



ST SIMONS ISLAND

Existing Conditions and Impacts Analysis

2015

Existing Conditions and Impacts Analysis Final Report

Table of Contents

Project Goals and Issues	3
Existing Conditions Assessment.....	4
Infrastructure	4
Roads.....	4
Evacuation Routes.....	6
Storm Surge.....	8
Sidewalks/Trails	10
Water	12
Sewer	14
Community Services.....	16
Emergency Services	16
School Locations	21
Community Resources	23
Wetlands	23
Tree Coverage	25
Vulnerable Species	27
Historic Resources.....	29
Socio-economic Data	31
Population	31
Employment.....	33
Future Land Use	35
Future Land Use Map.....	35
Development and Development Impacts	37
Future Development.....	37
INFRASTRUCTURE	43
Roads.....	43
Evacuation Routes.....	46
Storm Surge.....	46
Sidewalks/Trails	48

Water / Wastewater / Solid Waste	50
Community Services.....	55
Emergency Services	55
School Locations	57
COMMUNITY RESOURCES.....	57
Wetlands	57
Tree Coverage	59
Vulnerable Species	61
Historic Resources.....	63
Existing Ordinance and Development Code Summary	65
Glynn County Zoning Ordinance	65
Article VI: General Provisions.....	65
Article VI: Design Standards.....	65
Article VII: Requirements by District.....	66
Article XI: Amendments	67
Timing Summary	68
Future Land Use and Potential Development Comparison	69
Potential Developments	70
Suggested Zoning	70
Maximum Density	71

Project Goals and Issues

With the densities of development that have been approved on St. Simons Island, in combination with additional development pressures that have recently arisen, the potential development has reached a level that could adversely affect the health, safety, prosperity, and welfare of the citizens of St Simons Island. In addition, the amount of development and its impacts on all facets of services and resources could stretch local resources and the capability of providing adequate infrastructure and basic, necessary services for its citizens.

Over the decades, development has spread on St. Simons Island. Within the past several years, many developments have been approved but never came to fruition due to the recession. Recently, development pressures have returned as the economy has rebounded, however, there is a lack of understanding of the already approved development that have been sitting idle over the years.

On February 5th, 2015 the Glynn County Board of Commissioners took action to enact a moratorium, applicable exclusively to St. Simons Island, to bar the acceptance, receipt or amendments by Glynn County, Georgia, of applications for approval of:

- Site plans
- Preliminary plats
- Expedited subdivisions
- Planned developments
- Conditional or special use permits and
- Rezoning

The Board of Commissioners deemed it necessary to enact the moratorium in order to avoid the filing and processing of applications for land use development during a 90 day study and assessment period and to allow County staff time to assess the development currently already approved.

This report provides a review, analysis and consideration of the following for St. Simons Island:

- Existing conditions assessment
- Assessment of development impacts
- Future land use plan changes
- Zoning ordinance amendments and other development regulation changes
- Tree preservation ordinance changes
- Tree replacement program adoption
- Landscape ordinance adoption

