King Street
Georgian Cottage	Circa 1900	Lilly Avenue & East Street
Side Gable Bungalow	Circa 1900-1920	127 Hilton Avenue
Rainier House	Circa 1900	300 William Avenue
Prince-Fleming-Brown House	Circa 1906	120 King Street
Old Camden Store/Gross Commissary	Circa 1900	Ga. Highway 40 East
Georgian Cottage	Circa 1900	177 Clark's Bluff
Central Hallway House	Circa 1900-1920	190 Arizona Street
McKendree House	Circa 1900-1940	193 Arizona Street
Readdick House	Circa 1920	402 East King Street

<sup>84</sup> *Dean's Report 2003*, pp. 19-20; Curtis, Gibbs, Cloues & Morgan (Feb. 1991), *Living Places*. HPD, GA DNR, pp. I-25 & I-10. "Type" equates to form and a **Central Hallway Type** house is one room deep and features a passageway between two rooms; gabled roofs and exterior end chimneys occur in this favored house type for Georgians in the 19<sup>th</sup> century. A one-hundred year period, 1830 – 1930, is prime for construction of this house type. **Folk Victorian elements** derive from the Victorian-era, and decorative details added to a porch, gable, window and door openings. *Dean's Report 2003*, pp. 13. Bailey, Eloise and Virginia Proctor, 1994. *Challenge*, pp. 154-155.

<sup>85</sup> Curtis, Gibbs, Cloues & Morgan (February 1991), *Living Places*, HPD, GA DNR, pp. I-26 & I-31.

Associated with 18<sup>th</sup> century English Georgian architecture, the **Georgian Cottage's floor plan** features a central hallway and two rooms on either side; this is the most popular and long-lived house type in the state. The heyday of this cottage dates from 1850 through 1890. Popular especially between 1900 and 1930, the **Bungalow type** house is long and low with an irregular rectangular floor plan. One of the four subtypes, based upon roof forms and orientation, is the **Side Gable Bungalow**.

*St. Marys*

Kocher notes that “surveys in Georgia do not routinely document all buildings fifty years or older.” Through his survey, he identified 140 historic resources within the City of St. Marys, and appended a listing of surveyed properties by address only. Of the total number, only 46 structures featured an “academic” style. This equates with a “design movement identified by architectural historians.” Of the remaining, or three-fourths of the total historic resources, there were no “stylistic details.” A profile of styles represented within the architecture of the City, showed that nine styles were evident: Federal, Greek Revival, Italianate, Folk Victorian, Neoclassical, Renaissance Revival, Craftsman, Tudor, and Art Deco. The most popular style, dating from 1905 through the 1950s in St. Marys was the Craftsman style. Furthermore, this is not “high-style” but simply features elements of the Craftsman style; 16 buildings demonstrated those elements. Finally, Kocher notes “St. Marys has a profile of historic uses typical of a small southern town oriented to the water. “<sup>86</sup>

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<sup>86</sup> *Kocher’s Report (June 2001)*, pp. 3, 10 & 14; Curtis, Gibbs, Cloues, & Morgan (February 1991). *Living Places*. HPD, GA DNR, pp I-19. American in origin, the **Craftsman style** developed in California, and was the most popular style throughout early 20<sup>th</sup> century Georgia. Materials and craftsmanship were emphasized in these homes built, usually, from the 1910s through the 1930s; \*Personal Communication, Ann Stacy (August 24, 2006).

**Table CR-4**  
**Local Historic Sites, City of St. Marys**

Site Name	Date	Location
Bachlott-Porter House	Circa 1911	Wheeler & St. Marys Streets
*Budell-Bloodworth-Lewis House	Circa 1870 - 1880	506 Ready Street
*Burns-Barker-Ballentine House	Circa 1830s	213 Osborne Street
Christ Episcopal Church	Post 1865	305 Wheeler Street
First Presbyterian Church	Circa 1808	100 W. Conyers Street
Flood-Todd House	Circa 1838	502 Ready Street
Goodbread House	Circa 1840	209 Osborne Street
Harris House	Circa 1924	800 Osborne Street
Clark-MacDonell-Bessent-Nesbitt House	Circa 1801	314 Osborne Street
*Arnow-Miller-Stephenson House	Circa 1834	206 Ready Street
Oak Grove Cemetery	Estab. 1788	St. Marys Historic District
Our Lady Star of the Sea Catholic Church	Circa 1847	106 E. Dillingham Street
Pratt-Gillican-Mizell House	Circa 1825	401 Wheeler Street
Riverview Hotel	Circa 1916	105 Osborne Street
Rose-Lovell House	Circa 1909	Weed Street
Rudolph House	Circa 1850s	310 Osborne Street
Spencer House	Post 1865	200 Osborne Street
Sterling's Café	Post 1865	219 Osborne Street
St. Marys United Methodist Church	Circa 1860	106 East Conyers Street
Stone-Guy House	Circa 1880	207 Ready Street
Tompkins-Long House	Circa 1890	314 Ready Street
Washington Pump & Oak	Ga. State Historic Commission Marker	Osborne and Conyers Street

### ***Woodbine***

Although numerous structures were built within Woodbine in the late 1890s, a devastating storm made landfall in coastal Georgia on October 2, 1898. In the small City, one pre-1898 structure remains in its original location. A restored two-story wood frame Masonic Lodge is a gable-front vernacular building with symmetrical front façade. Through time, shifting transportation routes dramatically affected Woodbine's prosperity and dependence upon the Great Satilla River. With the coming of the railroad through J.K. Bedell's former "Woodbine Plantation" the small town was laid out on a grid pattern with the railroad as its heart and soul. The town's center shifted again seizing opportunities offered by a national trend emphasizing automobile tourism, and the country's fascination with "wild Florida" as tourists flocked to the sunshine state, many via US Highway 17, or the Atlantic Coastal Highway. The character and flavor of this old railroad town may be seen in the structures listed in the following table.

**Table CR-5<sup>87</sup>**  
**Local Historic Sites, City of Woodbine**

Site Name	Date	Location
Woodbine Masonic Lodge	Pre-1898	305 E. Oak Street
Jack Godley House	Circa 1890	504 W. Oak Street
Payne House	Circa 1890	512 W. Oak Street
Gabled Ell Cottage	Circa 1890	210 3rd Street
Swift-Bryant House	Circa 1899	109 W. 4th Street
Davis-Lang-Colson House	Circa 1898	309 E. Oak Street
Saint Marks Episcopal Church	Circa 1900	202 Bedell Avenue
House	Circa 1900-1920	500 Bedell Avenue
Side Hallway House	Circa 1905	303 E. Oak Street
Brandon House	Circa 1905	307 E. Oak Street
Queen Anne Cottage	Circa 1900	208 3rd Street

<sup>87</sup> Curtis, Debra A., Kenneth T. Gibbs, Richard Cloues & John R. Morgan (February 1991). *Georgia's Living Places: Historic Houses in Their Landscaped Settings*; hereinafter, *Living Places*. Historic Preservation Section (HPD), Parks, Recreation & Historic Sites Division, Georgia Department of Natural Resources (GA DNR), pp. I-28 & I-33. Especially popular between 1875 – 1915, the **Gabled Ell Cottage** is a late 19<sup>th</sup> century type, “T” or “L” shaped, and usually features a gabled roof. Seen throughout Georgia, this cottage type occurs in both rural and urban settings, modest to well-to-do neighborhoods. Usually two rooms deep, the **Side Hallway** house type is relatively uncommon in Georgia, but associated with an urban setting due to its narrow façade. Its name derives from the location of the hallway, on the side of the house; this house type was built from 1820 – 1850 and can be seen in Georgia’s older cities. **Queen Anne Cottage** was a popular house type within urban and rural settings primarily in the late 19<sup>th</sup> century; characterized by square main massing and projecting gables on the front and sides.

## Individual Properties Potentially Eligible for Nomination to the National Register of Historic Places

Combining results of the two studies, by Ken Kocher, d/b/a “Piedmont Preservation” and Tracy M. Dean, it is evident that there are a minimum of 467 historic resources located within Woodbine, St. Marys, Kingsland, and unincorporated Camden County. Kocher made no effort to suggest individual properties potentially eligible for National Register listing. He did make suggestions on updating the St. Marys Historic District to reflect changing times, and the use of terms such as “contributing” or “non-contributing” resources. He addressed concerns about the local historic district boundaries, and noted the need for a future survey west of the canal, and advocated a public awareness campaign.<sup>88</sup>

On the other hand, Ms. Dean made a number of recommendations. The Woodbine Historic District requires enlargement to more fully portray the development of the City by the Satilla. This includes adding residential structures within the boundaries of the National Register district as well as identifying African-American historic resources “towards the edge of the incorporated City limits.” The sprawling wood frame home of the late midwife, “Miss Viola” Hummings, located at Camden Avenue and Spur 25 is a case in point and is one of the oldest structures within the City. In addition, Ms. Dean noted the need for a residential element to the Kingsland Commercial Historic District. This is a works-in-progress as part of a Memorandum of Agreement (MOA) between the Historic Preservation Division, Georgia Department of Natural Resources and TBCOM Properties, LLC of Winter Park, Florida hired by the cellular tower industry. The MOA addresses the adverse affects associated with erecting a cellular tower at 111 South Seaboard Street, Kingsland, adjacent to a National Register district<sup>89</sup>



A cellular tower erected adjacent to Kingsland’s historic downtown.

<sup>88</sup> Kocher’s Report(June 2001), pp. 16-18.

<sup>89</sup> Dean’s Report, 2003, pp 26 & Dean’s Report, 2001-2002, pp. 22-24; Dr. W. Ray Luce correspondence (August 14, 2006) with Tim O’Shaughnessy, TBCOM Properties, LLC.

In her Historic Resources Survey Report, 2001-2002 for unincorporated Camden County, Dean made specific recommendations for individual listings on the National Register. She singled out the communities of Burnt Fort, Tarboro, White Oak, Waverly, Dover Bluff and the rural area of the County. Ms. Dean identified 27 properties and one historic district deemed qualifying for an individual nomination to the National Register within those communities and rural Camden County. She suggested that the private Dover Bluff Hunting Club be considered for nomination as a National Register historic district and identified approximately 20 cottages within the Bluff property as “contributing elements.” The tabby ruins at Dover Bluff were considered eligible for individual nomination, as was Black Hammock, location of the Atkinson-Kirby House, one of the oldest standing residences within Camden County.

**Table CR-6**  
**Burnt Fort Community**

<b>Site Name</b>	<b>Location</b>
Burnt Fort School	Burnt Fort Chapel Road
Archie Buie’s Store	Old Burnt Fort Road
Central Hallway House	Burnt Fort Road
Gabled Ell Cottage	7482 Burnt Fort Road

**Table CR-7**  
**Tarboro Community**

<b>Site Name</b>	<b>Location</b>
Grist Mill	Ga. Highway 252 & Burnt Fort Road
E.A.P. McCarthy’s Tarboro Mercantile Store	Post Road
McKinnon-White Store	Post Road
Gabled Ell Cottage	7482 Burnt Fort Road

**Table CR-8**  
**White Oak Community**

<b>Site Name</b>	<b>Location</b>
McCarthy-White Georgian House	Ga. Highway 252 & Burnt Fort Road
McCarthy-Tarboro Mercantile Warehouse	McKinnon Road
American Foursquare House	McKinnon Road
1930s Gas Station	US Highway 17 & Ga. Highway 252
Baker-Harrell House	US Highway 17
1890 McKinnon-McCarthy Place a/k/a Shaker Complex	US Highway 17
1890 Shaker Barn	US Highway 17

**Table CR-9**  
**Waverly Community**

<b>Site Name</b>	<b>Location</b>
1900 Craftsman House	US Highway 17
1910 Georgian Atkinson-Adams House	Boston Way
1920s Double Pen House	Un-named road
1920s Horse Stamp United Methodist Church	Horse Stamp Road

**Table CR-10**  
**Rural Camden County**

Site Name	Location
1890 Craftsman Woodbine Plantation House	West Woodbine, Satilla Riverfront
1900 Central Hallway House	Dover Bluff Road, N. Camden
Incachee Plantation: 1900 Double Pen, <sup>90</sup> 1940 I-House, 1890 Single Pen House	Incachee Plantation & Post Road
1856 Providence Methodist Church	Post Road, Tarboro
1940 Bickley Chapel	Post Road
1920 Oak Grove Baptist Church	Boons Lake
1900 Georgian Cottage	Ivanhoe Plantation & Post Road

## The Archaeology of Camden County

Professional archaeologist, Carolyn Rock noted, “over 90 percent of land in Camden is not suitable for habitation without major land alterations.” This should give us pause and an opportunity to contemplate the significance of swamps and wetlands. Ms. Rock’s important study is like no other conducted in coastal Georgia where rapid development and growth challenge not only the landscape, but coastal planners. Preserving historic and cultural sites is “crucial to the coastal sense of place and quality of life.” Due to development pressures, preservation planning lags behind, and “for every new land development there is the potential for destruction of archaeological sites, interpreted as destruction of pieces of cultural history.” This is a lamentable state of affairs, especially considering

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<sup>90</sup> *Dean’s Report, 2001-2002*, pp. 22-24; Curtis, Gibbs, Cloues, & Morgan (February 1991). *Living Places*, HPD, GA DNR, pp.I-23 & I-34. The **American Foursquare** type house was popular for a short fifteen years, from 1915 through 1930; look for a cubical mass topped with a pyramidal roof, and four principal rooms on each floor. Simply put, a **Double Pen** House consists of two square rooms, usually with a gabled roof. Barefoot, Patricia 1998. *Falling for Coastal Magic, Stories of Southeast Georgia*. St. Simons Island, The Salt Marsh Press, pp. 95-96. In 1898, an Ohio-based group with the colloquial name of “**Shaking Quakers**” purchased over 700 acres from L.T. McKinnon. Their north Camden County property was a short-lived proposition, and in 1902, Clyde McCarthy, Sr. incorporated this land into his substantial holdings. While in Camden County, the group produced coveted antique furniture.



that private developments are not required to undertake archaeological investigations, and developers often perceive this important recovery service as a hindrance, not an asset, to development projects.

An exception in this regard is the success story of Cumberland Harbour and the recovery work undertaken resulting in an expansion of our knowledge about the historic past at Point Peter, in particular, the War of 1812. Within these grains of knowledge there exists the opportunity to lure heritage tourists off the Interstate 95 and into the Camden community, where the tourist presence represents economic development. An act to create a “War of 1812 Commission” has been submitted to the Georgia legislature and awaits further action. This will create an opportunity for those 50 or so affected Georgia counties to participate in a national initiative to commemorate and celebrate an important event in our nation’s history. In addition, expansion of the education curriculum to reflect national events occurring within Camden County will directly benefit an award-winning school system, by enhancing a sense of pride in community, and encourages inquiring minds.<sup>91</sup>

As Ms. Rock noted, archaeological sites provide greenspace and wildlife habitat areas, seen as beneficial for quality of life, and family recreational opportunities. She commented that her work was “primarily a collector-based survey” to document sites before they slipped from local memory. A number of local collectors shared their artifacts with Ms. Rock, which proved to be valuable information in fleshing out the prehistory of the native Southeastern Indians and their rich presence in Camden County. For detailed information on the presence of Paleo-Indian, Archaic, Woodland and Mississippian cultures within Camden’s boundaries, the reader is referred to Ms. Rock’s report, as well as the website maintained by SEAC, Tallahassee, Florida previously noted in the cultural resources element. In addition, local historians contributed knowledge about forgotten cemeteries, a dead town, plantations, and the communities where their ancestors settled.<sup>92</sup>

A review of the Athens-based Georgia Archaeological Site Files (GASF) showed that, as of March 2006, only 266 sites existed within the boundaries of Camden County; few sites were located within the western section of Camden County. Based upon her fieldwork, Ms. Rock’s preliminary survey work determined that Camden’s sandhills area is rich in archaeological sites. Seven underwater archaeology sites number among the total documented as part of this survey. In fact, the results of her

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<sup>91</sup> Rock, Carolyn & Terry Jackson, Rita Folse Elliott (September 30, 2006). *An Archaeological Site Inventory of Camden County, Georgia; hereinafter, CCAS*, pp. 9.

<sup>92</sup> Rock, Carolyn, Terry Jackson & Rita Folse Elliott (September 30, 2006). *CCAS*, pp. 2-4.

work yielded an additional 114 sites, or nearly a 50 percent increase in the known archaeological inventory for the Camden County land base she was allowed to survey. She was careful to note the exclusion of the St. Marys Historic District—the downtown is an archaeological site. Cumberland Island and Naval Submarine Base Kings Bay have had extensive archaeological recovery work completed to the credit and stewardship of the federal government. In addition, she noted that Middleton Plantation, located in north Camden near Waverly, and Cabin Bluff, located in the “middle eastward neck” of the County, required archaeological surveys and were therefore not a part of Ms. Rock’s preliminary survey; nor was a marsh survey.<sup>93</sup>

As previously noted, there are five archaeological sites listed on the National Register of Historic Places within Camden County. One of the most dramatic is the Tabby Sugarworks of surrounding walls located at Kings Bay Road and Spur 40. These silent sentinels serve as a tribute to industry in the Georgia backwoods, and their presence a testimony to the craftsmanship of those who pored a slurry which, when hardened, created enduring tabby walls. Docks, sawmills, turpentine stills, plantation sites, and cemeteries – indicators of human settlement – scatter across Camden’s landscape. They serve as reminders of yesteryear when timber, cotton, rice, and other crops provided livelihood for Camden Countians, and the Satilla and St. Marys Rivers served as primary means of transportation and communication with the outside world. Their presence enriches one’s sense of place and history, and roots families to the historic past, a valuable asset in a transitory world within the shifting sands of time.

### **Historic Preservation in Camden County, Kingsland, St. Marys, and Woodbine, Georgia**

There is work to be done. In the spring of 2006, a core group of concerned citizens attended meetings to discuss the issues and opportunities open to the citizenry of Camden County for preserving cultural and historic resources. For background information, participants received a copy (pp. 47-66) of the Natural and Historic Resources element of the *Comprehensive Plan: Camden County, Kingsland, St. Marys and Woodbine*, prepared in April 1992, by Julia Larson & Associates & WFR Associates of Atlanta, Georgia. Planners projected a negative outlook in their inventory and assessment of Historic Resources; they noted, “In the past, the preservation of Camden’s cultural and historic resources has been sporadic at best.” In addition, based upon a 1975 survey by Van Jones Martin and field

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<sup>93</sup> Ibid. CCAS, pp. 2-3; 7, 23-26.

observations for the 1992 comprehensive plan, the planners determined that “historic structures and sites tied to Camden County’s past are slowly deteriorating.” Two goals were identified:

- Protect identified areas of significant architecture, archaeological or historic value, which have been so designated and approved by the appropriate governing body, for future generations.
- Promote the heritage with special programs and events throughout the year that focus on special aspects of Camden County’s history.

Embedded within these goals were seven objectives. It is a pleasure to report that concerned citizens and the governing bodies of Camden’s four jurisdictions made great progress in all but one of the objectives. From the 1992 plan, it reads:

Objective: Where no conflicting land uses are present, such resources will be managed to preserve their original character. When conflicting uses are identified, resources should be protected by acquisition or by plans, which limit the intensity of development and promote conservation of these resources.

In meeting the intent and purpose of the remaining objectives, festival support within Kingsland, Woodbine, and St. Marys has made these small cities sites of destination for travelers, as well as coastal Georgians. Catfish, crawfish, and rock shrimp are essential elements of these festivities, and patriotism a hallmark of the annual July 4<sup>th</sup> Festival in St. Marys. The growing and hugely successful Mardi Gras Festival in St.



St. Marys Hay Days celebration is a two-weeklong event that includes a Build-A-Scarecrow contest.  
(Photo courtesy of Cheryl White)

Marys reminds us of Camden County’s ethnic diversity, and those French-speaking Acadians—Cajuns, who settled there seeking better lives. The successes of St. Marys’ efforts toward historic preservation lure heritage tourists to the Georgia coast seeking the authenticity of a historic fabric evident throughout the City’s historic district. An active Historic Preservation Commission faces new challenges, but defends and protects the integrity of the City’s great asset, the St. Marys Historic District.

Noted as a Certified Local Government (CLG), St. Marys was eligible for federal and state grant funding to prepare a historic resource survey. Ken Kocher and Piedmont Preservation published *St. Marys, Georgia Historic Resource Survey Report*, in June 2001. Tracy M. Dean undertook survey

work for unincorporated Camden County, and published *Camden County Historic Resources Survey Report, 2001-2002*; to this she added, *Woodbine and Kingsland, Camden County, Georgia, Historic Resources Survey Report, 2003*. Professional archaeologist, Carolyn Rock applied for and received federal and state funds to complete an archaeological survey of the County—*An Archaeological Site Inventory of Camden County, Georgia*, available online as of September 30, 2006. These field reports and assessments accurately reflect the richness of the three cities and Camden County’s historic and archaeological assets, and these assets, while protected, may be viewed as “money in the bank.”

There is work to be done in initiating and completing National Register nominations, but Mr. Kocher and Ms. Dean point the way. To place Camden’s status within the 10-County Coastal Georgia Regional Development Center area, there are 156 National Register properties, including national register districts. Of that number, only Chatham County (57 National Register properties) and Bulloch County (23 National Register properties) exceed Camden County’s total of 18 National Register properties. Historic preservation planners advocate enlarging the Woodbine, Kingsland and St. Marys Historic Districts as noted previously. In addition, Dean outlines those historic assets that are potentially eligible for individual listing, or as a historic district, such as the Dover Bluff Hunting Club. A Georgia Department of Community Affairs report—*Quality Growth Resource Team Report*, advocates nominating the residential district of the White Oak community to the National Register of Historic Places. Dean’s report suggests the viability of this suggestion, noting there are seven properties worthy of individual listing, and district nomination is a preferred, more inclusive recognition. It is likely that Tarboro’s circumstances are akin to White Oak and ripe for a district nomination; both communities share a commonality of connection with early Camden’s timber and turpentine days, and the influence of the McCarthy-McKinnon families. The associated historic structures, as outlined previously, hold powerful memories and serve as a connection to Camden’s rich historic past.<sup>94</sup>

Faced with a growing baby boomer population headed for retirement, economists predict a “new economy” where heritage tourists play a larger role, bringing economic prosperity to those communities who market their historic and natural assets. A Georgia Tech assessment by Ed Lindsey entitled *Economic Diversification of Camden County, Georgia: Tourism Development Opportunities* (October 25, 2005) made cogent recommendations. “Tourism is recognized as one of Camden’s

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<sup>94</sup> Brown, Julie (September 20-24, 2004). *Quality Growth Resource Team Report*,; hereinafter, *Team Reporting*, “Sense of Place” pp. 55-56. Atlanta, Ga.: Georgia Department of Community Affairs.

greatest economic development opportunities as the community is rich in assets.” Strengthening tourism advocacy and promoting and developing historic assets are strategic goals. In the *Quality Growth Resource Team Report, Camden County, Georgia* dating from September 20-24, 2004, the planners made recommendations for perpetuating a “Sense of Place.” They suggested adopting two important studies and participating in a tri-state “Southern Passages” initiative to promote heritage tourism throughout coastal Georgia.<sup>95</sup> The two studies include the *Design Guideline Manual for Coastal Communities Located on the US 17 Corridor* prepared by W.K. Dickson in June 2002; and *The Coastal Georgia Alternative: Developing Heritage and Eco-Tourism on the Coast*, prepared by Hinsley-Hickson, in December 2003.

An added boost was around the corner in fiscal year 2006. Officially launched in July 2005, the Signature Community designation—a new initiative of the Georgia Department of Community Affairs, recognized the capabilities of Camden County’s three cities and County government. When selected as one of five communities for this honor, Camden County “raised the bar” while seeking new meaning for improving quality of life as well as economic development, and tourism promotion. Revitalization of three downtowns, protection of natural resources through a greenspace program, wayfinding signage, and a joint land bank authority achieved new prominence.

This resonates, overall, with citizen concerns expressed at various comprehensive planning committee meetings held in March and April 2006. They want archaeological and historic resources protected by providing training for County employees. These employees are tasked with maintaining the fragile tabby ruins of the John Houstoun McIntosh Sugarworks. Participants consistently talked about their concern and desire for the protection of Camden’s 80 cemeteries. Three primary Georgia laws address the protection of cemeteries, O.C.G.A. 36-72-1; O.C.G.A. 31-21-6 and O.C.G.A. 31-21-44. What the layman can bring away from a review of these laws speaks to the essence of reverence for human life. “The General Assembly declares that human remains and burial objects are not property to be owned by the person or entity which owns the land or water where the human remains and burial objects are interred or discovered, but human remains and burial objects are a part of the finite, irreplaceable, and nonrenewable cultural heritage of the people of Georgia which should be protected” (O.C.G.A. 36-

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<sup>95</sup> Lindsey, Ed (October 25, 2005). *Economic Diversification of Camden County, Georgia: Tourism Development Opportunities*. Prepared for The Camden Partnership, Camden County Public Service Authority. Atlanta, Ga.: Georgia Institute of Technology; Brown, Julie (September 20-24, 2004). *Team Reporting*, pp. 54-57. Atlanta, Ga.: Georgia Department of Community Affairs.

72-1). Archaeological and historic resources must be protected, and training provided for employees charged with caring for the fragile tabby ruins of the John Houstoun McIntosh Sugarworks.<sup>96</sup>

Kingsland's City fathers heed the sage advice of state agencies that develop visionary plans for the City's quality growth and development. In May 2006, the City hired a Director of Economic Development whose background is in historic preservation, and who immediately announced interest in the façade grant program, a tool of revitalization, for downtown buildings. Other ambitious plans include moving the historic train depot within the historic district for service as a welcome center. In April 2006, the City received designation as a trailhead on the Okefenokee Trail; this ties the City of Royal Treatment to a theme based in trains, trails and gator tails, and the lure of tourists through advertising by the Okefenokee Trail Association. Plighting the City's troth with sister cities of Folkston and Waycross creates additional opportunities for tourism activity within this "gateway to the Okefenokee." Downtown development and revitalization received another boost with the creation of the position of Downtown Development Director in June 2006. Designation of Kingsland as a "Main Street Community" is high on a list of priorities that also includes emphasis on the US Highway 17 corridor between Brunswick and Kingsland that will "lure people off the Interstate and get people to come through the small towns." There is talk of creating a scenic byway corridor along the old US Highway 17 connecting Glynn and Camden Counties. This connection could potentially lure Glynn County's well-established tourism base south into Camden.<sup>97</sup>

Of the four jurisdictions, only the City of St. Marys has passed a Historic Preservation Ordinance. To preservationists this is clearly a move in the right direction, especially for those communities intending to capitalize on a heritage tourism economy. At this writing, Woodbine awaits a "Master Plan" from a private consultant. As expressed in committee meetings, City administrators encourage heritage and ecotourism, and arts programming for a growing City; in addition, they noted the real need for a local historic preservation ordinance, a Woodbine Historic Preservation Commission, and

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<sup>96</sup> [www.dca.state.ga.us.comunities/regionalism/programs/signature](http://www.dca.state.ga.us.comunities/regionalism/programs/signature); Van Voorhies, Christine 2003. *Grave Intentions: A Comprehensive Guide to Preserving Historic Cemeteries in Georgia*, pp. 77-87. Historic Preservation Division, Georgia Department of Natural Resources. LaGrange, Ga: Historic Chattahoochee Commission.

<sup>97</sup> Hawkins, Carole (June 17, 2006). *The Brunswick News*, "New development director up for challenge." Hatzikazakis, Stella (May 19, 2006). *The Tribune & Georgian*, "Kingsland joins regional Okefenokee Trail project." Hatzikazakis, Stella (June 21, 2006). *The Tribune & Georgian*, Kingsland hires Bean as DDA Director."

Design Guidelines appropriate to the flavor and sense of history within the County seat. Achieving these milestones will empower Woodbine and Kingsland to attain Certified Local Government (CLG) status. The door opens for federal grant funding through Historic Preservation Funds not otherwise available to those communities. The heritage corridor of US Highway 17 – a Southern Passage – connects Woodbine and Kingsland in a common destiny, and historic overlay districts will be beneficial for perpetuating “sense of place” and the protection of historic and cultural assets for the present and future generations.

Finally, as County planners and civic leaders rush head long into the 21<sup>st</sup> century and the opportunities offered by an expanded tax base due to growth and development, it is time to pause. If historic and cultural resources, as well as natural resources, are the County’s greatest assets, community leaders may wish to ensure that developers perceive archaeological recovery work and preservation of sensitive historic sites as beneficial maneuvers.

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## ***Community Facilities and Services***

The Community Facilities and Services element presents a plan for ensuring that community facilities and infrastructure are available to support existing development in order to permit orderly growth and to promote public health, safety, and welfare. This element provides a County and City-wide assessment of various public services and facilities to promote a better understanding of service issues and provide a framework for coordinated planning between service agencies. In addition, the element provides a basis on which individual property owners can plan the development of their property and be assured that basic infrastructure and services are available or can reasonably be extended to serve each site.

Specifically, the Community Facilities and Services Element evaluates the existing level of public services and facilities in the County and three Cities including water, sewer, stormwater system, streets, fire protection, law enforcement, solid waste management, parks and recreation, administrative services, library, and school facilities, as required by the Georgia Department of Community Affairs. The element serves as a guide for decision-making by public officials and the development community in prioritizing decisions on infrastructure improvements and expenditures of funds.

The Community Facilities and Services Element is directly related to the Existing Development Patterns analysis in that new development must be planned in conjunction with the extension and availability of essential infrastructure. Other related elements include Natural Resources, since infrastructure improvements can directly impact areas known to contain sensitive species or have been designated as open space, and Economic Development, as the County and Cities' community facilities and services have an economic value in attracting visitors and meeting the needs of a growing and diverse population.

The Georgia Department of Community Affairs (DCA) states in its Planning Goals and Objectives for Local Planning Requirements that a community's planning goals and objectives for its comprehensive plan's Community Facilities and Services Element should be the provision of community facilities and services that support efficient growth and development patterns in order to protect and enhance the quality of life for residents in Kingsland, St. Marys, Woodbine, and unincorporated Camden County.

Public services are provided to the residents and businesses of Camden County through a variety of agencies operated by each of the three Cities and the County. The State of Georgia and the US government also contribute services to the public and private sectors of Camden County and the three municipalities. Naval Submarine Base Kings Bay (NSBKB) sustains its own internal water supply, transportation, utility infrastructure, fire, and security services independent of the local governments.

Camden County and the cities of Kingsland, St. Marys, and Woodbine are currently experiencing a rapid growth in population and land development, with most development occurring in the housing arena. With these increases, the requests for services will also increase proportionally. As a result, an increased demand will be placed on the current systems, and the community leaders will be challenged to meet these demands in a timely and cost effective manner.

The following key community facilities and services directly impact future development in Camden County and the cities of Kingsland, St. Marys, and Woodbine, and are inventoried and addressed as required by the Department of Community Affairs' *Standards and Procedures for Local Comprehensive Planning* effective May 1, 2005. They are:

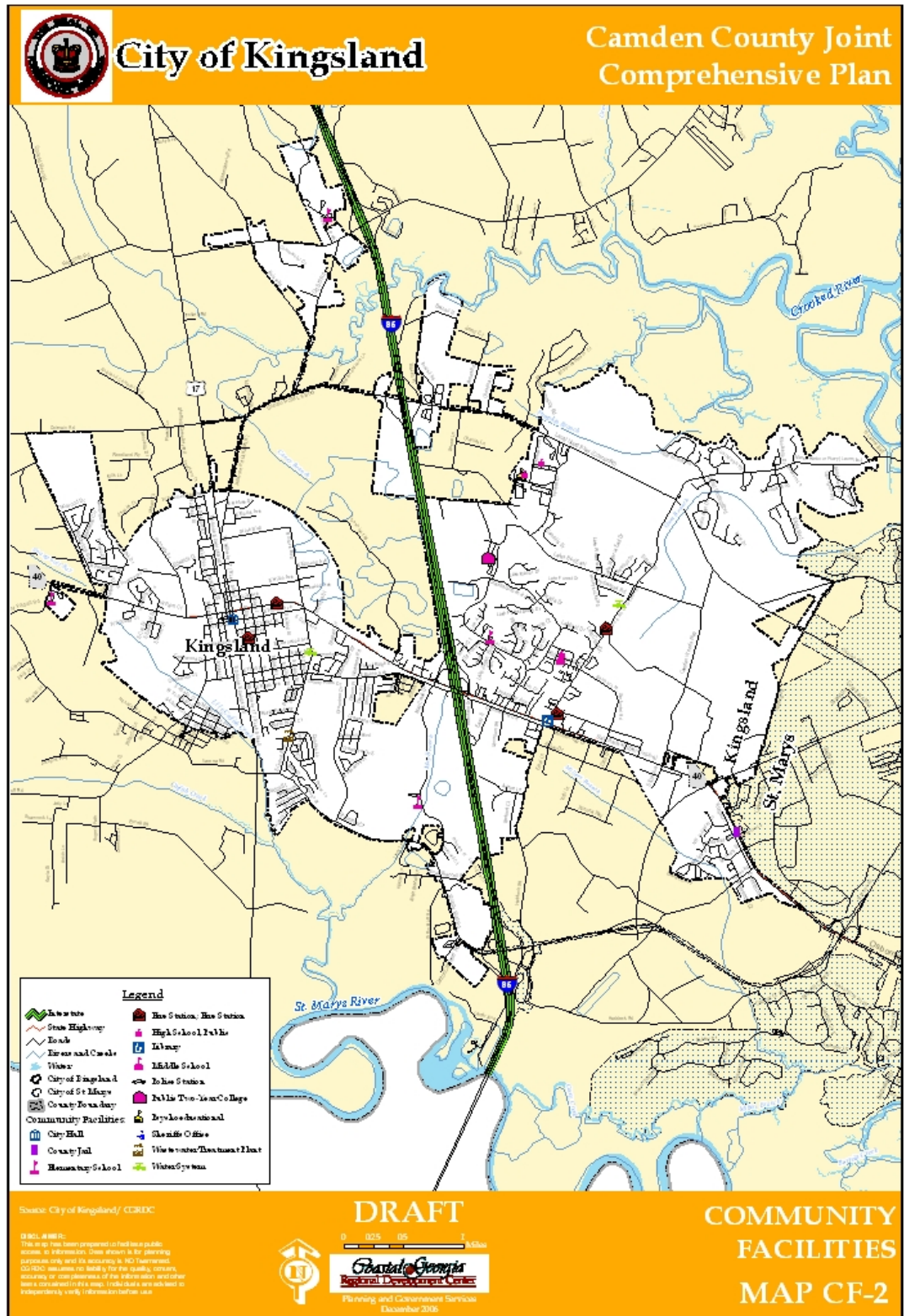
- Water Supply Distribution and Treatment
- Sewerage System Collection and Treatment
- Stormwater System
- Streets
- Solid Waste Management
- Public Safety
- Fire Protection
- Parks and Recreation
- Education
- Libraries
- Other Government and Administrative services

Maps CF-1 through CF-4 show the locations of current community facilities and service areas located in Camden County and the cities of Kingsland, St. Marys, and Woodbine, respectively.

Map CF-1

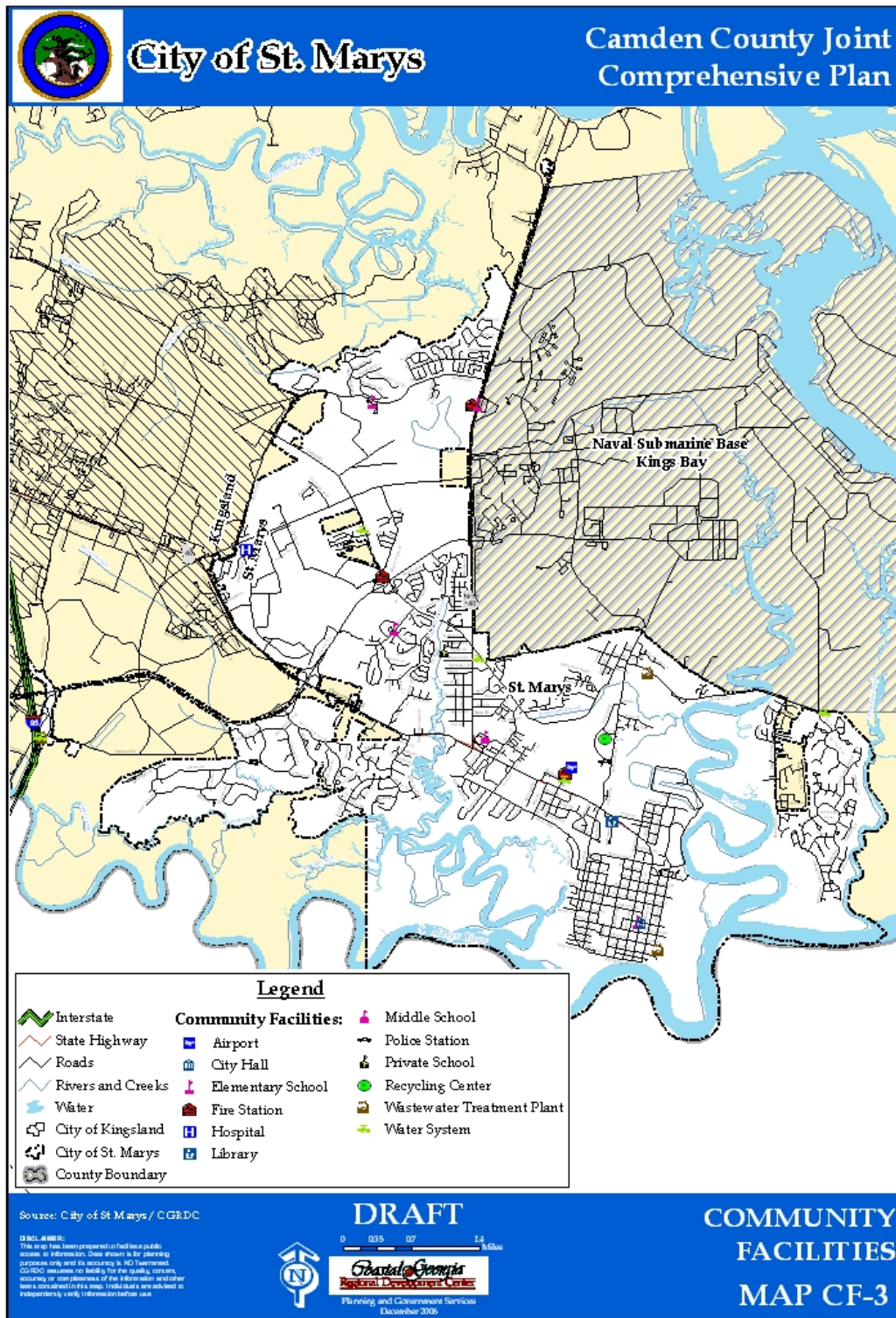


Map CF-2

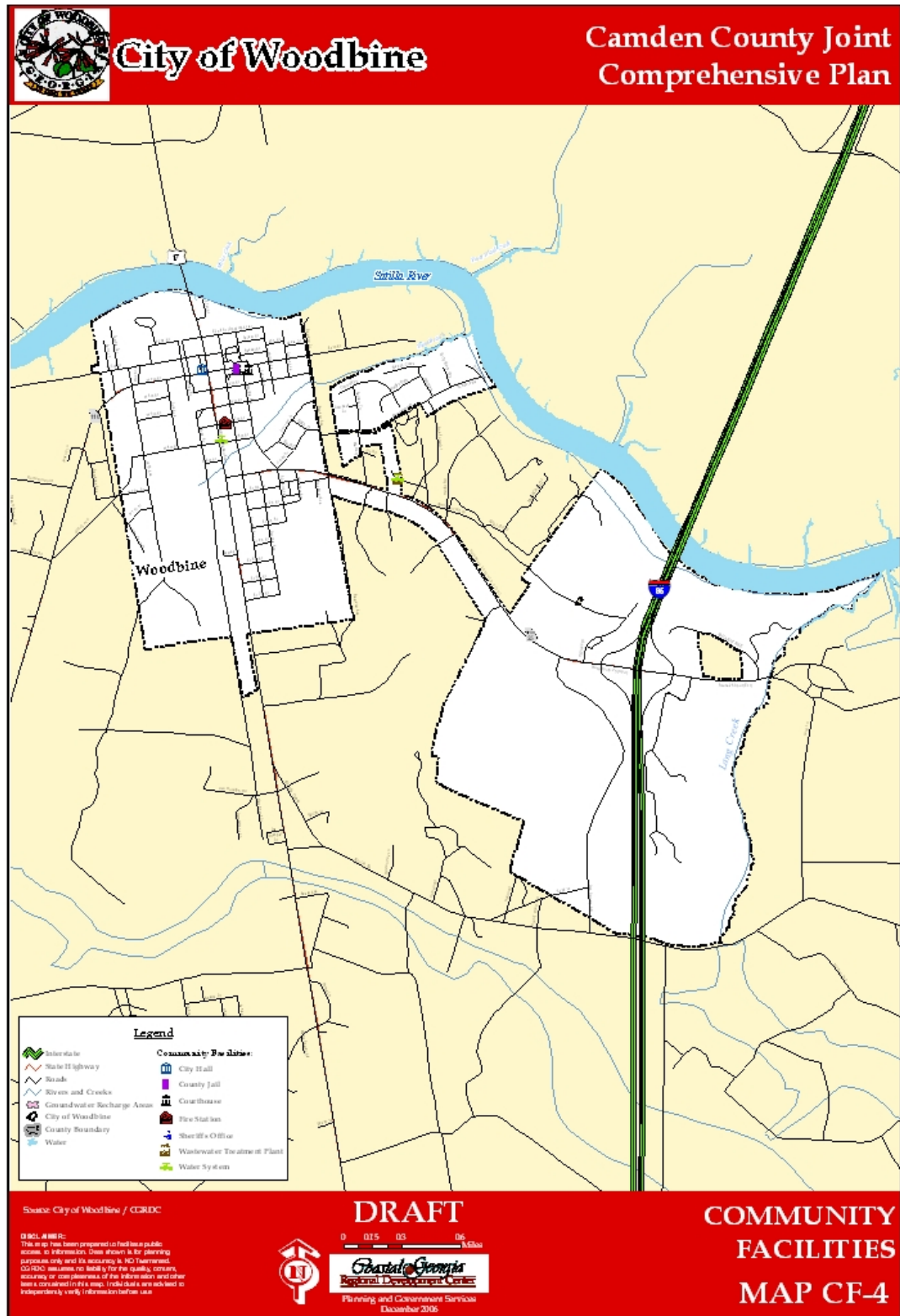




Map CF-3



Map CF-4



## Water Supply and Treatment

The groundwater resource for Camden County and the three Cities is the Upper Floridan Aquifer. The Floridan aquifer system consists primarily of limestone, dolomite, and calcareous sand and extends approximately 100,000 square miles in southern Alabama, southeastern Georgia, southern South Carolina, and all of Florida. There are also additional wells permitted to the State and Federal governments within Camden County. The State maintains permitted withdrawal and drinking water systems at the Crooked River State Park, whereas the Federal government maintains permits at Naval Submarine Base Kings Bay and at the Cumberland Island National Seashore.

### Camden County

Unincorporated Camden County currently relies on the three municipalities for public water supply and distribution capabilities, as well as sewage collection and treatment. Areas not served by a municipal system utilize individual wells and on-site septic disposal systems that must be approved by the Camden County Health Department, Environmental Health Office.

### Kingsland<sup>98</sup>



The City of Kingsland has very distinctive water storage facilities.

The water supply source for the City of Kingsland is provided by three community groundwater wells. Kingsland's water supply system currently serves 6,095 households. The system is directly connected to 623 businesses/industries with a total number of 1,813 metered units being billed.

The City's water distribution system consists of approximately 200 miles of six to twelve inch main lines; approximately 150 miles of two to eight inch lateral lines; and 50 miles of service lines that range in size from ¾ inch, one inch, 1 ½ inch, to two inches.

According to the City's Public Works Director, there are five households within the City limits that are served by private wells and no business/industries rely on private water supply systems. The average daily use (gallons per day) for these private systems is currently unknown.

<sup>98</sup> City of Kingsland Public Works Director - From CGRDC Community Facilities Survey and updated in April 2007.

A special concern is the age of the main lines, which is up to 70 years old in some instances. Capital improvement plans will need to be created to replace these older lines, which may contain materials such as wood and asbestos.

The system supports an annual average daily demand (AADD) of 1.5 mgd per day and a peak demand of 2.2 mgd. The average daily demand is 50 percent of the system's total capacity of 3 mgd, and the peak demand is 73.34 percent of the total capacity. The water distribution system currently meets the needs of the community, but in order to meet the future needs, additional wells, storage capacity, treatment plants, and distribution lines will be required.

The City of Kingsland has a maximum permitted withdrawal capacity of 3 million gallons per day (mgd). There are currently two water treatment facilities in Kingsland. The South Grove Boulevard water treatment facility was built in 1966. The nearby storage facilities, which have a maximum capacity of 750,000 gallons, were built in 1977. The other treatment facility is located on East Colerain Road, and was built in 1999. It has a maximum storage capacity of 250,000 gallons. There are two storage facilities built in 1995. One is located on Harrietts Bluff Road, and the other at Howard Peeples Park. The two storage units each have a maximum capacity of 500,000 gallons, for a total of 1 mgd storage capacity at this site. The estimated useful life for all facilities is 50 years.

The water supply is tested before treatment to determine the presence of contaminants and concentrations of dissolved minerals. The water is then treated to remove sulfides, contaminants, excess minerals, and chlorinated before distribution.

Development within the western side of Kingsland will require additional water supply withdrawal permits, treatment facilities, and at least two water towers that total 1 million gallons of storage capacity to meet the water supply needs in the future.

### **St. Marys<sup>99</sup>**

The water supply for the City of St. Marys is provided by four wells that draw from the Upper Floridan Aquifer. The system currently serves 6,470 households and 525 businesses. Due to recent annexations, it is not known exactly how many households and businesses are served by private

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<sup>99</sup> City of St. Marys City Engineer – From CGRDC Community Facilities Survey



wells, but it is estimated that 350 households and 20 businesses utilize private wells as a main source for potable water. Furthermore, it is not known how many private wells are used for the sole purpose of irrigation systems.

There are 120 miles of main lines in the St. Marys water distribution system that range in size from six to 14 inches. The age of the main lines date back to 1976.

Usage of the St. Marys system averages 2.5 mgd, or 71 percent of the current capacity of 3.5 mgd. The system currently meets the needs of the community, but several improvements in the water system of St. Marys will be needed in the next 20 years to adequately provide water services to St. Marys' customers. Short-term costs for system upgrades over the next five years are projected to be approximately \$18 million.<sup>100</sup>

The City of St. Marys maintains a water supply and treatment system that consists of four treatment plants and three storage facilities. The maximum capacity for the City's entire water system is 3.5 mgd. Chlorine and fluoride are added during the treatment process and hydrogen sulfide gas is removed through aeration.

Treatment Plant 2, located on North Dandy Street, was built in 1976 and upgraded in 1986. The current use is 200,000 gpd. Treatment Plant 3, located on Douglas Drive, was built in 1986 and the current use is 250,000 gpd. The Colerain Road treatment plant, or Plant 4, was built in 1995, and the current use is 1,214,000 gpd. Additional storage at Plant 5 is accomplished through a 500,000 gallon storage tank built in 2005 near the Cumberland Harbour development.

To accommodate the growth conditions in St. Marys and meet the future demands, the City will require an increase in water allocation, additional water withdrawal permits for supply wells, and increased funding for treatment facilities. The closure of the Landmar/Durango wells significantly reduced the withdrawal of water in the area. Map CF-7 shows water and sewer services.

## Woodbine

Woodbine's water supply is provided from two municipal wells. The wells and pumping facilities are located at 105 East 8<sup>th</sup> Street and 220 Conservation Lane. The system currently serves 510 households

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<sup>100</sup> St. Marys Water and Wastewater Master Plan, October 2004. Jordan, Jones, and Goulding, Inc.

and 50 businesses. Three households and one business utilize private wells for water supply. There are 12 miles of main lines in the Woodbine water distribution system that range in size from six to ten inches. Some of the main lines currently in use date back to 1956, with those most recently constructed in 1975. There are approximately 2.5 miles of ¾ to one inch lateral lines. The City estimates that it will add 2.5 miles of distribution mains in 2007.

The City of Woodbine water treatment plant is located at 220 Conservation Lane and a separate storage tank is located at 264 Plantation Road. The maximum capacity for the system is 350,000 gpd. Chlorine and fluoride are added during the treatment process. The facility was constructed in 1976 and has a useful life of 50 years.

Woodbine's average daily demand on the system is approximately 145,000 gpd, or 41.4 percent of the maximum capacity. Often the daily demand exceeds 50 percent of the system capacity. The system adequately meets the current needs of the community. However, the City recognizes that it will experience issues in meeting rapid development demands due to the limited capacity and the age of the water treatment and distribution system.

New development and recent annexations are straining the current water supply. In order for Woodbine to be able to meet the future demands, expansions to the existing system should include additional withdrawal wells, increased treatment and storage capacity, and distribution and service lines.

## **Sewage System and Wastewater Treatment**

### **Camden County**

Camden County does not provide sewer services or wastewater treatment at this time. The community water system is displayed on Map CF-5.

### **Kingsland**

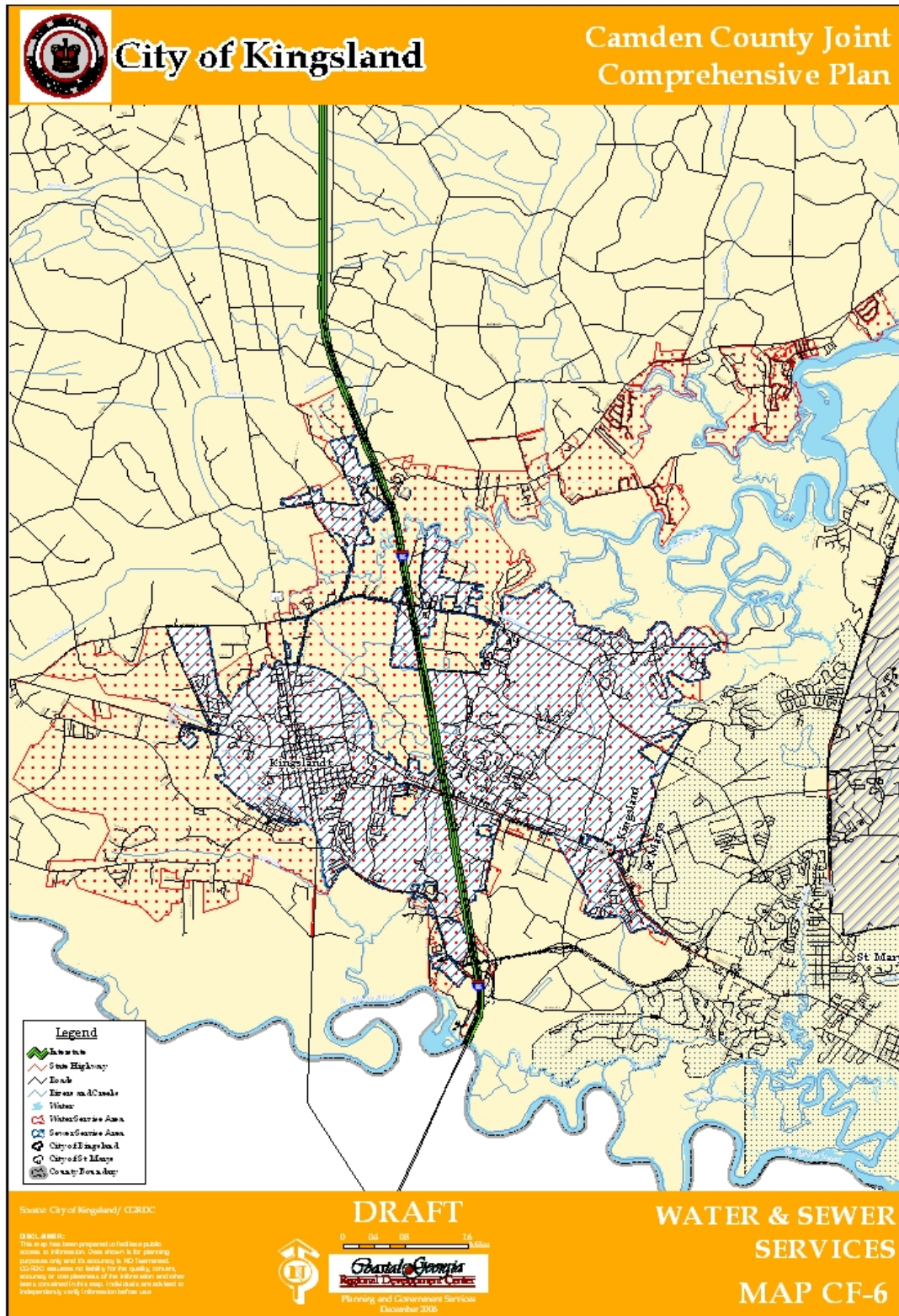
The current system does not meet the needs of the community according to City officials. The existing facility is at 73 percent of capacity. Development is occurring more rapidly than the City's ability to expand the existing system. To meet the existing needs of the community, the capacity (2.2 mgd) of the current treatment plant needs to be expanded to at least 2.5 mgd. There is also the need to develop new treatment plants to accommodate growth and development.