Existing Conditions Assessment

Infrastructure

Roads

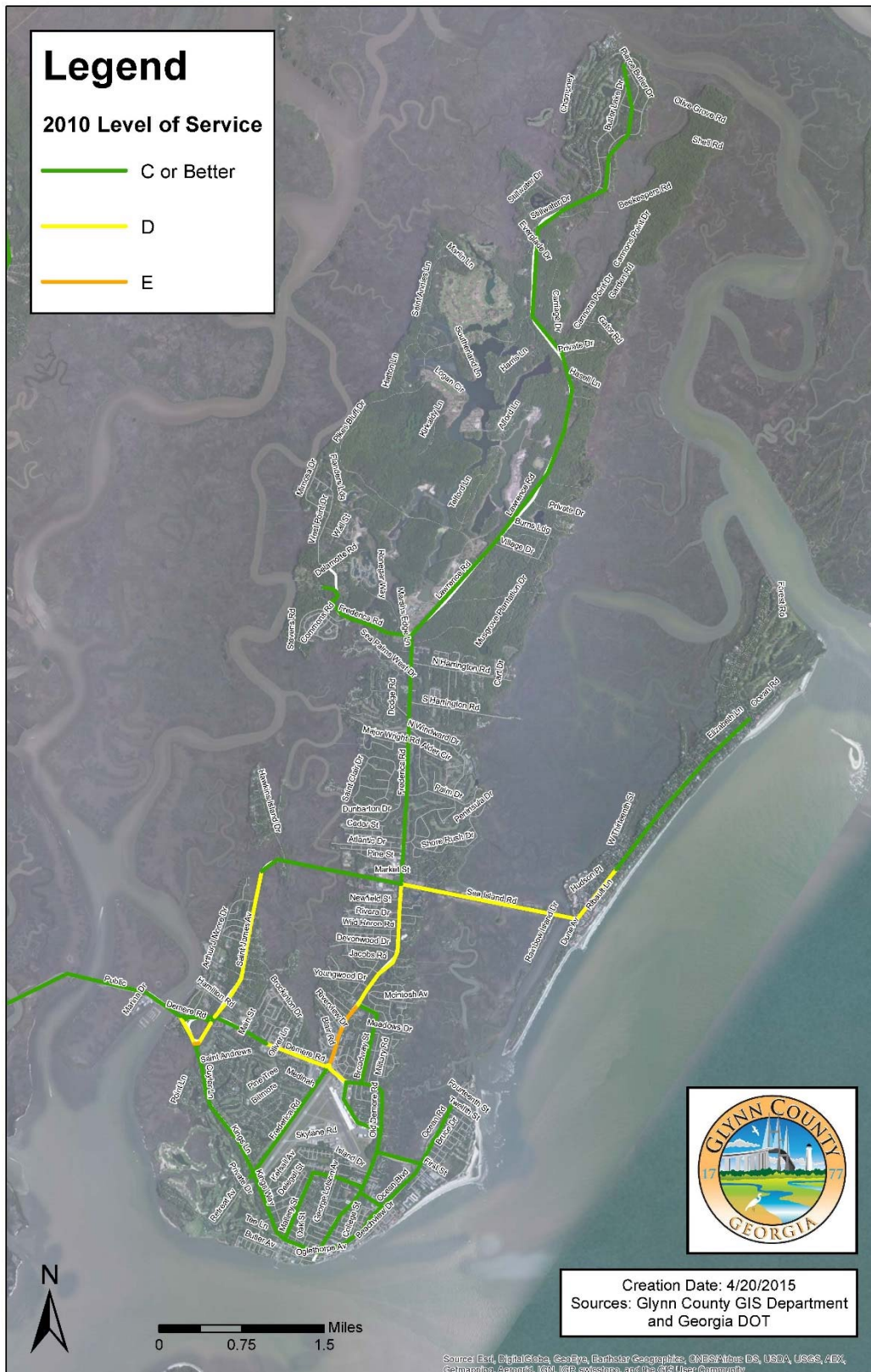
The road network of St. Simons Island is primarily concentrated in the southern portion of the island, where the majority of the development and density exists. There is only one road that connects the island to the mainland – Torras Causeway – which is also located in the southern region of St Simons Island. Generally, the major roadways on the island provide three east-west connections across the island, one significant north-south connection traversing the entire island, and one connection to Sea Island – the easternmost, developed portion of the study area.

Level of Service (LOS) is a common way to assess traffic flow and provides an indication of the degree of service found on the facility based on its operational characteristics. LOS is measured on a scale from LOS A, which means free flow, to LOS F, which indicates heavy congestion/gridlock. The LOS standards identified by the Georgia Department of Transportation (GDOT) as an issue include those roadways operating at LOS D or below. Current traffic flows across the network have an LOS of C or better (satisfactory to good) on most of the major roads; however, there are a few segments of the network that experience heavier levels of congestion (LOS D or E). Particular areas of concern include:

- Frederica Road, heading north from the airport to Sea Island Road (LOS E and D);
- Sea Island Road east of Frederica Road (LOS D);
- Sea Island Road north from Torras Causeway (LOS D); and
- Portions of the traffic circle at Torras Causeway, Sea Island Road, and Kings Way (LOS D and E).

Aside from the roadways described above, the remainder of the road network that provides access to neighborhoods and services on the rest of St Simons Island operate at satisfactory LOS. No significant road improvements are proposed on St. Simons Island, therefore the existing network will need to accommodate traffic from any future development. The roadway LOS is found in Figure 1.