The community water and sewer services are displayed on Map CF-6.

Map CF-5



Map CF-6



If development occurs to the west of Kingsland as expected, a new wastewater treatment plant (WWTP) and collection system will be necessary to serve the area. To reflect the anticipated levels of development in this area, the new WWTP is expected to require a capacity of at least 3 mgd, which is greater than the capacity of the existing wastewater treatment facility.

The City of Kingsland's wastewater collection and treatment system currently serves 5,080 households and 500 businesses. There are 55 households and no businesses within the City limits that utilize private on-site septic disposal systems. The City's wastewater collection system consists of approximately 200 miles of sewer main lines ranging in size from two inches to 24 inches, and approximately 150 miles of two to four inch lateral lines. The age of the collection lines ranges up to, but does not exceed, 25 years.

There are some issues with the City's lift stations that result from extended durations of continuous operation, especially in areas with higher levels of development. This can shorten the life of the pumps system appurtenances and increase costs for the City.

There is one wastewater treatment plant (WWTP) that serves the City of Kingsland. It is located at 960 South Grove Boulevard, and was constructed in 1976. The estimated useful life of the system is 50 years. Kingsland's maximum capacity for the WWTP is 2.2 mgd, and current daily treatment demand is 1.6 mgd.

### **St. Marys<sup>101</sup>**

The City of St. Marys is addressing concerns of the current system's ability to meet the needs of the community, especially at the Point Peter Plant. St. Marys is in the process of upgrading to a larger wastewater treatment system, with focus on expanding the capacity of the Point Peter Plant site from 0.8 mgd to 4.0 mgd. A new facility will also need to be constructed, although a location has not been disclosed. The Scrubby Bluff plant will have a 6.0 mgd capacity.

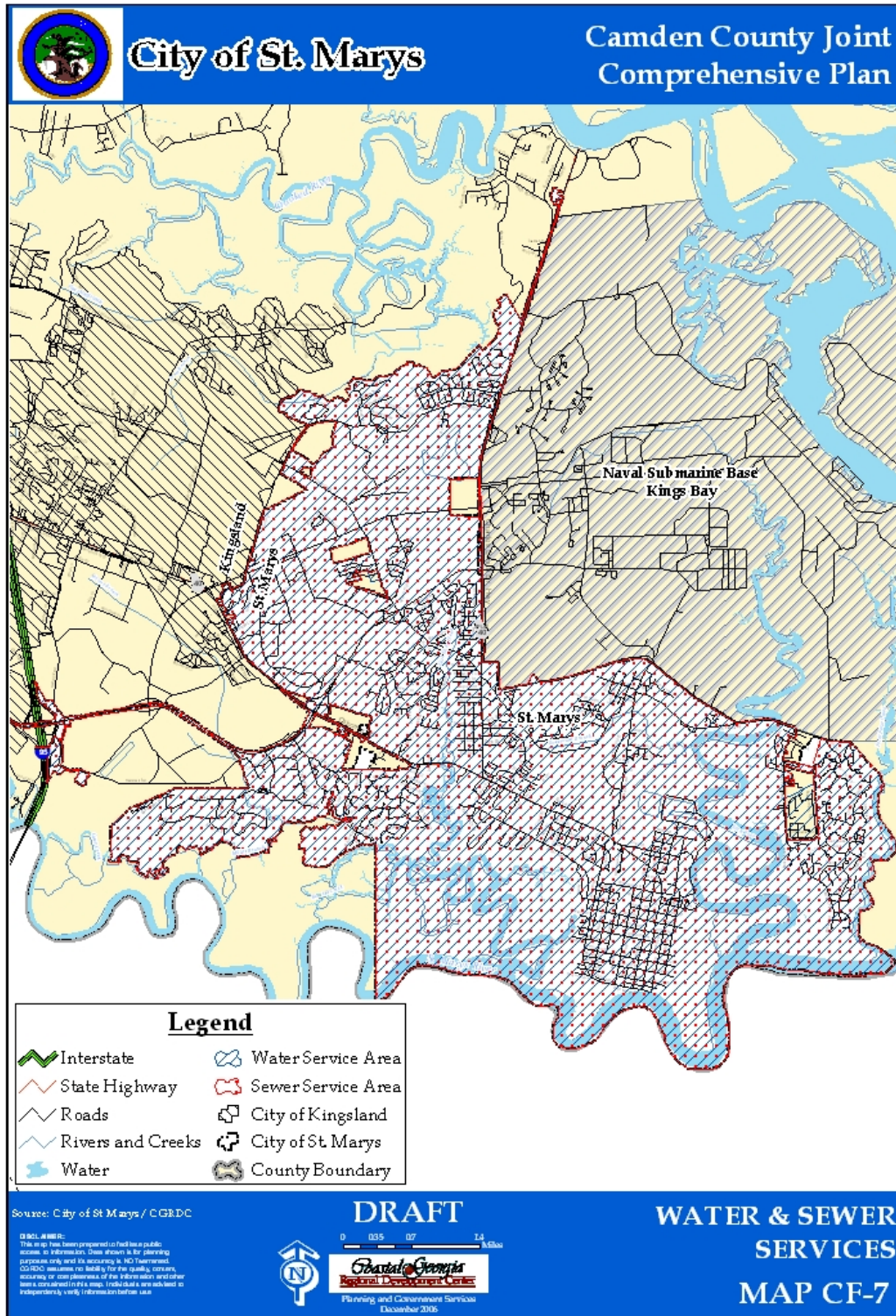
The community water and sewer services are displayed on Map CF-7.

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<sup>101</sup>Tribune & Georgian Legals for the Week of 07/28/2006 online at <http://www.tribune-georgian.com/legals/>



Map CF-7



St. Marys' wastewater treatment system serves 5,970 households and 525 businesses. An estimated 350 households and 20 businesses are served by private on-site septic disposal systems, but due to annexations, a concrete number is unknown at this time. There are 110 miles of main sewer lines ranging in size from six to 14 inches. The City's wastewater treatment system is currently at or near capacity; thus the City is in the process of upgrading to a larger system.

St. Marys operates three wastewater treatment facilities with a combined capacity of 2 mgd. The total demand on the City's wastewater capacity is currently 1,525,000 gpd, or 76.25 percent.

The Weed Street Plant is a return activated sludge type system, and is located at 300 East Weed Street. The treated effluent is directly discharged into the St. Marys River. It was constructed in 1976, and the estimated useful life is 20 years. The maximum capacity is 700,000 gpd and current treatment demand is 500,000 gpd.

The Point Peter Plant, located at 300 North River Causeway, is also a return activated sludge type system that was constructed in 1986. The plant was upgraded in 2001. It is currently a no-discharge overland flow land application system, although a permit was issued that would allow the plant to discharge either to Sweetwater Branch or to the North River. The maximum capacity is 800,000 gpd and current demand is 775,000 gpd. The estimated useful life is 20 years. The Point Peter plant will have a capacity of 4.0 mgd.

The Scrubby Bluff facility is located at 204 Sewer Treatment Plant Road. It is a sequential batch reactor system that features biological oxidation, disinfection, post aeration, aerobic digestion and dewatering of biosolids, and effluent pumping. The system was constructed in 2005 and has an estimated useful life of 10 years. The maximum capacity is 500,000 gpd and the current demand is 350,000 gpd, or 70 percent of maximum capacity. The Scrubby Bluff facility will have a capacity of 6.0 mgd.



## Woodbine

The wastewater treatment system currently meets the needs of the community, but due to recent annexations, the demand on the system is expected to increase. The City has submitted a permit application to increase wastewater capacity.<sup>102</sup>

Woodbines' wastewater treatment system serves 500 households and 50 businesses. Ten households within the city limits are served by private on-site septic disposal systems. There are 10 miles of main sewer lines ranging in size from eight to ten inches, and 2 miles of four-inch lateral lines. The average age of the collection lines dates back to 1975. Woodbine estimates that it will add 2.5 miles of sewer main lines in 2007.

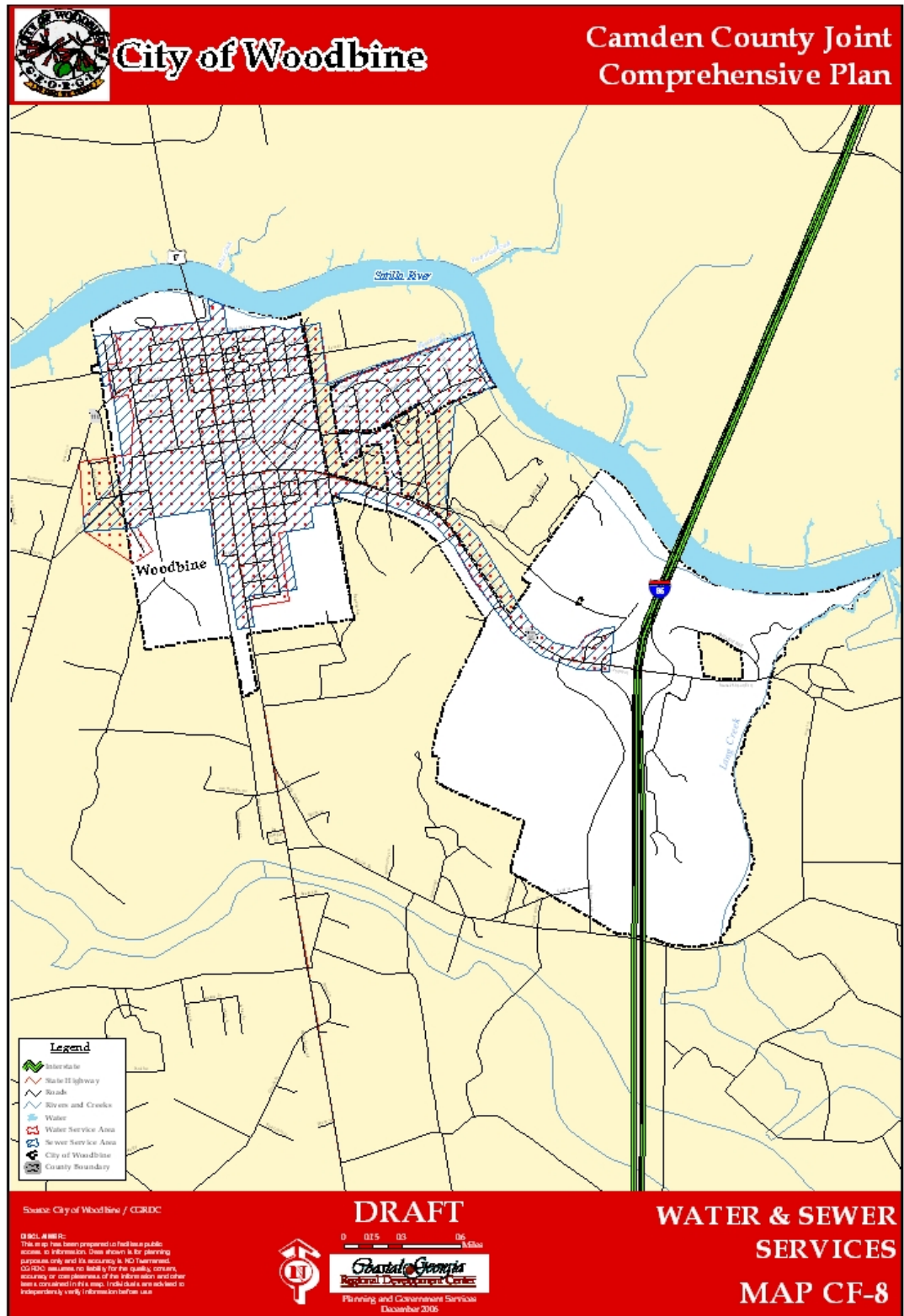
The Woodbine Water Pollution Control Plant (WPCP) is located at 220 Conservation Lane and has a maximum capacity of 368,000 gpd. It was constructed in 1976 and has a useful life of 50 years. The average daily demand on the system is 155,000 gpd, or 42.1 percent of the plant's capacity. The City recognizes that it will experience issues in meeting rapid development demands due to the limited capacity and the age of the wastewater treatment and distribution system.

The community water and sewer services are displayed on Map CF-8.

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<sup>102</sup> Woodbine WPCP and Water Treatment Facilities Director

Map CF-8



## Other Facilities and Services

### Stormwater Management System

#### *Camden County*

The County does not operate a stormwater management system other than a ditch system.

#### *Kingsland*

Kingsland's stormwater system consists of approximately 75 percent ditch systems, which makes it hard to define the current use and capacities. New developments are required to construct detention and retention structures on-site to help mitigate impacts on the existing ditch systems.

#### *St. Marys*

The existing stormwater management system consists of 129.2 miles of pipes, ditches, and canals. The main lines range in size from 12 to 60 inches. The system is at 100 percent capacity. The system does not meet the needs of the community. A stormwater master plan is currently being developed for the City. It is recommended that the implementation measures developed by the stormwater master plan be included into St. Marys' short-term work program and service delivery strategies.

#### *Woodbine*

The municipal stormwater management system in Woodbine consists of ditches, cross drains, and curb and gutters. There are no methods for the treatment and/or storage of stormwater in the city, except short term retention and infiltration by the ditches. Rapid development conditions will create the need for better designed stormwater collection systems, as well as detention and retention infrastructure. Furthermore, a section of the Satilla River near Woodbine has been included on the State 305(b)/303(d) for violating water quality standards for dissolved oxygen and not supporting the use of fishing. Stormwater flows can transport contaminants to the waterways, and the runoff is often at higher temperatures than the surface water, both of which could possibly contribute to lower oxygen levels. The Woodbine Master Plan will offer insight on stormwater management within the city, and it is recommended that the city implement guidelines for post-construction stormwater management.

## Streets and Highways

Refer to the Maps in this Community Assessment's Transportation Element for the street, highway, and sidewalk network for Camden County and the cities of Kingsland, St. Marys, and Woodbine.

### *Camden County*<sup>103</sup>

Interstate 95 (I-95) bisects Camden County north to south towards the eastern portion of the County, and has affected the growth and development patterns within the cities of Kingsland and St. Marys, particularly at the Exit 3 interchange at State Route (SR) 40, where traveler services maintain the highest levels of concentration in the County.



Interstate 95 contributes to the desirability and accessibility of Camden County.

Prior to the completion of I-95, US Highway 17 served as the main north and southbound transportation route for Camden County. US Highway 17 is located west of I-95 in Camden County, and bisects the City of Woodbine, which has not seen the commercial growth that Kingsland and St. Marys have experienced. In general, growth along the US Highway 17 corridor north of Woodbine has been largely limited to residential development. US Highway 17 intersects SR 40 in Kingsland, SR 110 north of Woodbine, and SR 252 near the White Oak community, which are the recommended hurricane evacuation routes for the residents.

Camden County's street system consists of 164.67 miles of paved roads, 138.04 miles of unpaved roads, and 2.47 miles of sidewalks. There were 0.76 miles of paved roads and 1.82 miles of unpaved roads added to the system in 2005.

The current street system does not meet the County's transportation needs. The existing roads were designed for low traffic volume. In consideration of the increased road usage due to population growth and residential site development, it is anticipated that the rate of deterioration of the County's roads will increase. Some improvements will be required to meet the future needs. These include traffic lights at the Colerain Road/US 17 and Colerain Road/Wildcat Drive intersections, as well as improvements at the intersection of US 17 and Horse Stamp Church Road.

<sup>103</sup> Camden County Road Department Superintendent - From CGRDC Community Facilities Survey

***Kingsland***<sup>104</sup>

Kingsland's street network consists of 125 miles of paved roads and one mile of unpaved roads. There are ten miles of sidewalks within the City limits. In 2005, there were six miles of paved roads and two miles of sidewalks added to the City's street inventory. The street system currently meets the needs of the community but the following have been identified as necessary road or intersection improvements:

- Laurel Island Parkway, Gross Road, and SR 40 West need to be increased to four lanes to handle traffic;
- Boone Avenue, Lake Boulevard East, and Lakes Boulevard need extensions to increase connectivity and provide alternate routes; and
- Improvements to Middle School Road and the "Five Points" intersection are needed. Five Points is considered dangerous due to sharp turns and poor road alignment.

***St. Marys***<sup>105</sup>

There are 92 miles of paved roads, three miles of unpaved roads, and 20 miles of sidewalks in St. Marys. There were 0.5 miles of paved roads and two miles of sidewalks added to the inventory in 2005 last year. The street system currently meets the needs of the community, but as the community expands, additional roads will be needed to connect the Point Peter area with the major arteries. The City is also concerned with attaching bicycle and pedestrian paths as part road improvements. The existing four-lane roads constructed to serve the closed paper mill and the Navy Base (Kings Bay Road, Osborne Road, and St. Marys Road) provide a major means of accommodating the current and future growth of the city. Colerain Road is under consideration for improvements.

***Woodbine***

Woodbine's street network meets the current needs of the community and consists of approximately 27 miles of paved roads, six miles of unpaved roads, and five miles of sidewalks. In order to meet the future needs of the community, Woodbine would need to pave the remaining dirt roads, purchase better equipment to maintain the street network, and develop a street inventory and capital needs program.

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<sup>104</sup> City of Kingsland Public Works Director - From CGRDC Community Facilities Survey

<sup>105</sup> City of St. Marys City Engineer – From CGRDC Community Facilities Survey

## Solid Waste Management

For additional information on current and future solid waste management practices, please refer to the Camden County and the cities of Kingsland, St. Marys and Woodbine Solid Waste Management Plan Update, which is being developed by R. W. Beck, Inc.

### *Camden County*

Camden County operates under its solid waste management plan that was last updated in November 1995, and is effective until 2007. A new solid waste management plan for the County and three Cities is being developed in addition to this comprehensive plan.

Camden County operates two permitted landfill facilities; one is a receptor for municipal solid waste that was constructed in 1992, and the other, constructed in 1993, is designated as a construction and demolition landfill (See Table CF-1). These facilities currently serve the solid waste disposal needs for the County and the cities of Kingsland, St. Marys, and Woodbine. A concern is the remaining useful life of 18 years for the municipal solid waste landfill. With the amount of growth and development expected to increase, the facility will more than likely reach its estimated fill date much sooner than February 18, 2023.



Camden County operates the landfill that serves the disposal needs for the County and all three cities.

**Table CF-1**  
**Operational Landfill Facilities in Camden County**

<b>Facility Name:</b>	<b>Camden Co-SR110 MSWL</b>	<b>Camden Co-SR110 C/D/I Waste Landfill</b>
Permit Number:	020-017D(MSML)	020-019D(C&D)
Facility Type Description:	Municipal Solid Waste Landfill	Construction and Demolition Landfill
Address:	5395 Highway 110	1600 Highway 110
Dominion:	Public	Public
Remaining Capacity:	1,901,275 cubic yards	23,262,619 cubic yards
Average Daily Tons:	183	350
Rate of Fill (CYD):	366 cubic yards per day	389 cubic yards per day
Years Remaining:	18	193
Estimated Fill Date:	2/18/2023	7/18/2198

Source: Georgia Environmental Protection Division List of Solid Waste Disposal Facilities (Revised Jan 2006)

A composting facility built in 1995, and located at 4884 Old Still Road in Woodbine has recently closed. There are five inert landfills within Camden County, with each maintaining permits from the Georgia Environmental Protection Division (EPD). Only solid waste that will not, or is not likely to produce leachate that is hazardous to the environment (earth and earth-like products, concrete, cured asphalt, rock, bricks, yard trash, and land clearing debris such as stumps, limbs, and leaves), may be disposed of in inert landfills.<sup>106</sup>

Camden County contracts with private haulers to collect and transport solid waste in the unincorporated areas. The contractors provide collection containers to the residents and businesses and offer weekly pickups. The County has both a composting and a recycling program, both of which are voluntary. Recycling bins are provided by the solid waste contractor and collections occur on a weekly basis. Table CF-2 lists the solid waste haulers operating in Camden County, but it is noted that as of January 2006, the Georgia EPD lists only two of these as being permitted collections operations in Camden County – Mark Dunning Industries, Inc. and Cumberland Services, LLC.

<sup>106</sup> Georgia Environmental Protection Division Guidance Document “Inert Waste Landfill Operations”

**Table CF-2**  
**Private Solid Waste Haulers in Camden County<sup>107</sup>**

Hauler Name	Hauler Address	Jurisdiction Served
Coastal Disposal and Recycling	PO Box 957 Brunswick, GA 31521	Businesses in Incorporated and Unincorporated County
Cumberland Services, LLC	P.O. Box 1317 Kingsland, GA 31548	Businesses in Incorporated and Unincorporated County
Mark Dunning Industries, Inc.	PO Box 2046 Dothan, AL 36302	Businesses in Incorporated and Unincorporated County
Southern Logistics, Inc.	PO Box 880 Daphne, AL 36526	Businesses in Incorporated and Unincorporated County
Southland Waste Systems of GA	126 Perry Lane Road Brunswick, GA 31525	Businesses in Incorporated and Unincorporated County
Stateline Disposal Services	PO Box 1539 Callahan, FL 32011	Residents in Unincorporated County and Woodbine Businesses in Incorporated and Unincorporated County
VFL Technology Corporation	5100 S. Alafaya Trail Orlando, FL 32831	Businesses in Incorporated and Unincorporated County
Woodpecker Industries	9951 Atlantic Beach, Suite 232 Jacksonville, FL 32225	Businesses in Incorporated and Unincorporated County

### ***Kingsland<sup>108</sup>***

Kingsland operates under its solid waste management plan, which was updated in 2003 and expires in 2007. The City of Kingsland provides garbage collection service, as well as collection bins for the residents and businesses. Kingsland relies on the County facilities for the disposal of its solid waste. There are no composting or recycling programs in Kingsland. The community needs are hard to meet because of the City's growing waste demand, as well as the increased costs associated with transport to the disposal sites. The creation of additional inert landfills to handle vegetation and yard waste would be one way to minimize transport and waste demands.

### ***St. Marys<sup>109</sup>***

The St. Marys Solid Waste Management Plan was last updated in 2003 and expires in 2007. The St. Marys Public Works Department is responsible for collection of solid waste from households and provides residents a 90-gallon garbage can with wheels within five days of the move-in date.<sup>110</sup> There

<sup>107</sup> Camden County and the Cities of Kingsland, St. Marys and Woodbine Solid Waste Management Plan Update Final Draft, R. W. Beck, Inc.

<sup>108</sup> City of Kingsland Public Works Director – From the CGRDC Community Facilities Survey

<sup>109</sup> City of St. Marys City Engineer – From CGRDC Community Facilities Survey

<sup>110</sup> <http://www.ci.st-marys.ga.us/Departments/publicworks/sanitation.htm>



is a voluntary recycling program within the community. St. Marys has a composting program. The City uses the County facilities for the disposal of its solid waste and recyclables are processed at Smurfit Stone in Jacksonville, Florida.

### ***Woodbine***

The City of Woodbine maintains a contract with a private collector (See Table CF-2) to pick up and haul solid waste within the City limits. The recycling program is operated in a similar fashion to Camden County's, featuring waste bins provided by the private contractor and weekly curbside pickups.

## **Public Safety**

### ***Camden County***



The Camden County Public Safety complex is located on the courthouse square in Woodbine.

The Camden County Sheriff's Office (CCSO) maintains two offices in order to serve the entire County. The main office, built in 1985, is located at 209 East Fourth Street in Woodbine. This location is better suited to serve the northern/western portions of the County. The sub-station, built in 1999, is located at 6350 Highway 40 East in St. Marys. Its location is best suited to serve the southern portions of the County. The estimated useful life of these facilities is described as indefinite and repairs are performed on an as needed basis. The CCSO

operates as a 24 hours a day, 7 days a week full service law enforcement department. There are currently 62 sworn officers and 57 civilian personnel employed by the CCSO. The CCSO maintains a fleet of 66 fully equipped vehicles. In 2005, the CCSO responded to 96,739 calls for service, or an average of 265 calls per day. The average response time per call was 16 minutes, 52 seconds, with the average man-hours per call at 40 minutes, 25 seconds. The current ratio of sworn officers per population is one officer per 806 persons, which is below the national average of 2.3 sworn officers per 1,000.<sup>111</sup>

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<sup>111</sup> [http://www.fbi.gov/ucr/cius\\_04/law\\_enforcement\\_personnel/index.html](http://www.fbi.gov/ucr/cius_04/law_enforcement_personnel/index.html)

The CCSO has developed one of the most sophisticated and successful drug interdiction programs in America.<sup>112</sup> The CCSO is able to equip its officers with state-of-the-art equipment and provide them the most advanced training largely through the funds and assets seized from drug trafficking along I-95.

As the County grows in population, the CCSO faces the challenge of maintaining the current level of service it provides. One of the CCSO's top priorities is to increase the current number of jail beds. The insufficient amount of space has the CCSO housing their inmates outside of Camden County. Due to an immense population boom projected for Camden County during this planning period, the existing jail in Woodbine needs to be upgraded, expanded, and additional inmate facilities may be necessary.

In order to decrease response times, the CCSO should hire more officers and civilian support staff, as well as explore the potential of strategically locating more sub-stations throughout the County.

### ***Kingsland***<sup>113</sup>

The Kingsland Police Department (KPD) is located at 111 South Seaboard Street and standard office hours are Monday-Friday, 8 am to 5 pm. Officers are on patrol 24 hours a day, seven days a week. The facilities were constructed in 1988. The department currently employs 35 sworn officers and 4 civilian personnel, and it maintains 39 vehicles. The current ratio of sworn officers per population is 2.33 sworn officers per 1,000 persons, which is slightly above the national average of 2.3 sworn officers per 1,000, and slightly below the state average of 2.68 officers per 1,000. The KPD responds to approximately 36,000 calls for service per year, or an average of approximately 99 calls per day. The average response time from call to arrival on the scene is five minutes, and the average time an officer devotes per incident is 45 minutes.

The KPD facilities, equipment, and staff meet the current needs of the community. However, in order to meet the future needs of the community, the KPD will require more office space, in-car audio/visual equipment, especially cameras, and more uniformed patrol officers.

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<sup>112</sup> Sheriff Bill Smith's Message from the CCSO website

<sup>113</sup> Kingsland Police Department Assistant Police Chief - From CGRDC Community Facilities Survey

### *St. Marys*

The office of the St. Marys Police Department (SMPD) is located at 563 Point Peter Road and was built in 2001. The estimated useful life of the building is 50 years. The hours of operation are Monday-Friday, 8 am to 5 pm, and officers patrol the streets 24 hours a day, seven days a week. The SMPD is able to support a staff of 36 officers, but there are currently only 26 sworn officers on the police force. There are also three civilian personnel employed by the SMPD. The SMPD maintains a fleet of 38 vehicles. The SMPD responded to 39,632 calls for service in 2005, with an average of 109 calls per day. The current ratio of sworn officers is 1.625 per 1,000 persons, expandable to 2.25 sworn officers per 1,000 with full staff of officers. Even with a maximized staff, the SMPD ratio would be lower than the state and national average ratios for sworn officers. The average response time for calls is 6.11 minutes, and the average time spent per incident is 15.71 minutes.

The SMPD facilities, equipment, and staff currently meet the needs of the City, but for departmental use, the firing range needs expansion to better serve and train the department's officers. The ability to better train their officers in-house is a concern of the SMPD. Expanding the firing range so that it can become a self-sustaining training site for the department would require a classroom facility, an obstacle course, a sniper tower, a rappel tower, and a shooting house.

According to the Chief of Police, the department will need at least ten new certified officers per year for the next five years in order to meet the future needs of the community.



Camden County leases the Donald Mitchell Public Safety building from the City of Woodbine.

### *Woodbine*

Woodbine relies on the public safety services provided by Camden County.

## **Fire Protection**

### *Camden County*<sup>114</sup>

One of the changes since the 1992 comprehensive plan is that Camden County now operates its own fire department. The Camden County Fire Rescue (CCFR) is made up of 65 paid employees. Camden

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<sup>114</sup> Camden County Fire Rescue Chief – From CGRDC Community Facilities Survey

County maintains an ISO rating of four. The average number of calls per year is 4,900, with an average of 13.4 per day. The response time per call is approximately eight minutes. The department's inventory of facilities and vehicles (vehicle age not revealed) is listed in Table CF-3. Most of the facilities have reached their estimated life expectancies and will require replacement during this planning period.

**Table CF-3  
Camden County Fire Department Facilities**

Facility Name	Address/Location	Trucks/Vehicles	Year Built (Facility)	Estimated Useful Life
Station 10	125 North Gross Rd, Kingsland	Ambulance Engine	1983	10 years
Station 11	607 Bedell Ave, Woodbine	Ambulance Engine	2000	12 years
Station 12	3557 Charlie Smith Hwy, St. Marys	Engine Tanker	2000	15 years
Station 13	401 South Satilla St, Kingsland	Ambulance Engine	Renting	unknown
Station 14	7140 Hwy 17, Kingsland	Engine Tanker Rescue	Unknown (Under Renovation)	10 years
Station 15	17850 SR 40, Kingsland	Engine Tanker	Early 1990s	10 years
Station 16	7261 Harrietts Bluff Road, Woodbine	Engine Tanker	Early 1990s	10 years
Station 17	25399 Hwy 17, Waverly	Engine Tanker	Early 1990s	12 years
Station 18	377 New Post Rd	Engine Tanker	Early 1990s	0 years

The current community needs are met by CCFR, but according to the Fire Chief, compliance and safety issues are becoming more of a concern due to aging facilities and a need for additional trained personnel. The immediate addition of 15 trained personnel would help with the compliance and safety issues for a short period.

In addition to updating the current facilities to expand their life expectancies, the department will require at least two more fire stations with the compliment of 35 to 40 additional personnel and new apparatus such as three ladder trucks, three engines, and two ambulances to meet the future needs of the community. According to the Fire Chief, CCFR is also in need of a centralized training facility. An additional challenge that the county and St. Marys have is the overlap of fire protection services due to the unincorporated areas enclosed by the city of St. Marys.

***Kingsland***<sup>115</sup>

Kingsland Fire Rescue (KFR) consists of 15 paid full-time employees and 30 volunteers. The City of Kingsland maintains an ISO rating of 3. In 2005, KFR responded to a combined 1,848 calls for fire and emergency medical service (EMS). The department's average response time is less than five minutes. Kingsland's fire department facilities are listed in Table CF-4.

**Table CF-4  
Kingsland Fire Rescue Facilities Inventory**

Facility Name	Address/Location	Trucks/Vehicles	Year Built (Facility)	Estimated Useful Life
Station 3	595 East King Ave	Rescue Truck (1997) Pumper (1994) 75 ft. Ladder Truck (1989) 2 Medic Trucks (2000) Tanker (2004)	N/A	N/A
Station 4	750 Gross Rd	75 ft. Ladder Truck (1996) Pumper (1987) Medic Truck (2003)	N/A	N/A
Station 5	276 Roberts Path	Pumper (1968) Pumper (1981) WMD Truck and Trailer (2006) Fire Education Truck (1990) 2 Staff Vehicles (1994)	N/A	N/A

In addition to the equipment listed above, there are two 2001 model vehicles assigned to the KFR Chief and one 2006 pumper is on order. The department's facilities, equipment, and staff sufficiently meet the current needs of the community. The Fire Chief has indicated that another fire station, two additional engines, and a 100 foot ladder truck will be required to meet future needs of the City.

***St. Marys***<sup>116</sup>

The St. Marys Fire Department (SMFD) consists of 14 full-time employees, 14 part-time employees, and an average of 20 volunteers. St. Marys maintains an ISO rating of 4. The SMFD responded to 1,512 calls in 2005, and the average response time was 4.71 minutes. St. Marys' fire stations are described in Table CF-5.

<sup>115</sup> City of Kingsland Fire Department Chief – From CGRDC Community Facilities Survey

<sup>116</sup> City of St. Marys Fire Department Chief – From CGRDC Community Facilities Survey

**Table CF-5**  
**City of St. Marys Fire Department Facilities**

Facility Name	Address/Location	Trucks/Vehicles	Year Built (Facility)	Estimated Useful Life
Station 2	201 North Dandy St 9,200 square feet	Engine 2 (1993) Engine 21 (2001) Ladder 2-75 ft (1989) Brush 2 (1983) Service 2 (1983) Utility Trailer for Command-32 ft (2004) Haz. Mat. Utility Trailer-28 ft (2005) Haz. Mat. Tow Vehicle (2006)	Estimated at 20 years old	N/A
Station 9	10950 Colerain Rd 7,000 square feet	Engine 9 (1988) Quint 9 (1998) Rescue 2 (1993)	Estimated at 10 years old	N/A
Under Construction	Cumberland Harbour Station			

According to the Fire Chief, the department's facilities, equipment, and staff do not meet the current needs of the City. The department contains several pieces of equipment that have reached their life expectancy, or will reach it during the planning period.<sup>117</sup> This equipment requires additional care and repair. The SMFD has been able to save costs by the ability to perform certain repairs in-house, but from 2011 to 2016, the department will be largely focused on the replacement of equipment that have met or exceeded their life expectancy. The department is taking a proactive approach by applying for grants to try to add to the fleet and place the older apparatus in reserve status.

According to the SMFD's Master Plan, a new facility will need to be constructed at the Cumberland Harbour development.

### ***Woodbine***

The City of Woodbine does not operate a fire department. Woodbine receives fire protection from Camden County, in which the services are paid through ad valorem taxes.

### **Parks and Recreation**

The County and municipal residents can take advantage of several regional facilities operated by the State and federal governments. Cumberland Island is a 36,500 acre National Seashore and Wilderness

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<sup>117</sup> The life expectancy of fire apparatus is roughly 15 to 20 years.

Area operated by the US Park Service. The island features a coastal wilderness setting that appeals to many outdoor, wildlife, and cultural/historical enthusiasts.

The National Parks Service maintains an office and welcome center for Cumberland Island National Seashore in Downtown St. Marys.

Crooked River State Park, on the other hand, provides more traditional camping facilities in a 500-acre vehicle-accessible park, with leisure facilities, a swimming pool, and other active recreation facilities available.

### ***Camden County***<sup>118</sup>

The majority of the parks and recreational facilities that are available for public use are operated by the Camden County Public Service Authority. The Public Service Authority (PSA) currently operates 27 parks and recreational facilities throughout the entire County. The inventory of the PSA's parks and facilities is listed in Table CF-6. The parks listed under the City of ST. Marys are not owned or operated by the PSA.



Operated by the National Parks Service, Cumberland Island National Seashore is a major attraction in Camden County.

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<sup>118</sup> Camden County Public Service Authority – From CGRDC Community Facilities Survey

**Table CF-6**  
**Camden County Parks and Recreational Facilities**

Park/Facility Name	Address/Location by Jurisdiction	Passive/Active P/A	Playground Equipment Y/N	Restrooms Y/N	Picnic Facilities
<b>Unincorporated Camden County</b>					
C1) Tarboro Park	New Post Rd	A	Y	Y	N
C2) Maple Ford Park	Spring Bluff Rd	A	N	Y	1 pavilion
C3) Spring Bluff Boat Ramp	Highway 17 North/Spring Bluff Rd	Both	N	N	N
C4) White Oak Boat Ramp	Highway 17 North	A	N	N	N
C5) Browntown Wilderness Park	Temple Creek Rd	Both	Y	Y	1 pavilion
C6) Temple Landing Boat Ramp	Temple Creek Rd	Both	N	Y	N
C7) Harrietts Bluff Community Park	Harrietts Bluff Rd	Both	N	Y	1 pavilion + tables/grills
C8) Harrietts Bluff Boat Ramp	Harrietts Bluff Rd	Both	N	N	N
<b>Kingsland</b>					
K1) Kingsland Lions Park	Grove Boulevard	A	Y	Y	3 pavilions
K2) Howard Peeples Park	Gross Rd	A	Y	Y	3 pavilions
K3) Camden County Recreation Complex*	Wildcat Drive	A	N	Y	N
K4) Camden County Baseball Complex	Wildcat Drive	A	N	Y	N
K5) Camden County Track and Field	Wildcat Drive	A	N	Y	N
K6) Chris Gilman Stadium (8,700 Seats)	Wildcat Drive	A	N	Y	N
K7) Little Catfish Creek	Highway 17 South	A	Y	N	Tables
<b>St. Marys</b>					
S1) St. Marys Civic Park	Herb Bauer Rd	A	Y	Y	1
S2) St. Marys Recreational Authority Park	Margaret St	A	Y	Y	2
S3) St. Marys Pool*	Ashley St	A	Y	Y	N
S4) Sweetwater Park	Point Peter Rd	A	Y	Y	N
S5) Point Peter Pond Park	North River Causeway	P	N	N	N
S6) Camden County PSA Soccer Complex	Kings Bay Rd	A	Y	Y	1
S7) McIntosh Sugar Mill Park	Sugar Mill Rd	P	N	N	Tables
<b>Woodbine</b>					
W1) Cornelia Jackson Memorial Park	15 <sup>th</sup> St	A	Y	Y	1 pavilion + tables/grills
W2) Woodbine Community Park	SR 110	A	Y	Y	N
W3) Woodbine Nature Trail	SR 110	Both	N	N	N
W4) Satilla Waterfront Park	Highway 17 North	Both	N	Y	2 pavilions
W5) Woodbine Lions Park	Brewster Ave	A	N	N	N

Source: Camden County Public Service Authority (\* require fees to use facility/equipment)



According to the Camden County Public Service Authority, the current needs of the community are being met, but with the anticipated growth of Camden County, there are many areas in which the PSA will have to expand its services. In order to provide the best service to the community, some of the parks, specifically Woodbine Community Park, Tarboro Park, Maple Ford Park, and the White Oak Boat Ramp, will require some major upgrades and additions. The Tarboro Park needs to be expanded to provide more baseball fields and picnic areas. Property available at the Maple Ford Park needs to be developed to include walking trails, picnic areas, a multi-use field, and additional restrooms and playground equipment. The Spring Bluff new boat ramp at the Maple Ford Park needs paving. The White Oak Boat Ramp's parking lot also needs improvement.

A new Recreation Center Park on Hwy 17 needs to be developed. This park needs to include a community center, nature trails, baseball fields, walking track, a playground, picnic shelters, and restroom facilities. Additional public boat ramps are going to be needed in the Hog Pen Bluff area.

The PSA needs to expand the current Camden Community Recreation Center to include a new building for the gymnastics program, doubling the size of the weight and aerobics rooms, adding two additional racquetball courts, and adding more classroom space. The parks in the St. Marys area also need to be overhauled to provide better service.



The Camden Community Recreation Center.

“Gilligan’s Island” is a project under development. According to the current plans, its facilities would constitute a passive recreation destination complete with walking trails, nature trails, a camping area, fishing, swimming, a dog park, and picnic areas.

Staffing and equipment to maintain these expansions and additions will also be needed.

The National Parks and Recreation Association (NPRA) recommends ten acres per 100 residents or a ratio of one acre to ten people. Total land area for parks and recreational lands managed by Camden County is 910 acres.<sup>119</sup> The projected population for Camden County in 2005 was 51,237.<sup>120</sup> Based

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<sup>119</sup> Camden County Parcel Data from Camden County GIS department, 2003

on these numbers, Camden County had a ratio of one acre to 56 people, which is below the level of park space in the NPRA's recommendations.

### *St. Marys*

The City of St Marys is the only City to operate its own recreational facility. The St. Marys Aquatic



The City of St. Marys operates the Aquatic Center, which is becoming popular with residents as well as tourists.

Center, located at 301 Herb Bauer Drive, offers both passive and active recreation, playground equipment, restroom facilities, two picnic shelters, swimming and other water attractions. User fees are required. It celebrated its five-year anniversary in May 2006.

There are 30 to 35 part-time employees and 1 full-time employee. Due to its popularity, it is getting more difficult for the Aquatic Center to meet the needs of its patrons. The attendance has steadily

increased over the past four years. There have been a few days where the Center's capacity of 800 people was almost met. Seating, shading, and concession provisions struggle to meet the needs of the visitors. The Center anticipates adding three to four staff positions each season for the next several seasons plus some maintenance and cleaning positions. New water attractions are being planned and more lifeguards will be needed as well. As the Center expands its food service and seating capacities, there will need to be increases in the guest services staff.

The parks and recreational facilities that are located in Camden County, Kingsland, St. Marys, and Woodbine are shown on Maps CF-9, CF-10, CF-11, and CF-12, respectively.

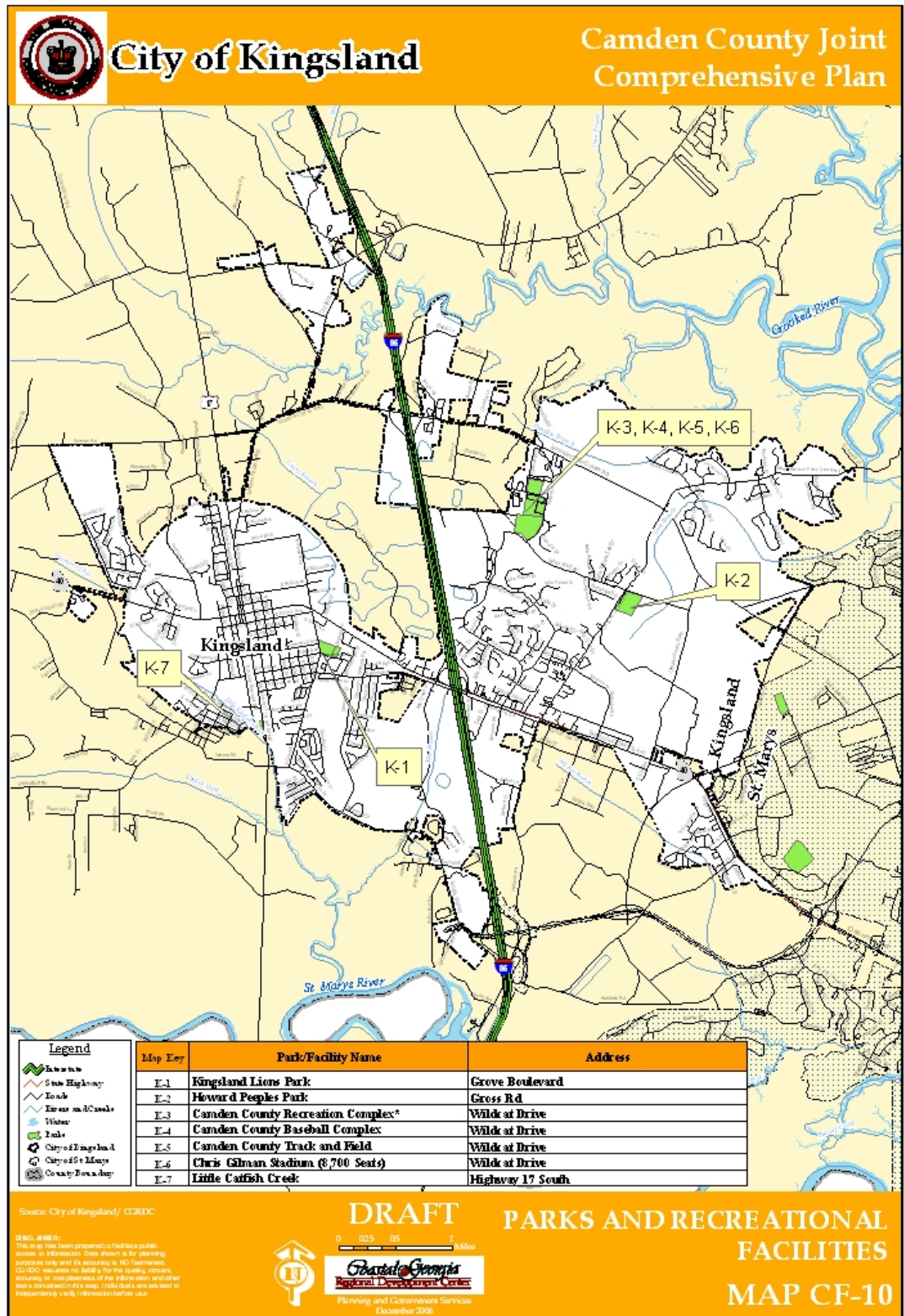
<sup>120</sup> [http://www.georgiaplanning.com/dataviews/census2/dv\\_project.asp?DV=Population&Y80=Y](http://www.georgiaplanning.com/dataviews/census2/dv_project.asp?DV=Population&Y80=Y)

Map CF-9

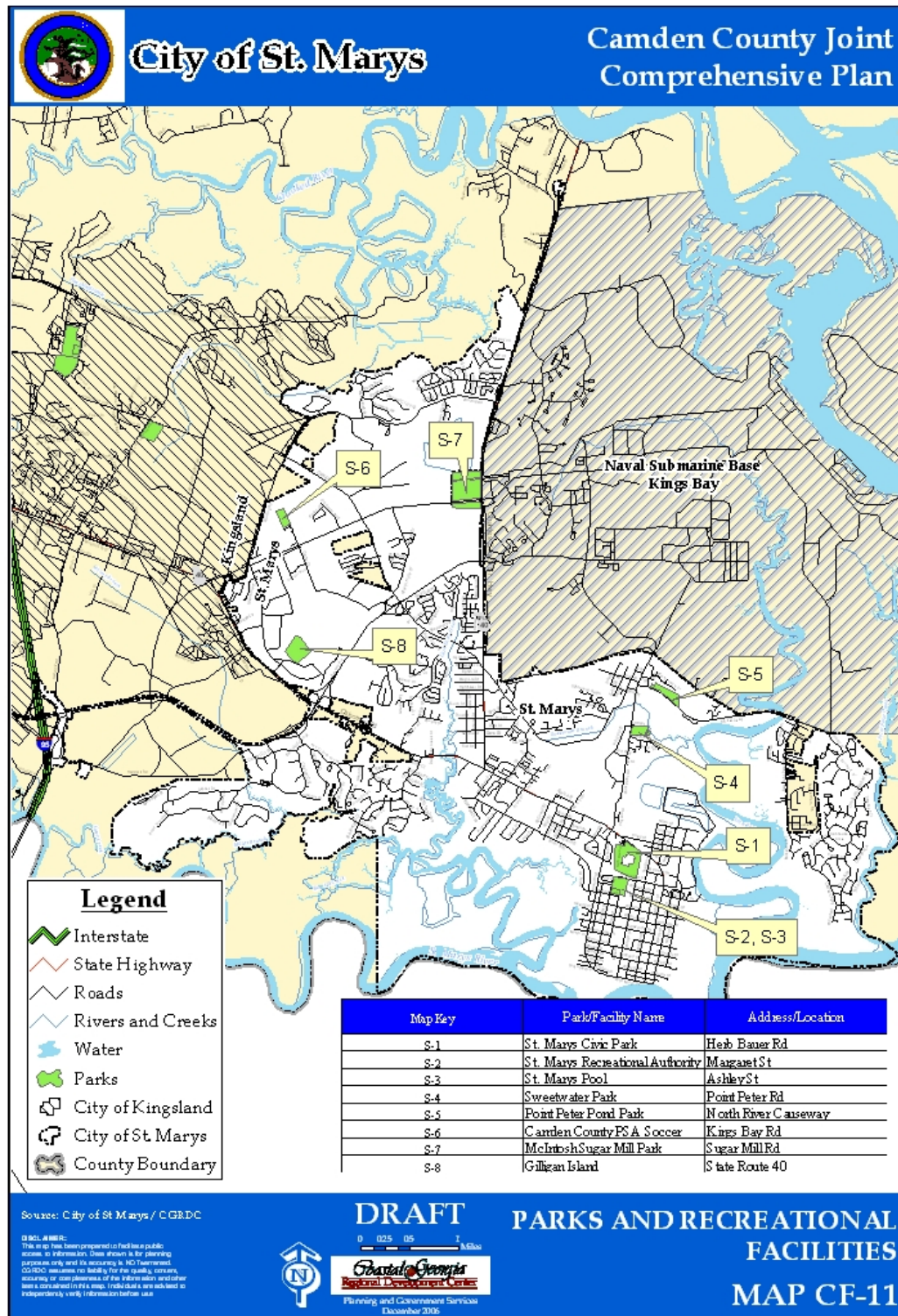




Map CF-10

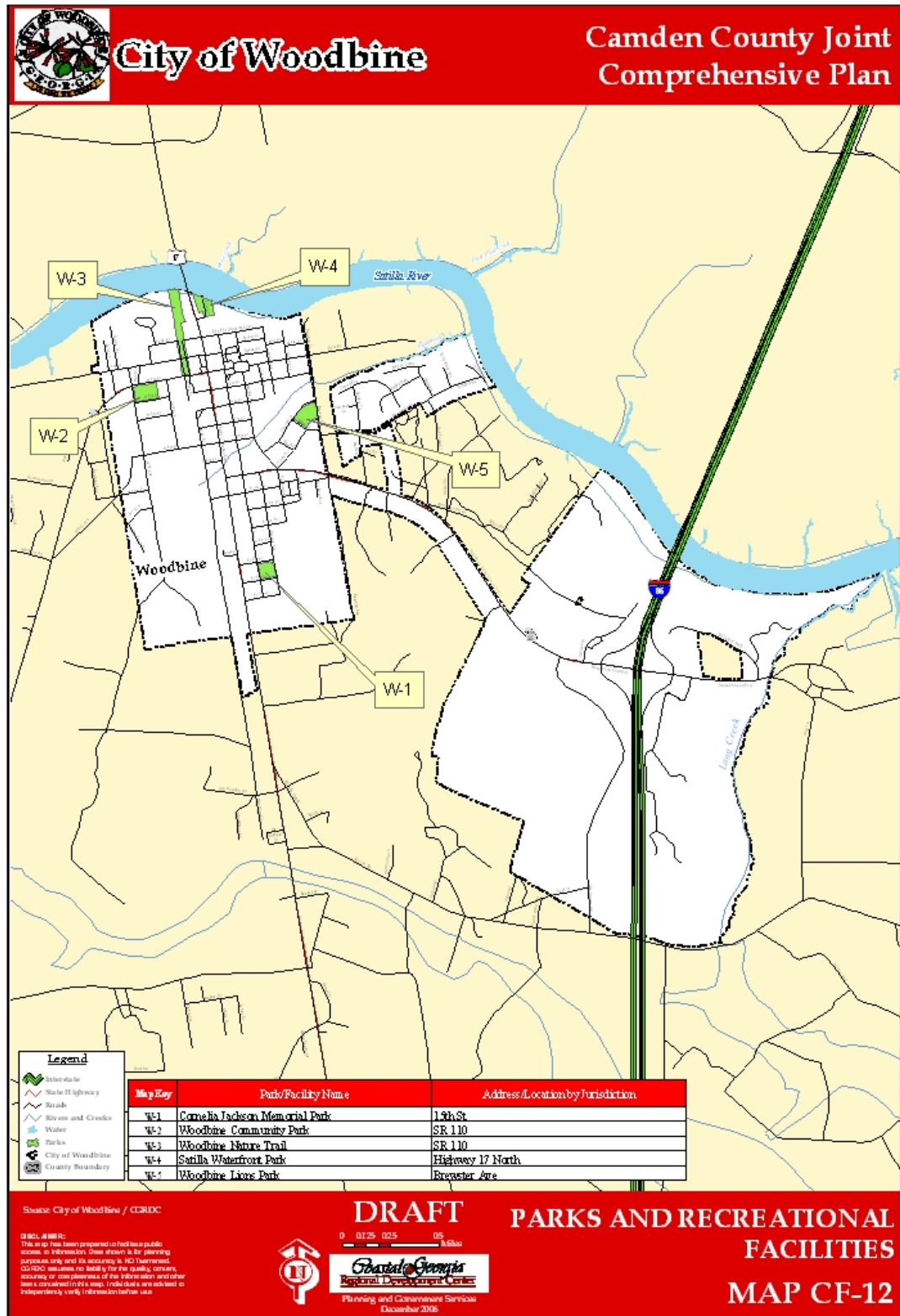


Map CF-11





Map CF-12



## Administrative Services

### *Camden County*

Camden County operates under a commission form of government. The Camden County Board of Commissioners consists of five members elected by popular vote. The terms are for four years, with an election being held every two years for the purpose of continuity. A Commission Chairman and Vice Chairman are elected on an annual basis. The Camden County Board of Commissioners manages the unincorporated County and addresses concerns that may affect the entire County. Full-time staff positions include the County Manager (position has been vacant since 2005), County Clerk, and Code Enforcement officer. The County Manager handles the daily operations of the County government, acts as the liaison between the commissioners and the public by responding to inquires and resolving conflicts, managing investments of County funds, and preparing and monitoring the use of economic development grant applications and execution of grant administration. The County Clerk is a full time staff position that provides information to callers regarding County government operations and conducts research and compiles information for the County. Code enforcement consists of one full-time employee that ensures that the County codes and ordinances are not violated and issues warnings and citations as required. Camden County's administrative facilities are listed in Table CF-7.