Figure 1. 2010 Level of Service



Evacuation Routes

There are six Hurricane Evacuation Routes on St Simons Island. Two of these six that are the most significant include Torras Causeway and Sea Island Road. Torras Causeway is the only route from St Simons Island to the mainland, leading from the island, west, to the City of Brunswick. Sea Island Road is the only route to and from the furthest northern regions of the island as well as being the only route to and from Sea Island, which is the eastern most, developed portion of Glynn County – making it one of the most exposed areas of the county. Table 1 describes the location, current Level of Service (as defined in the Roads section of this report), and other important features of each route. The evacuation routes are found in Figure 2.

Table 1. Designated Evacuation Routes – St. Simons Island

Route	Location on Island	LOS	Significant Feature(s)
Demere Road	South	C or better & D	Provides access to the only airport on the island
Torras Causeway	Southwest	C or better	Only route to the mainland from the island
Frederica Road	North	C or better	Only portion of Evacuation Route network leading to the north of the island
Kings Way	South	C or better, D & E	Only portion of the Evacuation Route network that reaches LOS E (at intersection with Sea Island Road)
Lawrence Road	North	C or better	Only portion of Evacuation Route network leading to the north of the island (via Frederica Road)
Sea Island Road	Central & East	C or better & D	Only route to and from Sea Island, and only route from the northern areas of the island to Torras Causeway

Figure 2. Designated Evacuation Routes



Storm Surge

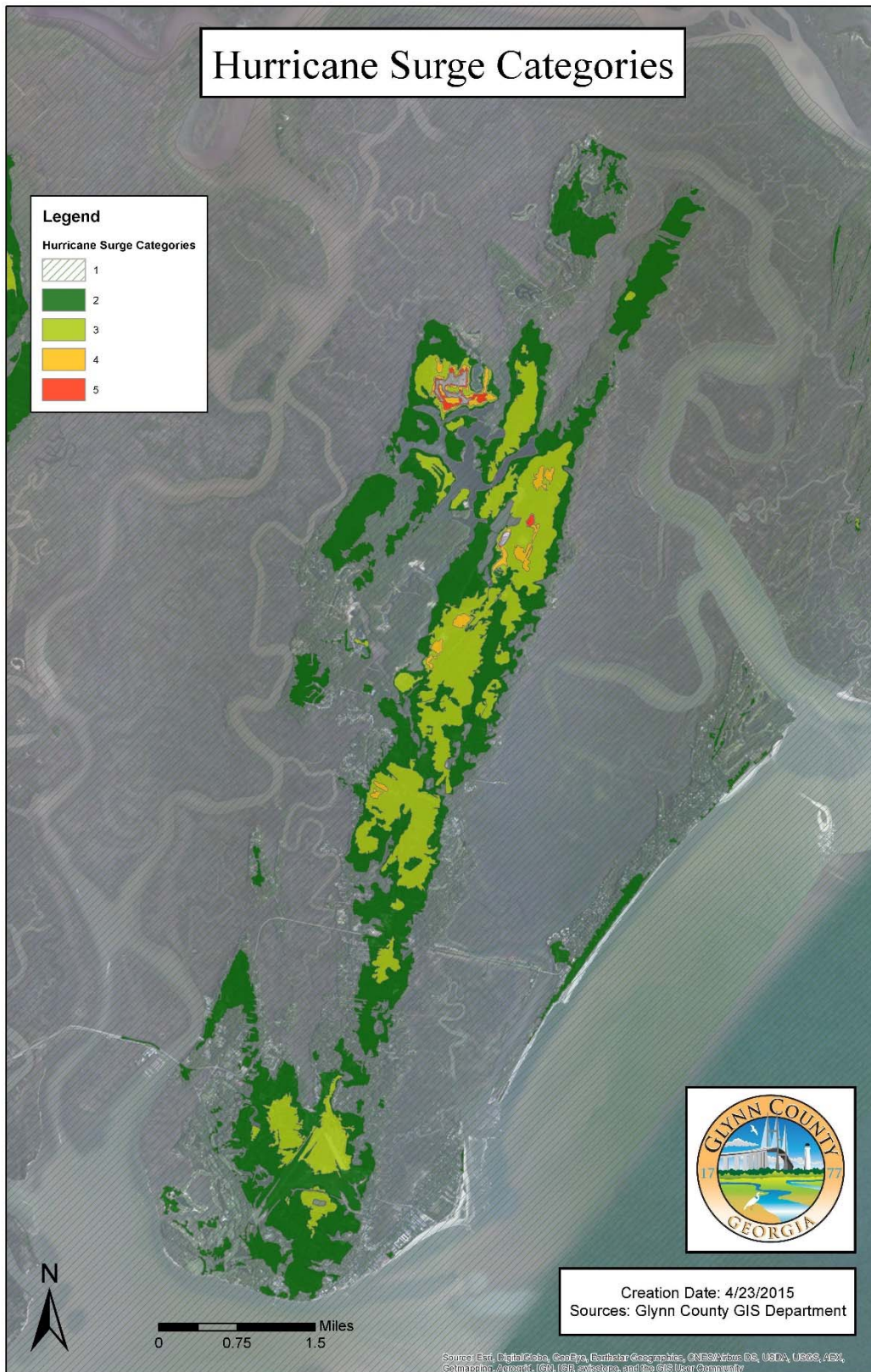
As a coastal community, one of the primary issues is the surge associated with hurricanes or major storms. The coastal region of Georgia has enjoyed a relatively calm period without out any major hurricanes making landfall in the region. However, it must be recognized that, regardless of the recent calm, there will be impacts from hurricanes and major storms.