**Table CF-7**  
**Administrative Facilities in Camden County**

Facility	Address/Location	Year Built	Estimated Useful Life
Courthouse Annex Building	200 East 4 <sup>th</sup> Street Woodbine, GA 31569	1978 Renovated 1987	20 years
County Annex Building	107 North Gross Road Kingsland, GA 31548	1988	30 years
Facilities Management Building	1144 Godley Avenue Woodbine, GA 31569	2005	40 years

The current needs of the County are not being met in regards to the ability to provide code enforcement, animal control, and planning/zoning services. The needs of the County are increasing because of the continued development within the County, so therefore additional staff will be needed in the future.

***Kingsland***

Kingsland operates under a manager-council form of government, and each is elected at large for four-year terms. There are four members on the City council. Full time employees include: a City Manager who manages the day to day operations of the City of Kingsland; a City Clerk who is responsible for the record keeping for the City of Kingsland; a Code Enforcement Officer; a Planning and Development Director responsible for zoning, development, business licensing, and GIS for the City of Kingsland; one Economic Development Director responsible for promoting business retention and location; one Downtown Development Director; two building division personnel responsible for building inspection and issuance of building permits; one business license clerk responsible for accepting licenses, monitoring of delinquent licenses, and building inspection reporting; and one



The City of Kingsland Municipal Services building was built in 2000, and is located on North Lee Street.

GIS/GPS technician responsible for data collection, analysis of GIS data, data development, and map production.

Other City services include: Fleet Services (three full time personnel), which is responsible for up-keeping of vehicles; the Tourism and Visitors Bureau (two full time employees), which is responsible for promoting tourism and marketing in Kingsland; and the Human Resources Department (one full time personnel), which is

responsible for hiring/risk management/benefits. Kingsland’s administrative facilities are listed in Table CF-8.

**Table CF-8  
Administrative Facilities in Kingsland**

Facility	Address/Location	Year Built	Estimated Useful Life
City Hall	107 South Lee Street Kingsland, GA 31548	1928	More than 50 years
Fleet Services Building	595 S. Grove Blvd. Kingsland, GA 31548	1986	20 Years
Storage - O.F. Edwards School Building	N. Lee Street	1930	50 Years
Municipal Services Building	691 N. Lee Street Kingsland, GA 31548	2000	More than 50 years



The facilities in Kingsland adequately meet the needs of the City. Future additions to the municipal facilities inventory include a new tourism/welcome center that is to be located near the SR 40/I-95 intersection.

### *St. Marys*<sup>121</sup>

St. Marys operates under a manager, mayor, and six-member council government. The City Manager is responsible for managing and coordinating all functions within the City. The City Clerk works directly for the City Manager and interfaces with the City Council coordinating council minutes, elections, deeds, and other functions as assigned. An administrative clerk works directly for the Mayor and City Manager performing administrative duties, and coordinating their appointments and work schedules. Other City departments containing full-time staff positions include Human Resources, Planning and Zoning, Economic Development, Code Enforcement, Finance, Building Inspection, and Information Technology.

St. Marys' administrative facilities are provided in Table CF-9.

**Table CF-9  
Administrative Facilities in St. Marys**

Facility	Address/Location	Year Built	Estimated Useful Life
City Hall	418 Osborne St St. Marys, GA 31558	1962 Renovated 1993	50 years
Tourism Building	406 Osborne St St. Marys, GA 31558	1954 Renovated 2001	50 years
Economic Development Building	400 Osborne St St. Marys, GA 31558	1950 Renovated 2005-2006	50 years

The current facilities do not meet the needs of the City of St. Marys' administrative services. The City Hall offices are small and overcrowded. The employees have outgrown the space available within City Hall. A building adjacent to City Hall has been expanded to provide additional office space for the Building and Planning Departments, but the two departments are finding that they have already outgrown the new space.

<sup>121</sup> City of St. Marys Planning Director – From the CGRDC Community Facilities Survey

The City anticipates hiring additional employees to include an Assistant City Manager, and a City Clerk assistant.

With the rapid population growth, service demands will necessitate the expansion of the Finance Department to enhance the City's ability to process bill payments, water meter installs, meter readers, and other associated services. These additional staff will need vehicles, computers, and office space.

### ***Woodbine***

A mayor and four-member council serves the City of Woodbine, all of whom are elected at large for four-year terms. The City's day-to-day operation is coordinated through a full-time City Administrator, who is assisted by the City Clerk. Administrative services include tax collection, zoning, planning, water and sewer collection, and the Better Hometown program. Administrative facilities include the Woodbine City Hall (1987), located at 310 Bedell Avenue, the Municipal Services Building (1966), located at 103 East 8<sup>th</sup> Street, Public Safety Building (1989), located at 607 Bedell Avenue, Street/Solid Waste Building (2003), located at 1710 Bedell Avenue, and the Records Retention Building ((1960) at 107 East 8<sup>th</sup> Street. The current facilities do not meet the needs of the City staff. The city also needs planning staff and additional office space to meet the needs of the employees and community.



Woodbine City Hall on Bedell Avenue.

### **Education**

The public school system is operated entirely by the Camden County Board of Education and consists of thirteen public schools located throughout the County and the three Cities (See Table CF-10). All schools within the system are accredited by the Southern Association of Colleges and Schools. According to the Camden County Board of Education, some schools have also received awards for levels of academic achievement.

There are at least three private education centers in the County with one featuring pre-school/kindergarten education and two offering full elementary and secondary programs. The Coastal Georgia Community College (CGCC) Camden Center, located in Kingsland, is the primary post secondary educational institution in the County. It is part of the University System of Georgia and operates as a technical college under the Department of Technical and Adult Education.

**Table CF-10**  
**Educational Facilities in Camden County**

Facility Name	Address/Location	Acres	Grades	Maximum Enrollment	Current Enrollment	Year Built	Estimated Useful Life
Camden County High School	6300 Laurel Island Parkway Kingsland, GA 31548	60	10-12	2975	1977	1994	40 yrs
Ninth Grade Center (CCHS)	6300 Laurel Island Parkway Kingsland, GA 31548		9	included above	859	1999	40 yrs
Camden Middle	1300 Middle School Dr. Kingsland, GA 31548	30	6-8	1200	1333	1982/2000	40 yrs
St. Marys Middle	2600 Osborne Rd St. Marys, GA 31558	45	6-8	1300	955	2006	40 yrs
Crooked River Elementary	3570 Charlie Smith, Sr. Hwy St. Marys, GA 31558	20	PK-5	625	443	1986	40 yrs
David L. Rainer Elementary	850 May Creek Dr. Kingsland, GA 31548	26	PK-5	550	553	1994	40 yrs
Kingsland Elementary	900 West King Ave, West Kingsland, GA 31548	26	PK-5	550	483	1993	40 yrs
Mamie Lou Gross Elementary	277 Roberts Path Woodbine, GA 31569	50	PK-5	600	399	1998	40 yrs
Mary Lee Clark Elementary	318 Mickler Dr. St. Marys, GA 31558	30	PK-5	550	648	1988	40 yrs
Matilda Harris Elementary	1100 Lakes Blvd. Kingsland, GA 31548	25	PK-5	575	680	1989	40 yrs
Sugarmill Elementary	2885 Winding Rd. St. Marys, GA 31558	26	PK-5	625	446	1997	40 yrs
St. Marys Elementary	510 Osborne St. St. Marys, GA 31558	9	PK-5	525	457	1952/1990	40 yrs
Woodbine Elementary	495 Broadwood Rd. Woodbine, GA 31569	26	PK-5	525	352	1990	40 yrs

Source: Camden County Board of Education

Currently, the educational system facilities in Camden County meet the needs of the community, although four schools have reached their maximum enrollment – Camden Middle, David L. Rainer, Mary Lee Clark, and Matilda Harris. As growth occurs, additional facilities, personnel, and land for future expansions will be needed, especially in the northern portion of Camden County.

## Libraries

There are currently two public library systems that serve the County and three Cities – the Camden County Public Library and the St. Marys Public Library. In addition, the county funds a genealogical



The Bryan-Lang Historical Library located in Woodbine has an extensive collection of artifacts and articles on the history of Camden County.  
(Photo courtesy of Patrick Hepner)

library in Woodbine that is operated by the Bryan-Lang Historical Library Board.

The Camden County Public Library is located at 1410 Highway 40 East in Kingsland. Current needs of the community are not being met to their fullest extent. This facility would be of greater use to the community if it were open more than two evenings per week. An additional staff member would allow the library to be open for at least four nights per week. There is also a need for a 5,000 to 7,500 square feet public library facility to serve the Woodbine

and Northern Camden County area.<sup>122</sup> Funding would have to be reserved to provide for the furnishings, and equipment, a beginning collection of library materials, and staff to operate the facility.

The St. Marys Public Library is located at 100 Herb Bauer Drive. The facility was built in 1989 and the estimated useful life is 50 years. The library is currently being expanded. The current circulation is 138,594 volumes. This location does not meet the needs of the community. According to the Library Director, all bookshelves are filled, with no room for expansion. The facility has no quiet rooms or storage space, and does not contain a room designated for children's programs. In order to meet the future needs of the community, the current facility needs to be expanded to include rooms designated for specific programs and additional shelving to accommodate the growing collection of books and other material.

<sup>122</sup> Jim Darby, Camden County Public Library Manager – from CGRDC Community Facilities Survey

## Consistency with Service Delivery Strategy

The Georgia Department of Community Affairs requires that all community facilities addressed in this element are reviewed for consistency with the current service delivery strategy. A review of facilities and services conducted during this planning process confirms that there are amendments that have occurred in the way services were provided under the current Camden County Service Delivery Strategy developed in 1999. Table CF-11 provides an assessment of the services provided by Camden County and the cities of Kingsland, St. Marys, and Woodbine.

**Table CF-11**  
**Service Delivery Strategy**

Service Provided	Service Provided By				Comments:
	Camden County	Kingsland	St. Marys	Woodbine	
Airport			X		
Animal Control	X	X			Cities contract with the county.
Animal Shelter	X				Cities contract with the county.
Building Inspections	X	X	X	Handled jointly with Kingsland.	
Building Permits	X	X	X	Handled jointly with Kingsland.	
Cemeteries		X	X		
Code Enforcement	X	X	X	X	
Cooperative Extension Service	X				County provides services to the all cities.
Courts (magistrate)	X				
Courts (municipal)		X	X	X	
Courts (traffic)	X	X	X	No Police Department	
Courts (superior)	X				
Department of Family and Children Services (DFACS)	X				County provides services to all cities.
Development Authority (County and Cities)	Joint Development Authority with Cities	DDA and KDA	DDA and IDA	DDA	
Other District Authority	None	None	None	None	
District Attorney	X				County provides services to all cities.
Emergency Management Agency	X				County is primary provider.
Emergency Medical Services	X	X	Agreement to provide housing in City fire building.		
E-911	X				County provides services to all cities.
Fire Protection	X	X	X	County	
Golf Course	None	None	None		The Trident Golf Course (NSBKB is open to the public.
Health Department	X				County provides services to all cities.
Jails	X		Processing Center		
Landfills	X				

Service Provided	Service Provided By				Comments:
	Camden County	Kingsland	St. Marys	Woodbine	
Library	Two Libraries		X		County Branches in Kingsland and Woodbine.
Mosquito Spraying	X				County provides services to all cities.
Occupational Tax Collections	X	X	X	X	
Planning and Zoning	X	X	X	By Contract	
Police	X	X	X	County Sheriff	
Public Defender	X	X	X		Provided at the county level.
Recreational and Leisure Services	X		X	PSA	Provided by the Public Service Authority. St. Marys has a water park.
Road Construction and Maintenance (Repair)	X	X	X	By Contract	
Road Maintenance (Clean/Mow)	X	X	X	X	
Senior Citizens Services	Provided by State and CGRDC.		X		St. Marys has own service and building.
Sewer		X	X	X	
Sheriff	X	X	X		
Solid Waste Collection	X	X	X	X	
Tax Assessor	X				County provides services to all cities.
Tourism and Welcome Center		X	X		
Voter Registration	X				County provides services to the cities.
Water		X	X	X	

The City of Kingsland has mutual aid agreements with the City of St. Marys and with Nassau County, Florida for fire suppression.

The City of St. Marys has mutual aid agreements with the Navy Base for security services, fire, and EMS. The City also has an agreement with Georgia Forestry to manage fire suppression in the wooded areas.

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## ***Intergovernmental Coordination***

The Intergovernmental Coordination element aids local governments in Camden County in assessing their coordination mechanisms and processes. These mutual agreements facilitate resource sharing and intergovernmental support. These may include the countywide Service Delivery Strategy, intergovernmental agreements, joint planning and service agreements, special legislation, joint meetings, and work groups for the purpose of coordination.

The leaders of Camden County and the Cities of Kingsland, St. Marys, and Woodbine purport a good working relationship. There are many aspects of the functions of the jurisdictions that are coordinated to some degree. The task of this element is to assess the existing coordination mechanisms and processes between the jurisdictions. The outcome of this element is to aid the local governments in Camden County to develop functional mutual agreements and identify new opportunities to coordinate activities. Hard work is required to maintain these relationships in good order.

This element will also touch on coordination with other local governments, including adjacent counties and cities and will briefly look at relationships with state and federal coordination. These mutual agreements facilitate resource sharing and intergovernmental support. Also, additional opportunities for cooperation are considered.

In the following paragraphs, the many services offered by the jurisdiction are presented. These services are offered in different manners and under different structures.

**Airport:** The City of St. Marys operates an airport. Camden County and the Cities of Kingsland and Woodbine do not operate airports.

**Animal Control.** Camden County and the City of Kingsland provide animal control services whereby they investigate reports of animal bites, cruelty to animals, and strays. They also impound animals and enforce local animal laws within their jurisdictions. The County provides services for St. Marys and Woodbine.

**Animal Shelter.** Camden County and the cities of Kingsland, St. Marys, and Woodbine provide funding for the operation of the Humane Society in the County. The Humane Society provides temporary shelter and adoption services of stray animals within the county.

**Building Permits and Inspections.** Camden County and the Cities of Kingsland and St. Marys provide building inspections within their respective jurisdictions. These inspections including manufactured housing, electrical inspections, plumbing inspections, and sewer tap inspections. Kingsland and St. Marys provide their own building inspections. Woodbine collects the fees for building permits and contracts with Kingsland for building inspections. Kingsland and St. Marys operate their permitting office with monies from the General Fund.

**Cemeteries.** The Cities of Kingsland and St. Marys each operate and maintain a cemetery. The cemeteries are funded through each City's General Fund.

**Code Enforcement.** The County and the Cities all provide code enforcement to ensure that the local ordinances are being followed.

**County Extension Service.** County Extension Service is provided on a countywide basis with State funds.

**Court (Magistrate).** The County Magistrate Court provides small claims court services, criminal bad check processing, criminal arrest and search warrants, first appearance/bond hearings, and preliminary and committal hearings. The court is located in Woodbine.

**Court (Municipal).** The City municipal courts are responsible for the administration of justice and enforcement of state and local laws.

**Court (Traffic).** The City traffic courts are responsible for the administration of justice and enforcement of state and local laws. The City of Woodbine's Traffic Court services are provided by the County Probate Court.

**Court (Superior).** The Superior Court is responsible for the administration of justice and enforcement of state and local laws. The court deals with civil and criminal matters.



A new courthouse facility was built adjacent to the historic courthouse in Woodbine.

**Department of Family and Children Services (DFACS).** The Camden County DFCS provides a number of services to families, children, and disabled adults. It investigates abuse and neglect to children and disabled adults and provides placement and adoption services for children in State custody. It provides outreach services to the elderly and disabled and needed services to families, including assistance with childcare resources.

**Development Authority.** The County and Cities support a Joint Development Authority that assists with economic development within the County by providing information on properties and buildings, incentives, and area demographics. The Cities of Kingsland, St. Marys, and Woodbine also operate downtown development authorities. In addition, Kingsland and St. Marys operate industrial development authorities.

**District Attorney's Office.** The District Attorney's Office prosecutes all felonies, misdemeanors, and juvenile criminal cases.

**Emergency Management Agency.** The Emergency Management Agency develops emergency plans including evacuation plans; the agency provides training, exercises and public education. It maintains the readiness of the County Emergency Operations Center and maintains evacuation readiness.

**Emergency Medical Service (EMS).** Camden County provides Emergency Medical Service. Emergency Medical Service consists of emergency medical technicians and ambulances. The service is countywide, and is funded through the general fund. Kingsland operates a "First Responder" service, which provides paramedic aid, but does not provide transport. The City of St. Marys provides housing in their fire department building for the County services. St. Marys has a mutual aid agreement with the Naval Base for emergency medical services.

**Fire.** The County and the Cities of Kingsland and St. Marys operate independent fire services. Fire services include fire suppression, protection, public education and training, rescue, plan reviews, and investigation. Woodbine contracts with Camden County for the provision of fire suppression services. The contract is renewable yearly. Kingsland and St. Marys have mutual aid agreements with Georgia Forestry and the Naval Base. The City of Kingsland also has mutual aid agreements with the City of St. Marys and with Nassau County, Florida for fire suppression.

The City of St. Marys also has mutual aid agreements with the Navy Base for security services, fire, and EMS. The City has an agreement with Georgia Forestry to manage fire suppression in the wooded areas.

**Health Department.** The Health Department operates to ensure public health. Medical services include screenings, exams, breast exams, immunizations, and provision of low cost medicines. It provides services for expectant mothers and newborns, including prenatal assistance, home visits, and assistance for breastfeeding. It also provides classes to help people quit smoking. Environmental services include monitoring of food, potable water, air quality, and sewage treatment. They also include inspection of residential housing, group housing, tourist accommodations for health and safety issues, inspection of public and commercial facilities for health and safety issues, inspection of new buildings for satisfaction of Americans with Disabilities (ADA) requirements, disease investigation, mosquito abatement, disaster assistance for persons with special needs, and review of new construction site plans for compliance with health and safety issues.

**Jails.** Camden County is responsible for the operation and maintenance of the County Jail. St. Marys operates a processing center.

**Landfill.** The county provides a landfill for municipal solid waste disposal. The landfill currently accepts out-of-County waste for disposal. In addition, the County provides a central drop-off site for yard waste. The landfill operates through an enterprise fund.

**Library.** The county operates two public libraries, and St. Marys operates one. Both purchase and circulate books, videos, and tapes, answer reference questions, assist patrons, and maintain reference materials, periodicals and other various documents. Both are funded through their jurisdiction's general funds. The County operates the Bryan-Lang Historical Library in Woodbine and the Camden County Public Library in Kingsland.

**Occupation Tax Collection.** Kingsland, St. Marys, and Woodbine collect occupational taxes from businesses within their jurisdictions. Camden County collects occupation taxes within the unincorporated area. Within the County, the occupational tax collection office is operated using revenues from fees.

**Police/Sheriff's Patrol.** The Kingsland and St. Marys police departments are responsible for law enforcement, primarily within their jurisdictions through patrols, investigation, and crime prevention. Woodbine contracts with Camden County for police services. In addition, they perform public assistance through non-emergency response, traffic control, natural disaster assistance, rapid response for emergency medical assistance, and mutual aid to other law enforcement agencies. The Sheriff's office provides law enforcement through patrols in the unincorporated County.

**Public Defender.** The Public Defender Office represents indigent criminal defendants in both felony and misdemeanor cases in Camden County Superior Court. Defense is provided by contract public defenders. Camden County and the Cities of Kingsland and St. Marys provide services. Woodbine contracts with the County.

**Recreation/Leisure Services.** The Camden County Public Service Authority is responsible for the county parks, and operates as a quasi-governmental organization. The Public Service Authority provides programs for exercise, recreation, health, and education to all County residents. Programs include youth and adult sports programs swim lessons, lifeguard training, Special Olympics, senior citizen water programs, arthritis classes, youth and adult recreation programs, fitness programs for all ages, various social classes, special events, rental service for pools, fields, and maintenance of public boat ramps. The Public Service Authority is funded



Camden Community Center is just one of a number of recreational facilities operated by the PAS.  
(Photo courtesy of Patrick Hepner)

through the County's general fund. The City of St. Marys operates a water park.

**Road Construction/Maintenance.** The cities and county perform construction and maintenance on roads and road surfaces within their jurisdictions. Road construction and maintenance is paid for through the general funds of each.

**Senior Citizen Services.** The County and the City of St. Marys provide services to senior citizens, including daily lunch, weekly transportation for errands and medical visits, medical insurance coordination, exercise, and social activities. The County Senior Center is in the City of Woodbine.

**Sewer.** The cities of Kingsland, St. Marys, and Woodbine operate sanitary sewer systems. The services extend into unincorporated areas. The services are funded by enterprise funds for water and sewer.

**Sheriff – Constitutional Duties.** The Sheriff’s Office provides the required services according to the Georgia State constitution. The office also performs public assistance through non-emergency response, traffic control, natural disaster assistance, rapid response for emergency medical assistance and mutual aid to other law enforcement agencies. In addition, the office is responsible for jail operations, the County’s E-911 system operation, court security, marine patrol, and search and rescue.

**Solid Waste Collection.** Solid waste collection is provided within all jurisdictions. Kingsland, St. Marys, and Woodbine perform their own trash collection. Camden County employs a private contractor to provide curbside pickup in the unincorporated areas. All jurisdictions fund the service through their general fund.

**Tourism/Welcome Center.** The cities of Kingsland and St. Marys provide funding for welcome centers that offer information to tourists and newcomers.

**Voter Registration.** The Office of Voter Registration is responsible for registering voters and maintaining the election lists.

**Water.** The cities of Kingsland, St. Marys, and Woodbine operate and maintain City water systems, and the cities provide water service to some adjacent areas of unincorporated Camden County. In each instance, the service is funded by the City’s enterprise fund.



The County Board of Elections is located in the Atkinson Memorial Building on the Courthouse Square in Woodbine.

The adequacy and suitability of the coordination mechanisms address many of the needs of the community. The communities could work harder to celebrate and promote unifying efforts. The quasi-governmental Public Service Authority is a good example of the cooperative efforts in the community. The Cities have opportunities for cooperation in areas such as future annexation, Maps and plans, economic diversification, and restoration of historic and tourist areas. One future area of cooperation will be implementation of this comprehensive plan. An oversight committee/agency could be designated with the responsibility of evaluating progress. There is also an opportunity for cooperative work in responding to the accelerating growth rate experienced throughout the County.

Intergovernmental coordination could be enhanced by education on the advantages of intergovernmental cooperation.

There needs to be coordinated efforts to provide community-based services in population dense areas using single distribution points for services. The County and Cities need to work together to ensure they are receiving at least minimal levels of services.

## **Adjacent Local Governments**

Camden County is surrounded by Glynn County to the North, Brantley County to the Northwest, Charlton County to the Southwest, and on the South by Nassau County in the State of Florida. The Cities of St. Marys and Kingsland are contiguous with each other.

## **Independent Special Authorities and Districts**

The Southeast Georgia Joint Development Authority includes Camden County. The Authority encompasses a six-county region, and positions the member counties to take advantage of state grants specific to economic development projects that provide regional benefits. There are no other independent special authorities or districts that operate in the county or cities except for the aforementioned development authorities and the County Public Services Authority.

## **School Boards**

The County is served by the Camden County School System. The School board has five members plus the Superintendent who has no vote. Camden County is home to one comprehensive high school (with a separate center for ninth graders), two middle schools, nine elementary schools and an Alternative School. The system serves approximately 9,600 students. The School Board service area includes the cities of St. Marys, Kingsland, and Woodbine, and Naval Submarine Base Kings Bay. The federal government provides a substantial part of the school system's budget because of the high number of military dependents who attend school in Camden County.

## **Independent Development Authorities and Districts**

The Camden County Joint Development Authority is governed by a Board of Directors comprised of corporate executives, utility executives, bankers, real estate developers, insurance executives, small business owners and State of Georgia department directors. The daily operations are handled by the Authority's Executive Director and staff. The County also operates a Public Services Authority that operates several parks in the County and cities.

## **Federal, State, or Regional Programs and Activities**

The Coastal Georgia Regional Development Center (RDC) serves Camden County and the Cities of Kingsland, St. Marys, and Woodbine. The RDC is the regional planning agency for the coastal Georgia region. All planning activities in Camden County should be consistent with the Regional Plan produced by the RDC. The RDC works with and serves governments within its 10 county coastal region.

Camden County is included within the Coastal Zone Management (CZM) Program of the State of Georgia. CZM is implemented primarily by the Coastal Resources Division of the Georgia Department of Natural Resources and covers all tidally influenced waters. It serves several functions including managing saltwater fisheries, monitoring water quality, administering coastal marshland permits and shore permits, providing technical assistance, and reviewing federal activities for consistency with state laws and program requirements.

The University of Georgia Cooperative Extension Service office in Woodbine serves all of Camden County. Congress established the Cooperative Extension Service in 1914 to deliver information from land-grant colleges and universities to all Americans, particularly those who lacked access to formal education. Today, County Extension agents help keep farmers abreast of the latest agricultural technology, research, and marketing strategies. Some agents help parents cope with the pressures of balancing work, home, and children; others help keep families healthy with information on nutrition and food safety.

The Georgia Department of Family and Children Services (DFCS) operates throughout Camden County. The DFCS is a division of the Department of Human Resources that investigates child abuse; finds foster homes for abused and neglected children; helps low income, out-of-work parents get back on their feet; assists with childcare costs for low income parents who are working or in job training; and provides support services and programs to help troubled families.

## **Key State Agencies**

The Georgia Department of Transportation (GDOT) was created in 1972 by former Governor Jimmy Carter. Camden County and the Cities are eligible to receive state and federal transportation funds through GDOT. The Georgia Department of Transportation plans, constructs, maintains, and improves the state's roads and bridges. In addition, GDOT provides planning and financial support for other modes of transportation including bicycle paths, mass transit, and airports.



Camden County and the Cities interact with the Georgia Department of Natural Resources (DNR) through the Department's various divisions, which include Coastal Resources, Historic Preservation, Wildlife Resources, Environmental Protection, Pollution Prevention Assistance, and State Parks and Historic Sites.

Created in 1977, the Georgia Department of Community Affairs (DCA) serves as an advocate for local governments. DCA provides a major review function in terms of this comprehensive plan and others in the region. State policies are often articulated through DCA, which provides extensive resources in the areas of building codes, coordinated planning, housing, and more. DCA's purpose is to seek out ways to improve the quality of life for Georgians.

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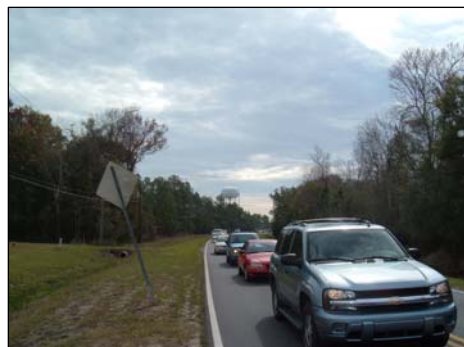
## Transportation System

Examining the existing transportation network in a rapidly growing area such as Camden County is essential to the vitality of the community. Transportation planning is a constantly changing, continuous process that examines the current demands and the expected future demands of the community in order to ensure that transportation improvements best suit the needs and desires of the area. In a rapidly growing area, it is important to constantly monitor the changing demands in order to efficiently accommodate existing and future travel demands and mitigate the negative impact of transportation systems on the natural and social environment.



There is only one traffic signal in Woodbine.

## Road Network



Traffic backs up on Spur 25 before entering the City of Woodbine.

Camden County is located in the Southeast corner of Georgia bordered by Glynn County to the north, the Florida state line to the south, the Atlantic Ocean to the east, and Brantley and Charlton counties to the west. Several major highways and one interstate run through Camden County as seen on Map T-1. Interstate 95 (I-95) bisects the County running north and south through the City of Kingsland. The interstate is six lanes throughout most of the County. US Highway 17/State Road 25 (US 17/SR 25) also runs the length of the County, north and south, running parallel to I-95 through Kingsland and Woodbine. SR 40 runs east to west in the southern portion of the County traveling through the cities of Kingsland and St. Marys. State Road 110 (SR 110) enters the County in the southwest corner and exits in the northwest corner, coming into Woodbine along US 17. State Road 252 (SR 252) enters the County in the east and runs up to the northeast corner of the County briefly running along US 17 north of Woodbine.

Map T-1



Camden County has 165 miles of paved roads and 138 miles of unpaved roads.<sup>123</sup> According to the Camden County Comprehensive Transportation Plan created by Jordan, Jones, and Goulding (adopted August 2004) within Camden County in 2000, there were 460 miles of rural roads, 109 miles of urban roads, and nearly 28 miles of interstate. The Georgia Department of Transportation maintains 131 traffic counters in Camden County, 103 of which are in the unincorporated area of the County.

**Table T-1**  
**Annual Average Daily Traffic in Unincorporated Camden County**

Location	Year						
	2005	2004	2003	2002	2001	2000	1999
SR 40—between Kingsland and St. Marys	17,280	15,967	16,022	22,108	21,607	20,929	19,553
Kings Bay Rd—between Laurel Is Pkwy and CR78	12,810	13,522	12,264	10,024	9,854	19,372	7,252
Spur 40—north of intersection with SR 40	12,740	13,686	12,995	16,480	16,200	15,674	9,892
St. Marys Rd—between Colerain Rd and SR 40	12,500	12,388	11,652	10,726	10,650	9,619	10,427
Colerain Rd—between St. Marys and Spur 40	10,940	--	--	--	--	--	--

Source: GDOT, STARS program

The heaviest traffic in unincorporated Camden County is on I-95, where Annual Average Daily Traffic in 2005 was measured by seven different traffic counters ranging from 41,810 to 62,640 (GDOT, STARS program). Table T-1 shows the top five areas with the heaviest traffic in Camden County not including I-95. All of these segments are in the City of St. Marys. From 1999 to 2005, traffic on SR 40 between the cities of Kingsland and St. Marys has remained the heaviest traffic area in the County. Overall, traffic is heaviest east of I-95.

According to responses by Camden County in the Coastal Georgia RDC's Community Facilities Survey, the current street system does not meet the needs of the community. The existing roads were previously designed for less traffic flow. Increased road usage is expected due to rapid population growth and projected residential site development in Camden County. It is anticipated that the rate of deterioration of the roads will increase.

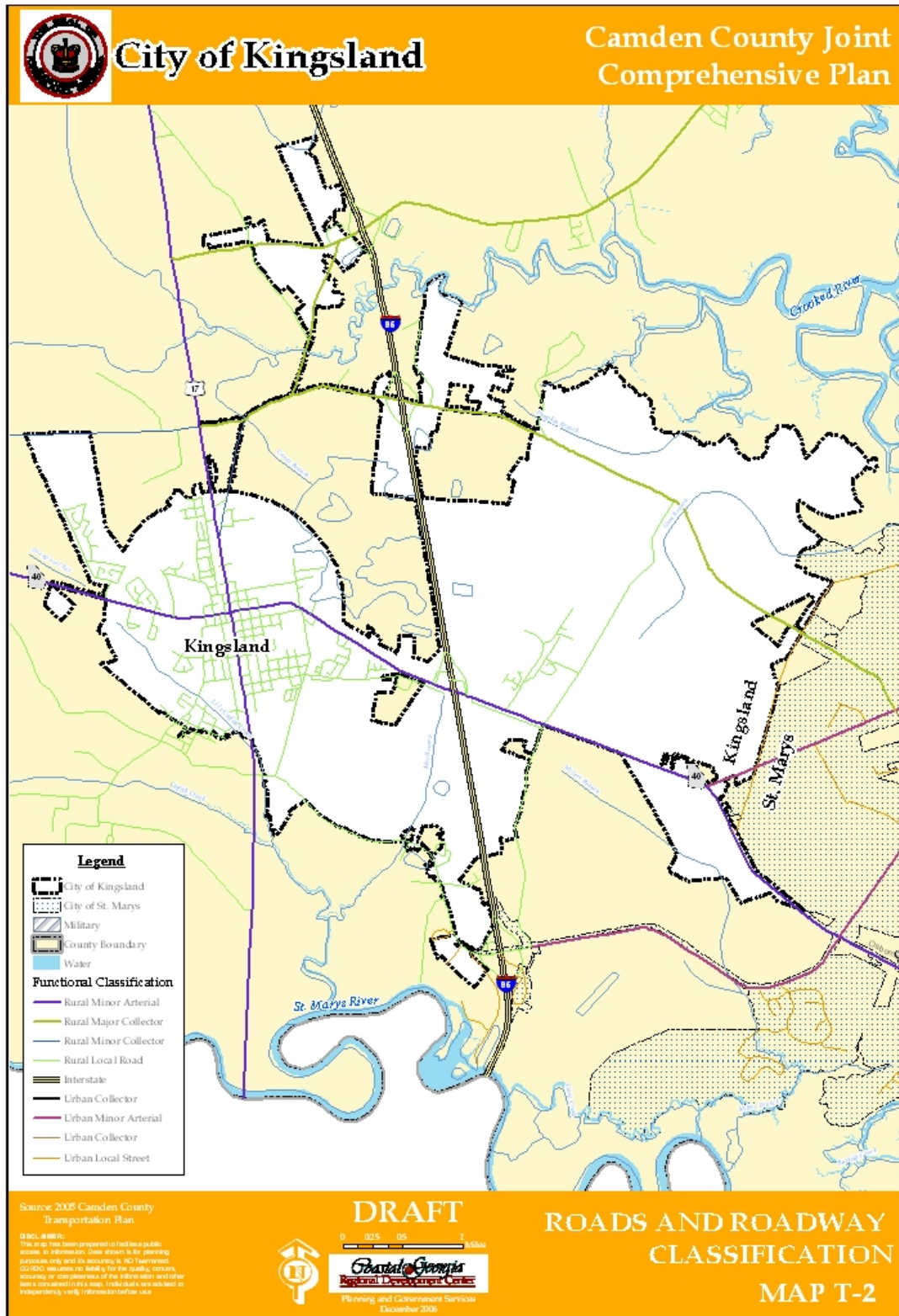
<sup>123</sup> Information provided by Camden County in the Coastal Georgia RDC's Community Facilities Survey, 2006.

Due to the increase in the volume of traffic, traffic lights will need to be installed at two or more intersections within the unincorporated County including Colerain Road and Wildcat Drive and Colerain Road and US 17.

### **Kingsland**

The City of Kingsland is located in south central Camden County. SR 40 and US 17 intersect in downtown Kingsland (see Map T-2). In addition, a portion of I-95 is within the City limits. Kingsland has 125 miles of paved roads and 1 mile of unpaved road.

Map T-2





Within the City of Kingsland, GDOT has plans to upgrade the following traffic signals:

- SR 25 (S. Lee Street) at Williams Street
- SR 25 (N. Lee Street) at SR 40 (King Avenue)
- SR 40 at Gross Road/Haddock Road
- SR 40 at Lakes Boulevard
- SR 40 at I-95 north bound ramp
- SR 40 at I-95 south bound ramp
- SR 40 at Truss Plant Road

The following traffic counts for areas within the City limits of Kingsland are provided by GDOT.

**Table T-2**  
**Annual Average Daily Traffic in Kingsland**

Location	Year						
	2005	2004	2003	2002	2001	2000	1999
US 17—north of intersection with SR 40	6,750	6,591	6,646	8,332	8,268	7,900	7,833
US 17—south of intersection with SR 40	4,410	5,369	5,334	5,139	5,100	4,933	6,048
SR 40—east of intersection with US 17	11,510	10,597	10,411	11,614	11,525	11,586	11,677
SR 40—west of intersection with US 17	8,490	8,415	8,654	8,085	7,798	8,880	7,733
SR 40—east of I-95	26,530	24,615	24,962	24,173	23,812	25,160	22,287
SR 40—west of I-95	18,560	15,798	16,923	19,953	19,800	17,985	16,983
Hilton St. and Grove Blvd	340	284	379	--	--	277	--

Source: GDOT, STARS program

As shown by Table T-2 the heaviest traffic in Kingsland is seen on SR 40, both east and west of I-95 and near the intersection with US 17. Traffic to the east of I-95 has increased by 19 percent since 1999. Traffic to the west remains slightly lower, but has increased by 9 percent since 1999.

Both community meeting and survey data collected from the public works department reflected a need for particular road improvements in the City of Kingsland in order to continue meeting the needs of the community. There is a desire to widen Laurel Island Parkway, Gross Road, and SR 40. A turn lane on Middle School Road has been requested by the community. Boone Avenue should be



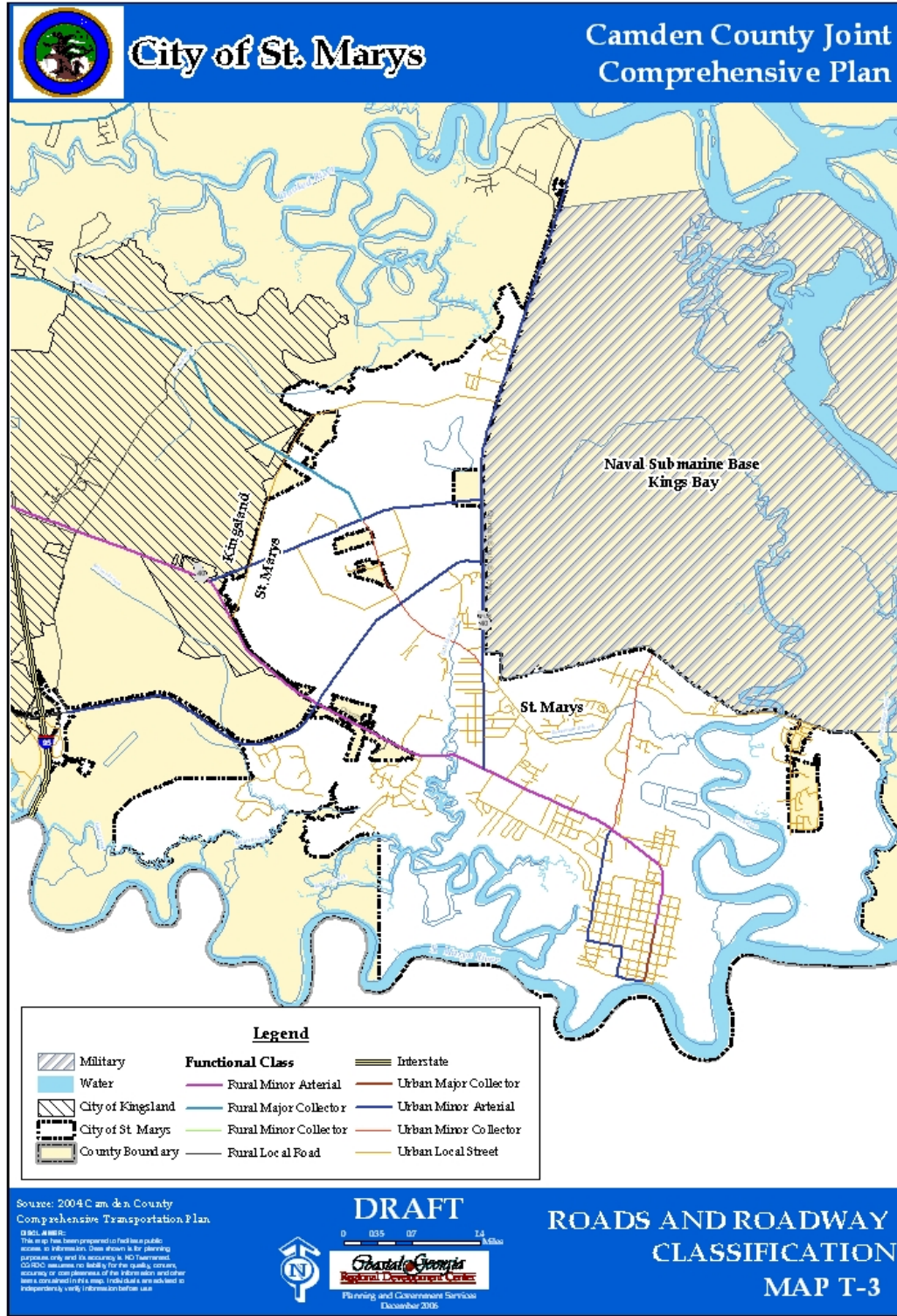
extended from Haddock East to Village Drive. Lakes Boulevard East is being extended to Wildcat Boulevard to accommodate increased traffic flow around the Camden County High School.

Possible future needs were discussed in the community meeting. These included: continuing the extension of Lake Boulevard to Wildcat Boulevard and to Charles Gillman Jr. Avenue; creating a route from Camden Woods Parkway to Laurel Island Parkway; aligning Five Points (SR 40, Grove Boulevard, and William Avenue) and installing signal; and creating turn lanes from Truss Road to Five Points.

### **St. Marys**

The City of St. Marys is located in the southeast corner of Camden County with Naval Submarine Base Kings Bay (NSBKB) to the north, the Florida state line to the south, the Atlantic Ocean to the east, and the City of Kingsland to the west. As seen on Map T-3, SR 40 connects St. Marys to I-95 running northwest and southeast through the City. Spur 40 runs along the eastern City limits abutting the NSBKB. St. Marys has 92 miles of paved roads and 3 miles of unpaved roads.

Map T-3



Within the City of St. Marys, GDOT has plans to upgrade the following signalized intersections:

- SR 40 (Osborne Street) at Dilworth Street
- SR 40 Spur at Kings Bay Road
- SR 40 Spur at St. Marys Road

While there are 13 traffic counters in St. Marys, only five have been selected for presentation based on the high demand and consistency of data from GDOT. Data is presented in Table T-3.

**Table T-3**  
**Annual Average Daily Traffic in St. Marys**

Location	Year						
	2005	2004	2003	2002	2001	2000	1999
SR 40—between Dandy St. and Miller St.	16,170	16,425	16,337	20,030	19,432	20,520	18,140
SR 40—between Gallop St. and Meeting St.	5,570	5,726	5,145	8,869	8,668	8,586	7,291
Dilworth St.—between Ashley St. and Hall St.	4,070	4,304	4,134	4,106	4,036	4,240	4,039
Osborne St.—between Conyers St. and Weed St.	3,710	4,534	3,083	4,598	4,312	3,180	3,023
New Point Peter Rd.—between K St. and Commander Court	3,230	--	--	--	--	--	--

Source: GDOT, STARS program

The heaviest amount of traffic in St. Marys is on SR 40 between Dandy St. and Miller St., which is outside of the historic downtown area. In 2005, the amount of traffic traveling through this area has decreased by 21 percent from its peak in 2000, in which the annual average daily traffic (AADT) was 20,520 vehicles. This decrease is largely due to the closing of the Durango Paper Mill in 2002.

The second heaviest level of traffic in St. Marys was also on SR 40, but closer to the downtown area. The AADT has also decreased from its high in 2002 by 37 percent in 2005. Again, it is likely due to the closing of the Durango Paper Mill.

New development is occurring off New Point Peter Road, as shown by the 3,230 AADT.

Unfortunately, historic data is not available for this location, but it will continue to be important to monitor traffic levels as development in this area occurs.

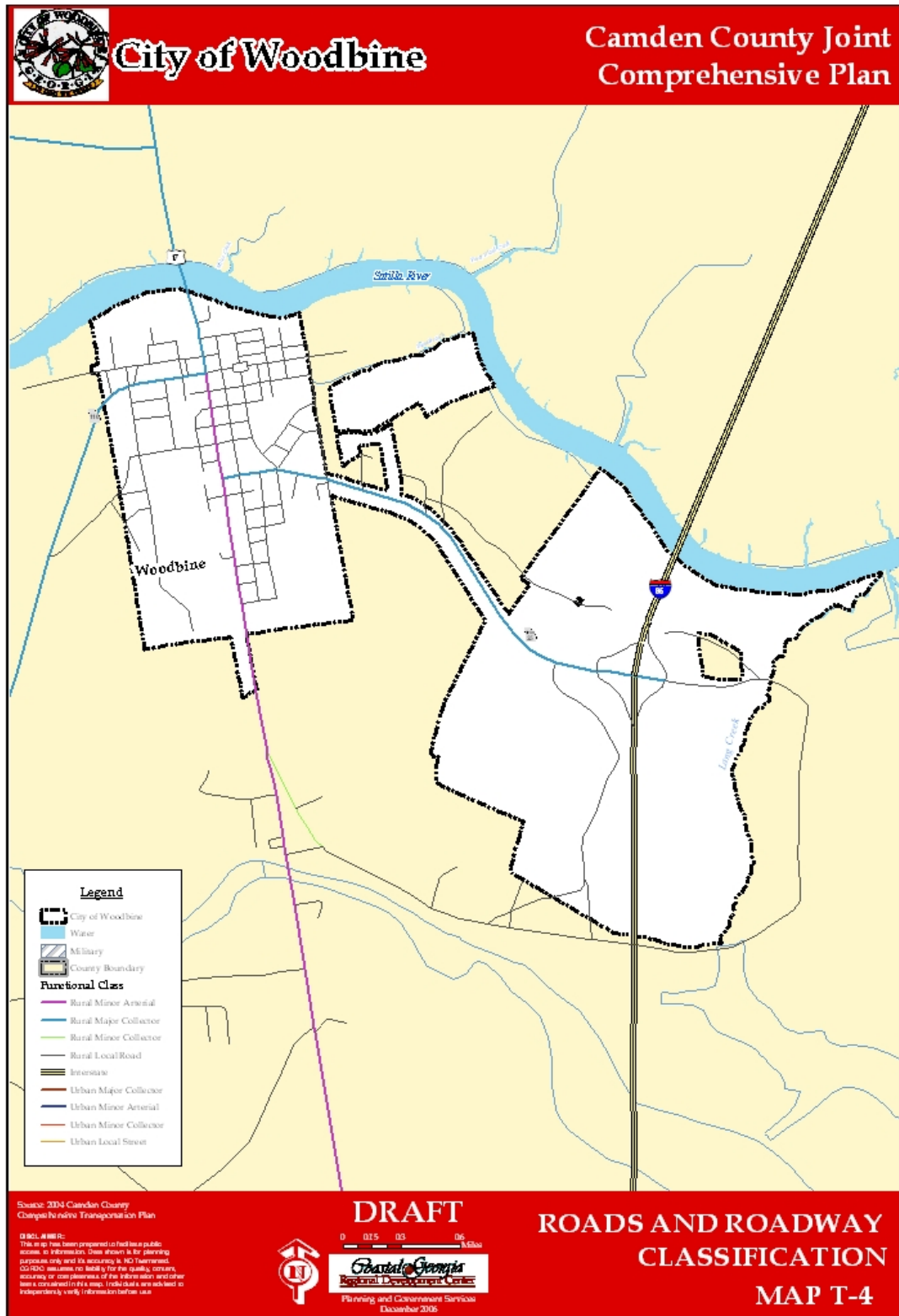
Both the community meetings and information provided by the City's Engineer cited the need for improvement in the New Point Peter Road area to meet the needs of new development including the need for bicycle and pedestrian facilities. Additional suggestions were made in the community meeting including:

- Adding an alternate road parallel to SR 40 and Douglas Road through airport property to Osborne Road and Point Peter Road;
- Expanding the North River Causeway approaching Naval Submarine Base Kings Bay;
- Widening Colerain Road, Winding Road, North River Causeway, New Point Peter Road, and Douglas Road to Point Peter Road; and
- Improving traffic signalization management.

## **Woodbine**

The City of Woodbine is centrally located in Camden County. US 17 runs north and south through bisecting the City. SR 110 intersects with US 17 in northern Woodbine, and SR 25 intersects with US 17 in the southern portion of the City (See Map T-4). Woodbine has 27 miles of paved roads and 6 miles of unpaved roads.

Map T-4



There is only one signalized intersection in Woodbine. The GDOT has no plans to upgrade or add traffic signals in the City of Woodbine.

Bridges in Woodbine were not mentioned as an issue faced by the City in public meetings.

The following traffic counts for areas within the City limits of Woodbine are provided by GDOT (see Table T-4).

**Table T-4**  
**Annual Average Daily Traffic in Woodbine**

Location	Year						
	2005	2004	2003	2002	2001	2000	1999
US 17—south of downtown	2,620	3,129	3,044	4,088	4,057	3,554	4,092
US 17—south of intersection with SR 25 (10 <sup>th</sup> St.)	2,680	3,139	3,071	3,581	3,583	3,640	4,118
US 17—at SR 25 (10 <sup>th</sup> St.)	5,100	5,768	5,429	6,381	6,332	5,370	6,286
US 17—north of downtown	3,340	3,779	3,620	3,721	3,693	3,243	3,897
SR 110 (4 <sup>th</sup> St.)—west of US 17	1,300	1,230	1,092	1,552	1,550	1,762	1,398
SR 25 (10 <sup>th</sup> St.)—at Court Ave, E. Halifax, and GA Ave.	3,340	3,292	3,229	3,312	3,307	3,112	3,302
SR 25 (10 <sup>th</sup> St.)—west of I-95	3,660	3,613	3,564	3,530	3,525	3,400	3,147

Source: GDOT, STARS program

Traffic at all locations in Woodbine has decreased, with the exception of the two locations on SR 25 to the east of downtown, which connect Woodbine to I-95 and the rest of the region. Only minor increases have occurred over the period of 1999 to 2005 with the highest increase of 16 percent located west of I-95.

By far, the heaviest traffic in Woodbine occurs at the intersection of US 17 and SR 25 (10<sup>th</sup> St.). However, the number of annual average daily trips (AADT) is down from 6,286 in 1999 to 5,100 in 2005, a decrease of 19 percent.

The two public meetings in Woodbine revealed the need for transportation improvements. There is a desire to have a better overall system of roadways including bypasses for school and recreation areas in order to limit the traffic on these roads to the users of the facilities. In addition, the community would like to see accommodations for users of all ages and types of traffic such as seniors, children, golf carts, and the handicapped. On the same note, public transportation was also noted as a concern.

### **Speed Limits**

The posted speed limit on roads/streets is an important feature of the mobility within the community because speed affects travel time. Maps T-5 through Map T-8 show the posted speed limits on major road corridors within Camden County and the cities of Kingsland, St. Marys, and Woodbine. With the exception of construction zones, the speed limit is 70 miles per hour (MPH) on Interstate 95. The speed limits on most state routes running through Camden County and the respective cities are 55 MPH. These state routes include SR 40, SR 25, SR 110, and SR 252. In general, other roads in Camden County have posted speed limits of 45 MPH or lower.

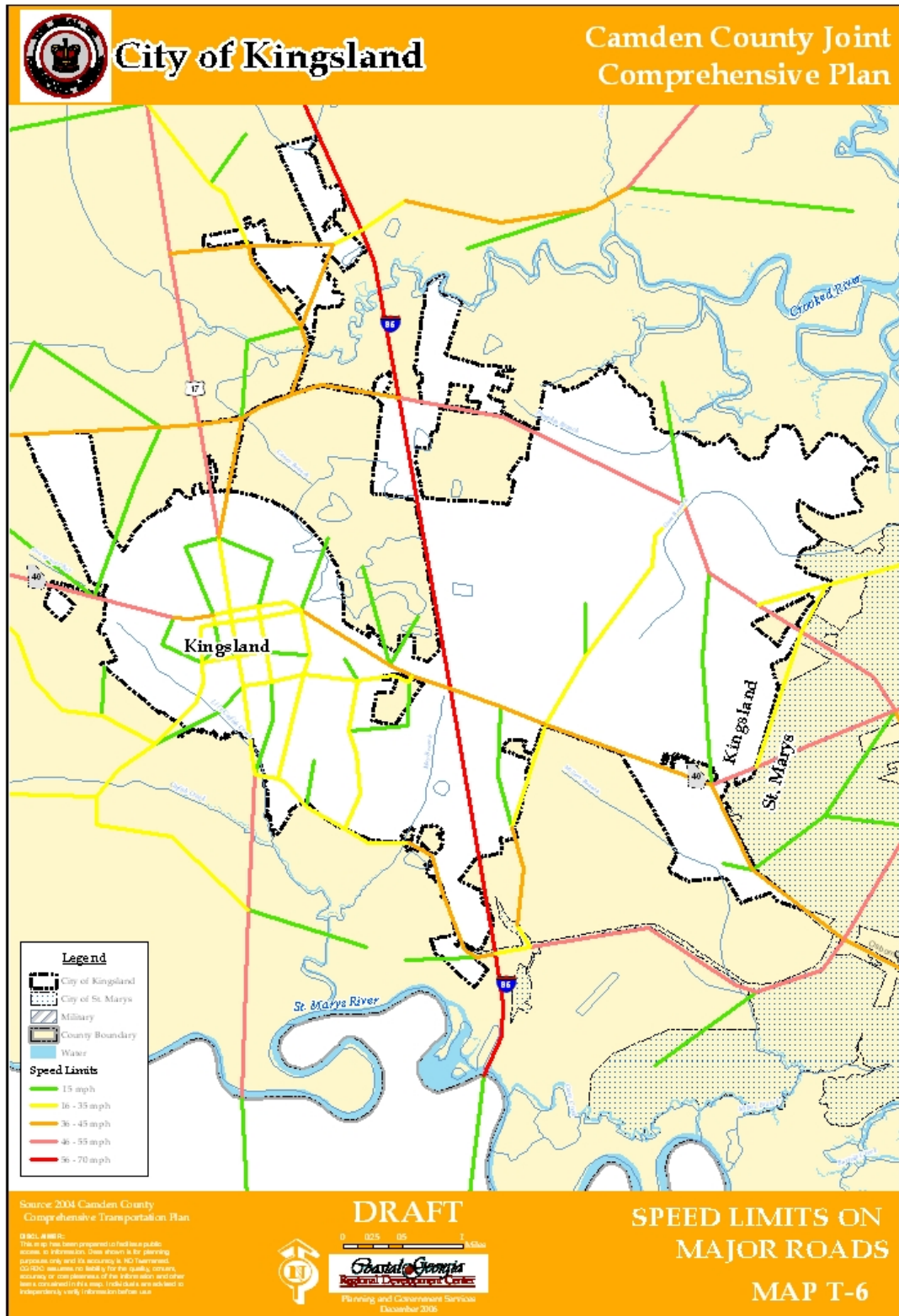


Map T-5

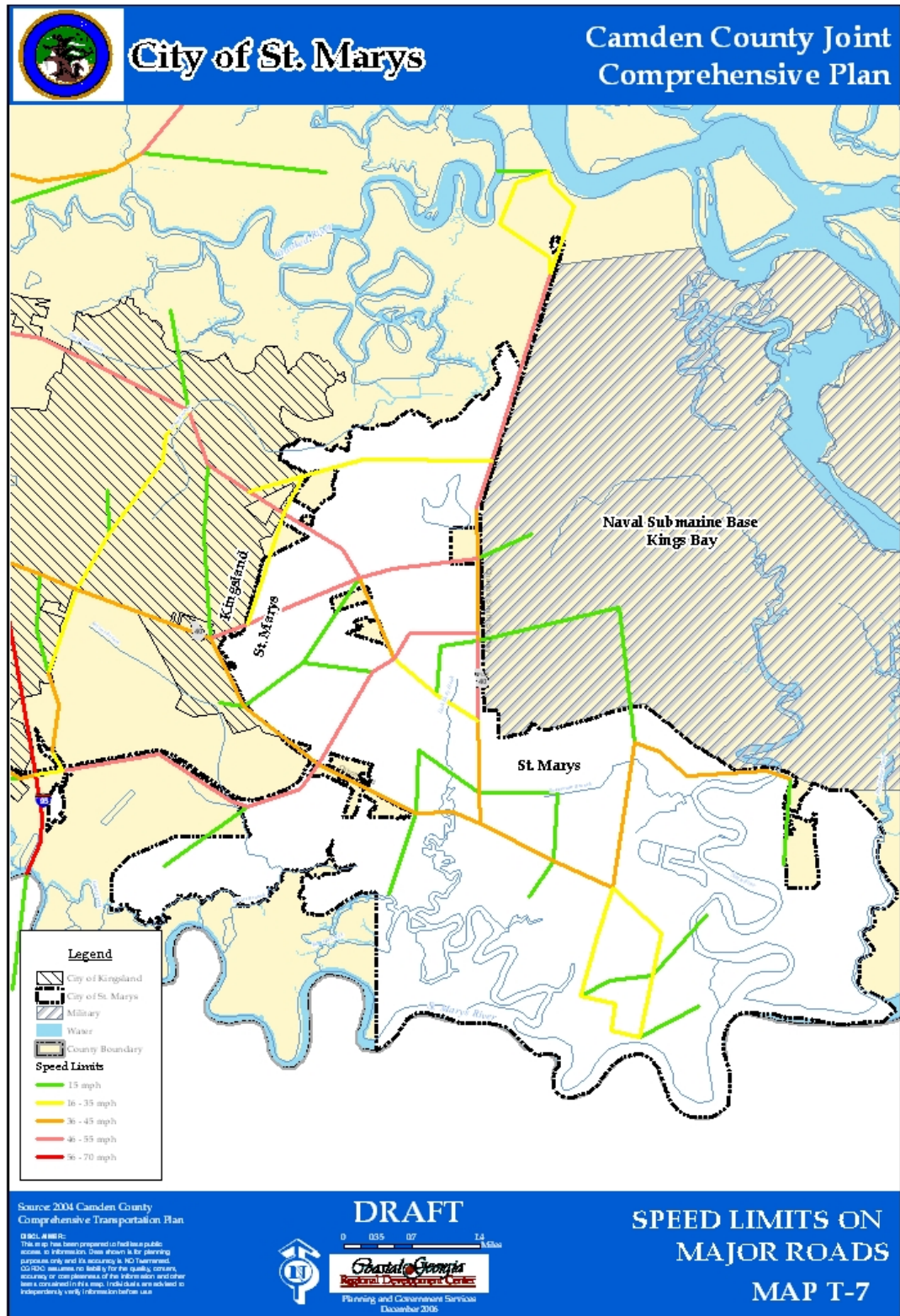




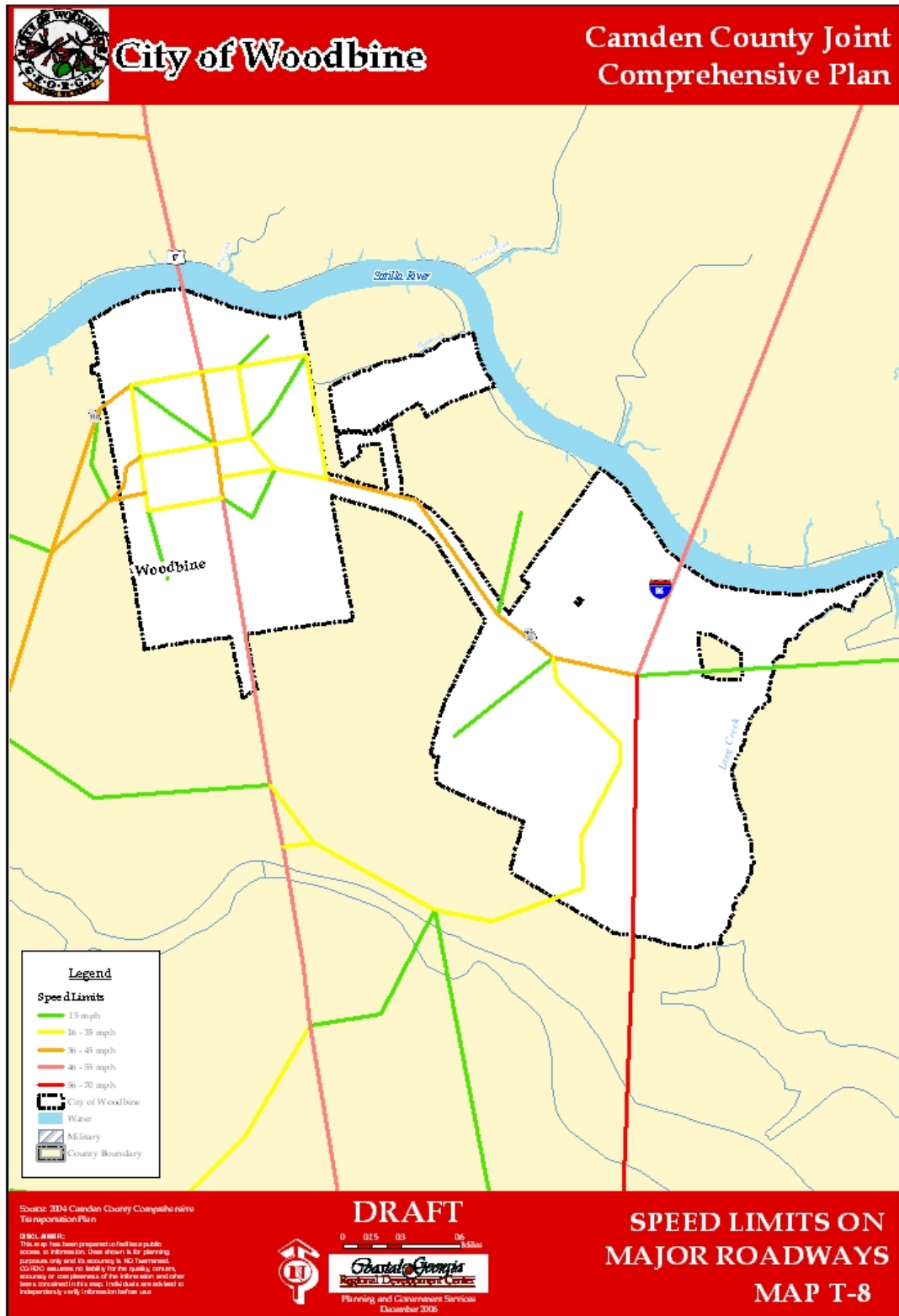
Map T-6



Map T-7



Map T-8



## Alternative Modes of Transportation

Alternative modes of transportation are those, which do not require a personal automobile such as bicycle and pedestrian trails along with public transit. These modes of transportation provide a more efficient and healthier way to move about the community.

In 1997, the Georgia Department of Transportation (GDOT) established a network of 14 state bicycle routes. Nearly 33 miles of the 167 mile State Bicycle Route 95 is within Camden County along US 17. The Coastal route extends from the Florida border to the South Carolina border connecting large cities like Savannah and Brunswick, as well as the cities of Kingsland and Woodbine in Camden County.

The following table gives information about the segments of the Coastal State Bicycle Route in Camden County.

**Table T-5**  
**Coastal State Bicycle Route (Route 95) in Camden County**

Facility	Distance (miles)	Reference Point	Community	Major Features
US 17/GA 25	4.0	To St. Marys River/Florida state line		St. Marys Railroad, Catfish Creek, St. Marys River
US 17/GA 25/ GA 252 (Lee St.)	11.0	To GA 40 (King St.)	Kingsland	Walker Swamp, Crooked River
US 17/GA 25/ GA 252	0.5	To GA 25 spur	Woodbine	
US 17/ GA 25	4.4	To GA 110		Satilla River
US 17/ GA 25	4.3	To GA 252	White Oak	Waverly Creek, White Oak Creek,
US 17/GA 25	8.1	From Camden County line to GA 110 to GA 252	Waverly	

Source: GDOT, Georgia Bicycle and Pedestrian Plan-Statewide Route Network, Coastal Corridor Description (Route 95)

As an alternative transportation mode, the 2005 Camden County Bicycle and Pedestrian Plan recommends that a four foot paved shoulder should be provided along the State Bicycle Route 95



excluding the areas where wide travel lanes are recommended. It is also recommend that the east-west abandoned railroad right-of-way should be acquired to construct shared use paths. Camden County has the possibility of developing Rails-to-Trails on the north-south abandoned railroad right-of-way from north of Kingsland to Riceboro (Liberty County). The abandoned railroad corridor would provide an off-road bicycle and pedestrian facility for transportation and recreational uses. Once the proposed Rails-to-Trails project is developed, it would become part of the East Coast Greenway, connecting Florida and South Carolina. The East Coast Greenway is a proposed bicycle and pedestrian facility from Calais, Maine to Key West, Florida.<sup>124</sup>

Camden County also has the possibility of further expanding their existing bicycle facilities to include a Rails-to-Trails development along the abandoned rail corridor from Kingsland to Riceboro (Liberty County). The abandoned rail corridor would provide an off-road bicycle and pedestrian facility for transportation and recreational uses.

In addition to the designated bicycle and pedestrian trails, Camden County and the cities have a total of 37.47 miles of sidewalks: 2.47 miles in the County, 10 miles in Kingsland, 20 miles in St. Marys, and 5 miles in Woodbine. These sidewalks provide an alternative mode of transportation and provide connectivity within the higher density areas of the community. Sidewalks help to meet the transportation needs of the population who do not have access to an automobile. Maps T-9, T-10, T-11, and T-12 show bicycle and pedestrian routes in Camden, Kingsland, St. Marys, and Woodbine.

Currently, there is no public transportation system in Camden County. However, the Coastal Georgia RDC has partnered with the GDOT and the Department of Human Resources to create a Regional Plan for Rural and Coordinated Public Transportation.<sup>125</sup> The purpose of the plan is to develop a coordinated, regional transportation system for the coastal Georgia region, serving both the general public and human service agency client transportation. According to the Regional Plan for Rural and Coordinated Public Transportation, one of the highest concentrations of transit-dependent persons in the region is clustered around the cities of Kingsland and St. Marys. Once implemented, this plan will increase the accessibility of transportation for all persons living in Camden County and the entire region. A bus serves some residents of St. Marys.

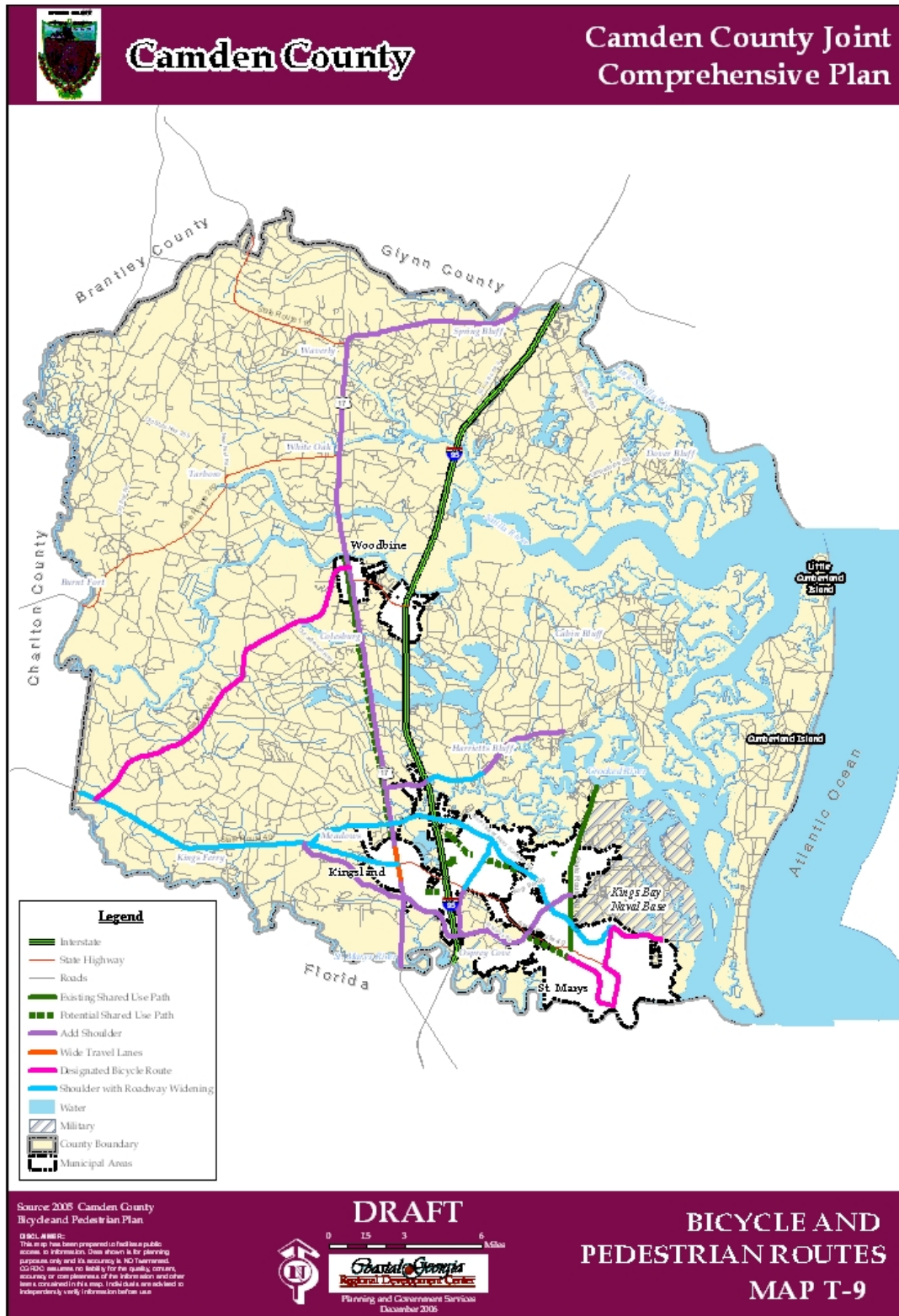
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<sup>124</sup> Coastal Georgia Regional Bicycle and Pedestrian Plan (2005); prepared by Coastal Georgia RDC for GDOT

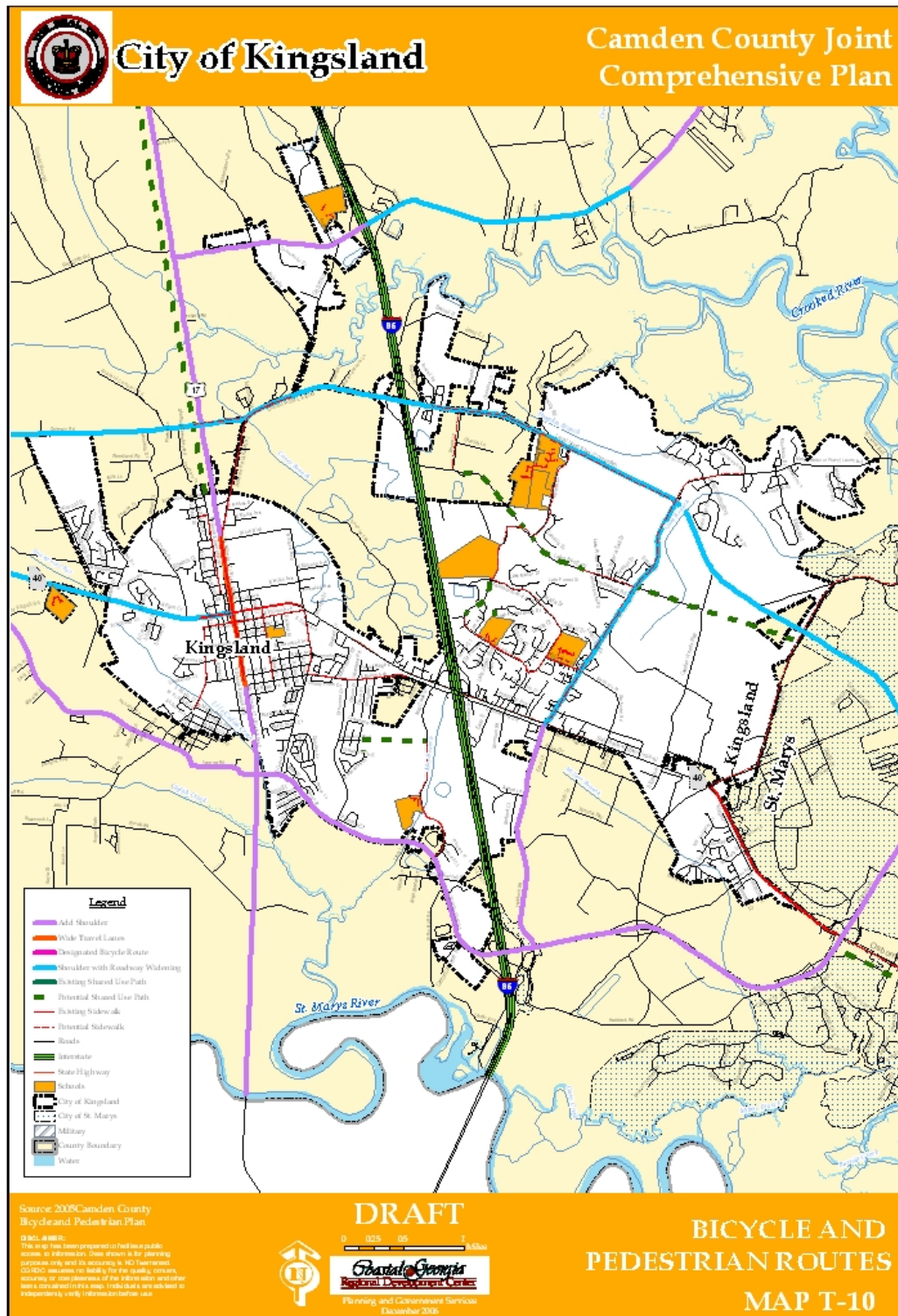
<sup>125</sup> Regional Plan for Rural and Coordinated Public Transportation (2005), prepared by KFH Group for Coastal Georgia RDC



Map T-9

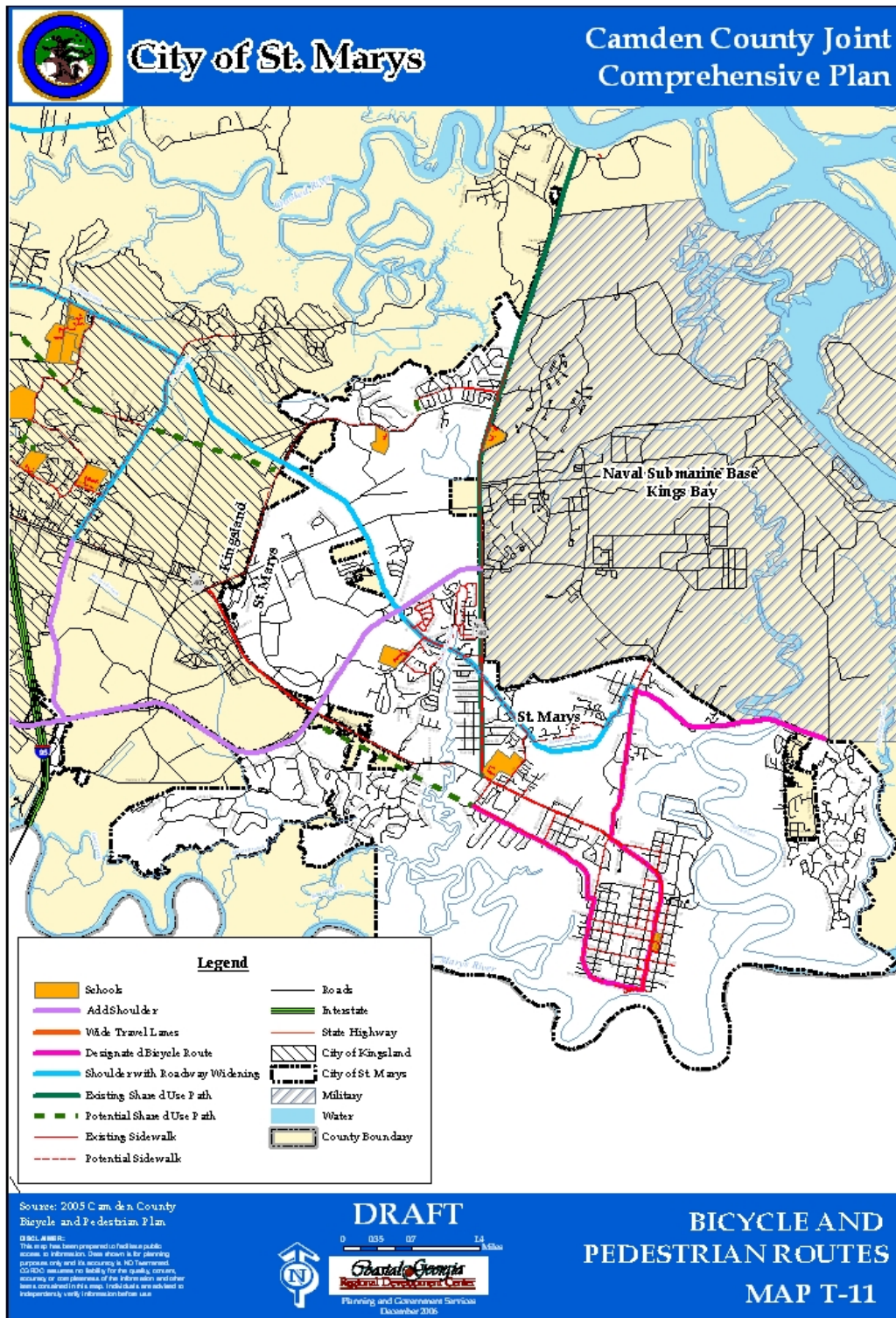


Map T-10

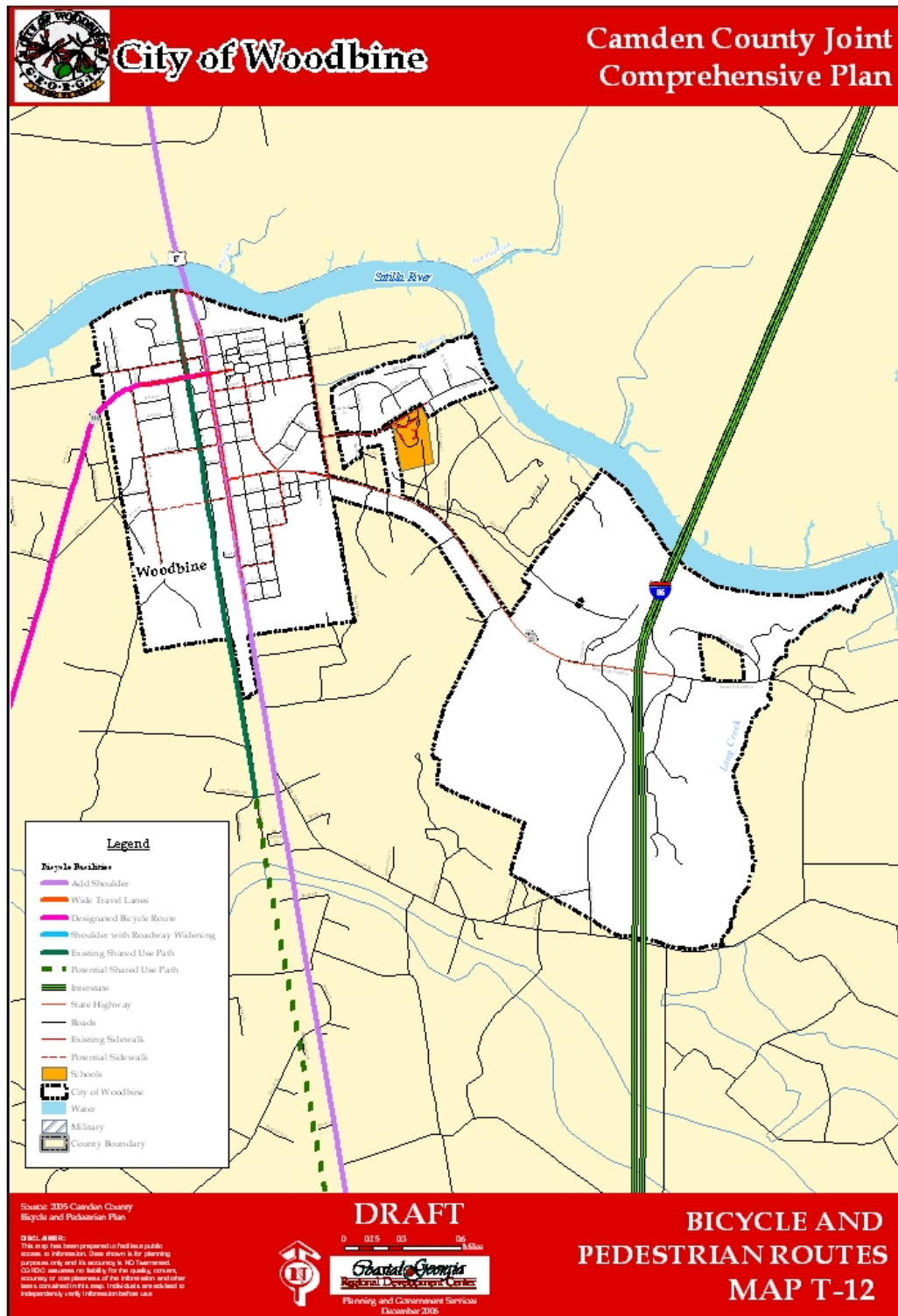




Map T-11



Map T-12



## Parking

Neither Camden County nor the cities of Kingsland, St. Marys, or Woodbine cited parking issues within their jurisdictions.

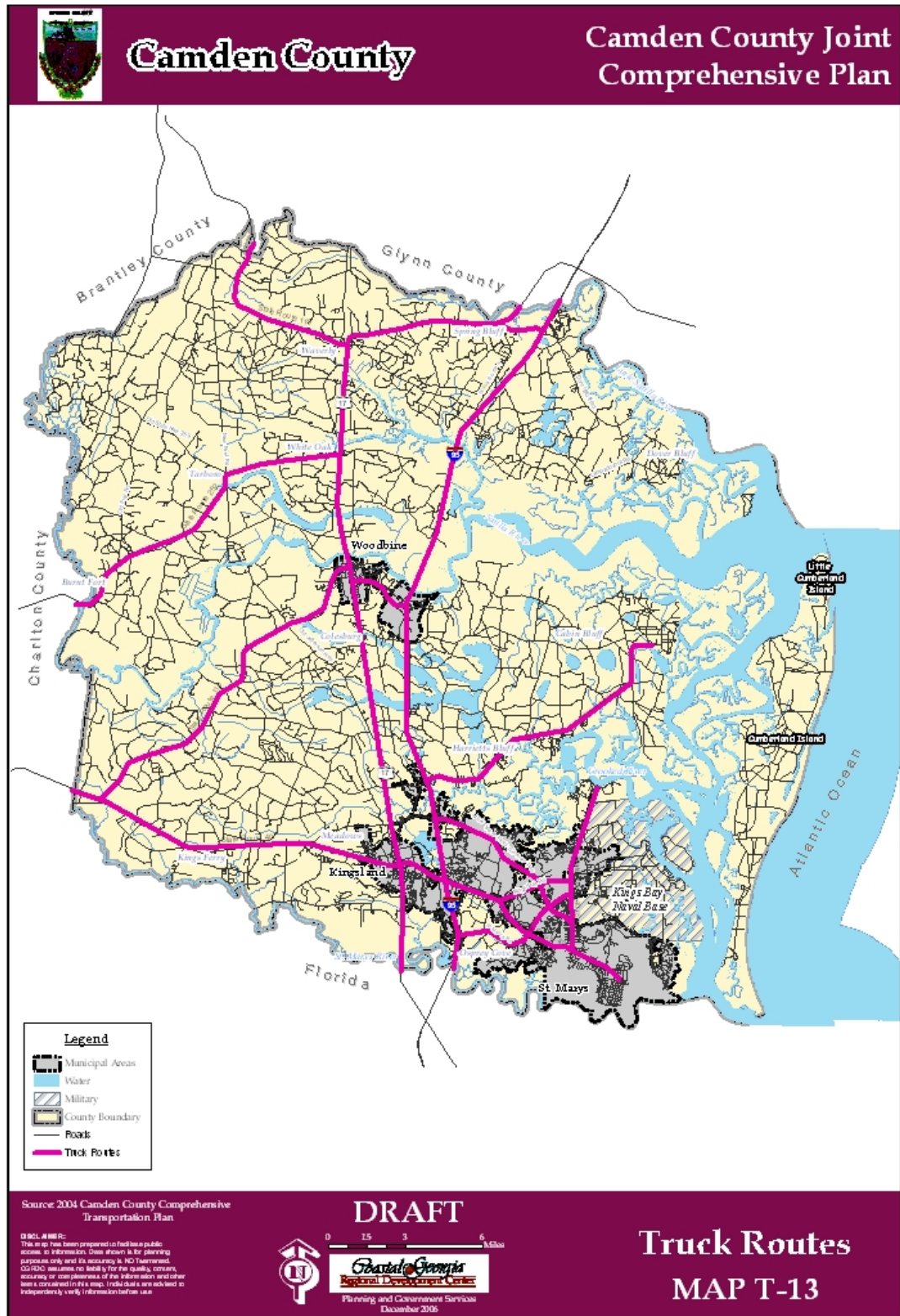
## Railroads, Trucking, Port Facilities, and Airports

Freight movement in Camden County exists in two forms: trucking and railroads. The majority of truck traffic utilizes SR 40, I-95, and US 17 (see Map T-13).<sup>126</sup> Additional truck routes include SR 110, SR 25, SR 252, Harriett's Bluff Road, Colerain Road, and Spur 40.

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<sup>126</sup> Camden County Comprehensive Transportation Plan (2004), by Jordan, Jones, and Goulding

Map T-13





The railroad freight activity takes place in the southeastern portion of Camden County serving Naval Submarine Base Kings Bay and the former site of the Durango-Georgia Paper Company. CSX maintains the rail line along US 17 from Florida to Kingsland. The tracks north of Kingsland have been abandoned and are being considered for a Rails-to-Trails project. West of Kingsland, the tracks are operated by the St. Marys Railroad with service into central St. Marys and Naval Submarine Base Kings Bay. The St. Marys Railroad forks with the northern fork that serves Kings Bay and the southern fork that formerly served Durango. The southern fork currently serves as a maintenance location for rolling stock.



Pilots rely on the local visual flight rules (VFR) map to know where restricted air space begins and ends. (Photo from City of St. Marys Airport Feasibility and Site Selection Study 2005)

The single public airport in Camden County is currently located in St. Marys on SR 40. The St. Marys Airport lies approximately 15 miles from the Florida border and 44 miles south of Brunswick, and can be accessed from I-95 via SR 40. The airport is classified as a B-II, which allows for small recreational, agricultural spraying, corporate/business jets, police/law enforcement, forest fire fighting, ultra lights, and experimental aircraft. The airport averages 34 flights per day, 98 percent general aviation and 2 percent military.<sup>127</sup>

Due to the events of September 11, 2001 and the airport's proximity to the Navy Submarine Base Kings Bay, The Georgia Aviation System Plan concluded that this airport is not capable of fully meeting its recommended system role at its current location. The airport's operation and expansion capabilities have been unduly constrained. A replacement airport is recommended by the Georgia Aviation System.

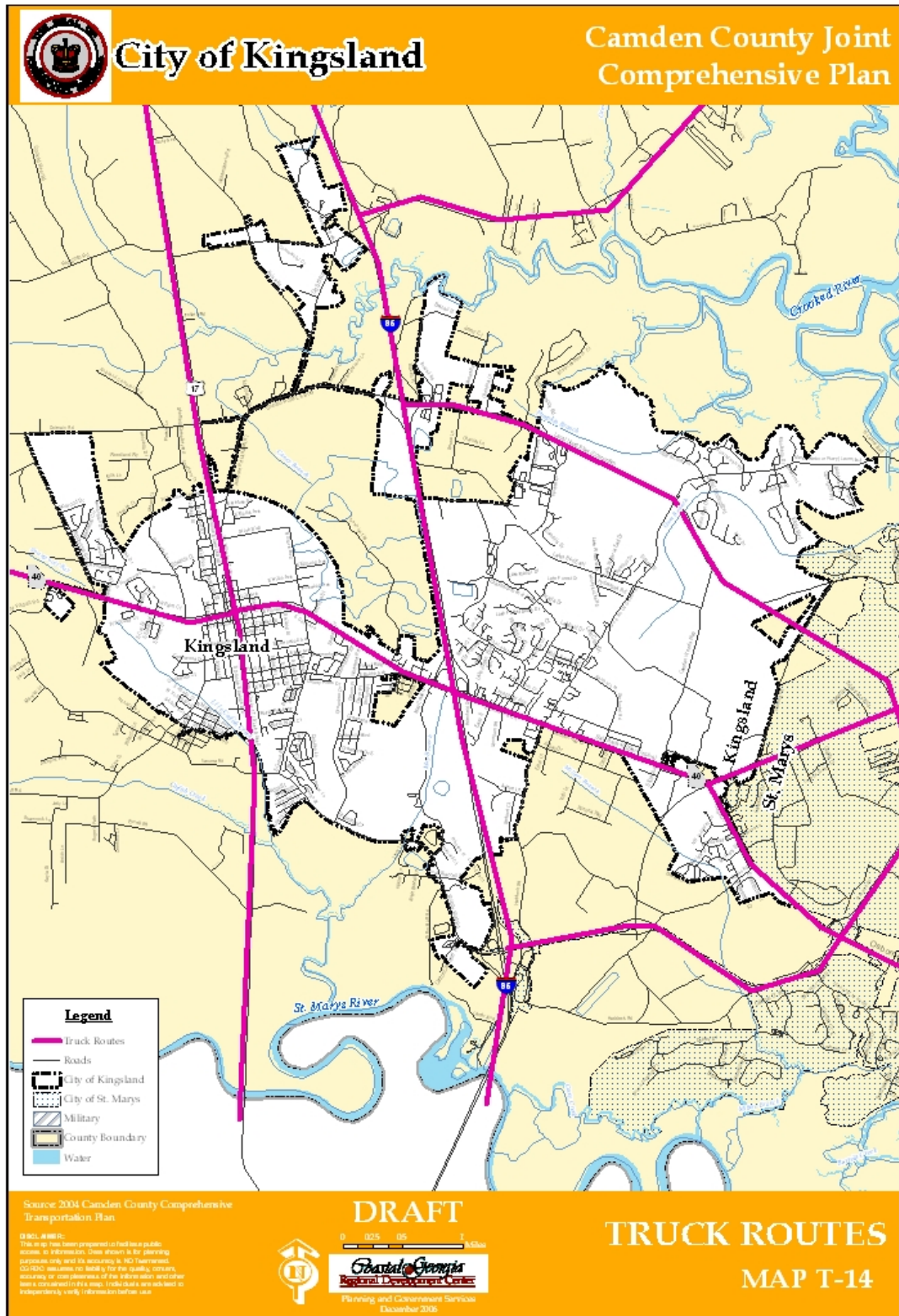
Jacksonville International Airport (JIA) is located approximately 30 minutes from Camden County on the north side of Jacksonville making it the closest international airport to the County. Growth potential exists for Camden County due to the easy access and close proximity to JIA.

<sup>127</sup> Economic Diversification of Camden County (2005), by the Georgia Institute of Technology

**Kingsland**

Trucking freight moves through Kingsland predominately on I-95, US 17, and SR 40 (see Map T-14). The CSX rail line runs along US 17 from the Florida line ending in Kingsland. From this point, rail freight travels to the west on tracks operated by the St. Marys Railroad.

Map T-14



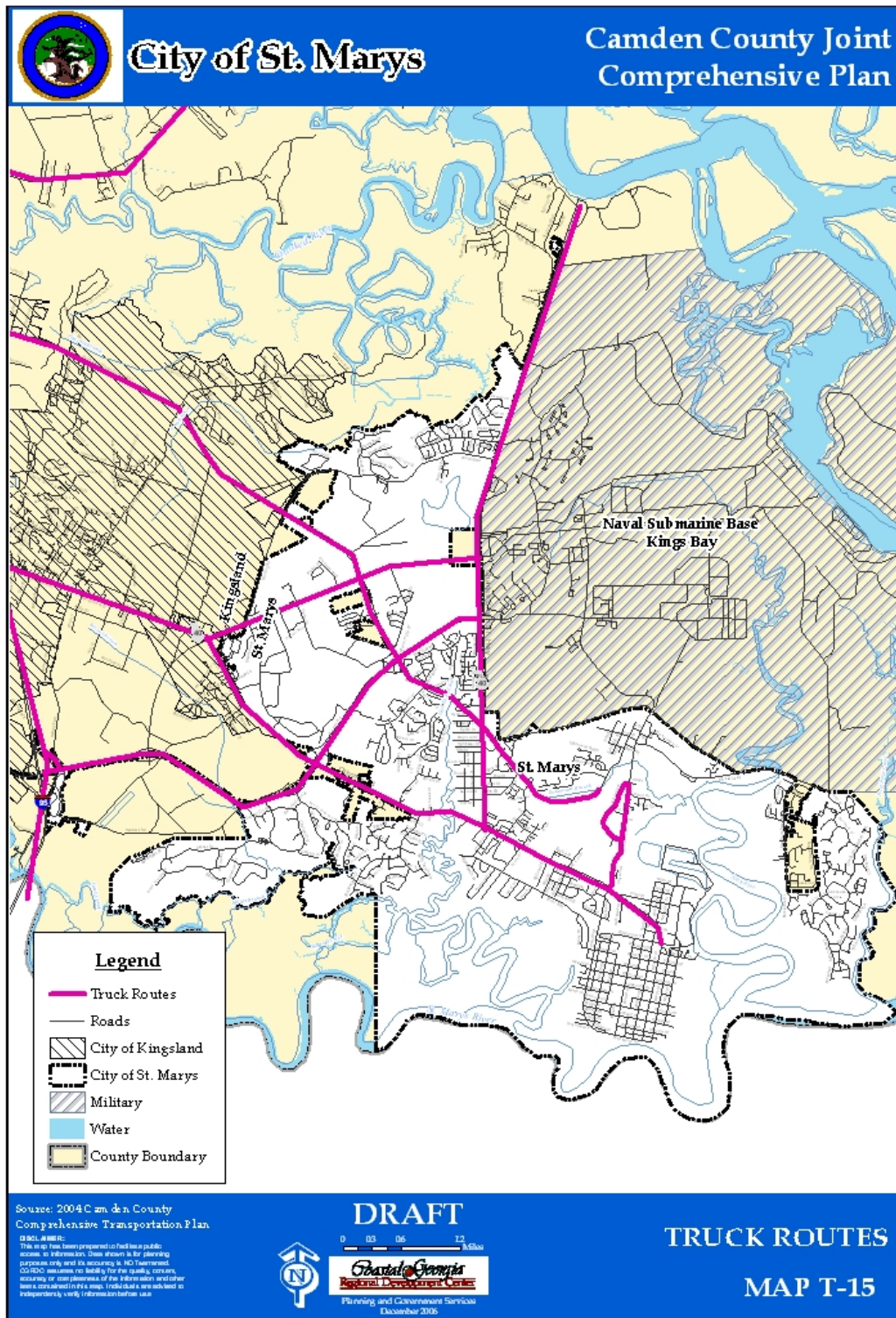
There are no public airports within the City of Kingsland. However, Jacksonville International Airport is located approximately 30 minutes south of Kingsland on the north side of Jacksonville providing easy access to residents of Kingsland.

### **St. Marys**

Trucking freight moves through St. Marys on SR 40, Spur 40, Colerain Road, Kings Bay Road, and St. Marys Road (see Map T-15). The St. Marys Railroad operates the rail line to the west of Kingsland. The rail line splits in St. Marys with the north fork serving Naval Submarine Base Kings Bay. The southern fork used to serve the former Durango paper mill site. With the planned expansion of SR 40, the southern fork of the rail line will be dismantled.



Map T-15

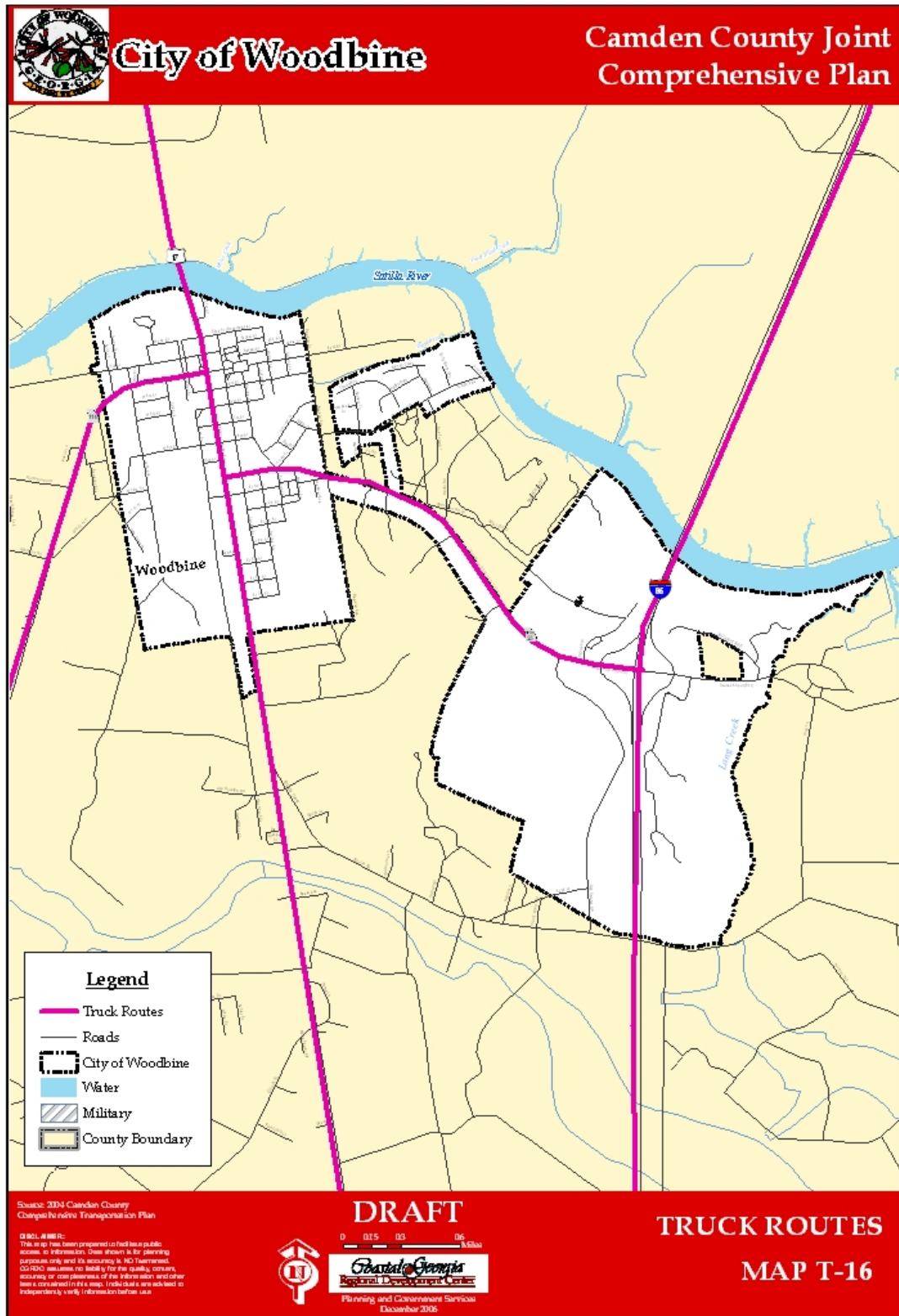


The only public airport in Camden County is located in St. Marys. In addition, Jacksonville International Airport is located approximately 30 minutes south of St. Marys on the north side of Jacksonville providing easy access to residents of St. Marys.

### **Woodbine**

As shown on Map T-16, trucking freight moves through the City of Woodbine on US 17, SR 110, and SR 25. There are no active rail lines running through the Woodbine.

Map T-16



There are no public airports within the City of Woodbine. However, Jacksonville International Airport is located approximately 30 minutes south of Woodbine on the north side of Jacksonville providing easy access to residents of Woodbine.

### **Transportation and Land Use Connection**

Areas of the community that are experiencing transportation issues such as significant traffic congestion were identified in public meetings and have been identified in the Road Network portion of this element. However, additional information on traffic issues in Camden County was recorded in the 2004 Camden County Comprehensive Transportation Plan. The Georgia Department of Transportation has provided updates on the status of the traffic issues recorded in 2004. Information is presented in Table T-6. In addition to the listed issues, the 2004 Camden County Comprehensive Transportation Plan includes a Short-Term and Long-Term Work Program. Projects listed in the work programs should be completed if not already addressed.

**Table T-6  
Transportation Issues in Camden County**

Location	Description	Jurisdiction	GDOT Project Number	GDOT update
Colerain Road (I-95 to St. Marys Road)	Heavy congestion and turning movement issues	Unincorporated, Kingsland, St. Marys	NA	Programmed project on the east side of I-95* (see below for comments)
Harriett's Bluff Road	Heavy congestion and turning movement issues	Unincorporated	NA	GDOT has no plans at this time
Haddock Road and SR 40 Intersection	Heavy congestion	Kingsland	NA	GDOT has no plans at this time
Colerain and Gross Road Intersection	Heavy congestion	Kingsland	NA	GDOT has no plans at this time
Mariners Landing and SR 40 Intersection	Heavy congestion at railroad, prevent traffic congestion from stopping trains	Kingsland	STP-000-00(654)	This project is a force account being handled out of GDOT's Atlanta office; the final plans were sent to St. Marys RR.
Kings Bay Road at Spur 40	Heavy congestion, right turn onto Spur 40 backs up	Kingsland	STP-141-1(7)	This project is a force account being handled out of GDOT's Atlanta office; the final plans were sent to St. Marys RR.
St. Marys Road at SR 40	Intersection Improvements	St. Marys and unincorporated	NA	GDOT has no plans at this time
SR 40/Grove Blvd/William St. Intersection	5 point intersection	Kingsland	NA	GDOT is proposing a project at this location
SR 40 at Boone Street	Turning movement issues	Kingsland	NA	GDOT has no plans at this time
Scrubby Bluff at Griffin	Drainage problems	Kingsland	NA	GDOT has no plans at this time
SR 40 at Browntown Road	Intersection improvements	Unincorporated	NA	GDOT has no plans at this time
SR 40 at Douglas	Intersection improvements	St. Marys	NA	GDOT completed a small project to improve the intersection.
SR 252 at Refuge Road	Intersection improvements	Unincorporated	NA	GDOT has no plans at this time
SR 40 at Spur 40	Intersection improvements (heavy congestion)	St. Marys	NA	GDOT has no plans at this time

\* Colerain Road – There is a programmed project (CSSTP-0007-00(414)) eastward from I-95 to Kings Bay Road, to widen this route to 4 lanes. It is currently in concept development. The western section is being proposed for addition to the work program, but has not been approved yet. This section would begin at I-95 and extend to SR 40.

Source: 2004 Camden County Comprehensive Transportation Plan by Jordan, Jones, and Goulding; and GDOT

## Scheduled Transportation Projects

The State Transportation Improvement Program Report had seven projects listed in Camden County as of October 2, 2006.

- Rest Area: Reconstruction of the North Bound Welcome Center on I-95;
- Interchange: Adding left turning lane on SR 40 at I-95 interchange, and new interchange on I-95 at Horse Stamp Church Road;
- Railroad Crossing: Adding a railroad crossing warning device on Lakes Boulevard;
- Signals: Upgrading traffic signals on several highways on SR 25; SR 40; Spur 40;
- Pavement Rehabilitation: St. Marys' Road project;
- Widening: Widening SR 40 from west of St. Marys Road to US 17.