One of the most significant, as well as dangerous, impacts from a storm making landfall in the area is storm surge, particularly when the landfall occurs during high tide. The impacts are categorized on a scale from 1 to 5, based on wind speed and potential for damage. The definitions are as follows:

- Category 1: 74-95 mph sustained winds; Dangerous winds with some damage to property
- Category 2: 96-110 mph sustained winds; Extremely dangerous winds with extensive damage to property
- Category 3: 111-129 mph sustained winds; Considered a major hurricane and devastating damage to property
- Category 4: 130-156 mph sustained winds; Considered a major hurricane and catastrophic damage to property
- Category 5: 157mph and greater sustained winds; Considered a major hurricane with catastrophic damage to property

The areas affected by the various categories of storms and the associated surges have been mapped and are shown in Figure 3. The lightly hatched areas are those affected in a Category 1 storm; the dark green areas are those affected by Category 2 storm and also include the Category 1 areas. The light green areas are those that are additionally affected with a Category 3 storm, which is considered a major event. The orange areas are those affected with a Category 4 storm; and the red are the areas affected by a Category 5 storm. As can be seen from the map, the middle portion of the island is not affected until a Category 3 storm, with scattered areas affected only during a Category 4 storm. In a Category 5 event, the entire island is inundated by storm surge.

Figure 3. Storm Surge



Sidewalks/Trails

Currently, there are approximately 27 total miles of existing sidewalks within the study area. The majority of sidewalks have been constructed along the arterial and connector street network on the southern portion of island, with only a few exceptions. There is also sidewalk along Sea Island Road in Sea Island, as well as along Frederica Road from Sea Island Road heading north to Lawrence Road and then continuing on Frederica Road to the west, for approximately a mile. Existing sidewalks on the St Simons Island are mostly in good to excellent condition.

Bike lanes on the island are limited to Lawrence Road, beginning at its intersection with Frederica Road and continuing north onto Hampton Pointe Drive. Off road trails are currently only found on the far northern end of the island off Cannon Pointe Drive. Together, bike lanes and trails represent a total of just under 10 miles of the existing transportation network. The existing sidewalk and trail facilities are displayed in Figure 4.

Figure 4. Sidewalks and Trails



Water

There are numerous water mains and hydrants located throughout St. Simons Island, providing good coverage island-wide. There are also 9 private wells located on the island, with 6 located in the southern portion south of Sea Island Road and 3 located in northern portion of the island and on Sea Island. There is one well located along Torras Causeway at the Intracoastal Waterway bridge. One water treatment plan is located on the island between the airport and the village area. In addition, there are two water storage tanks located on the island; one is located in the southern portion of the island the second is located in the middle of the island. The water facilities describe above are shown in Figure 5.

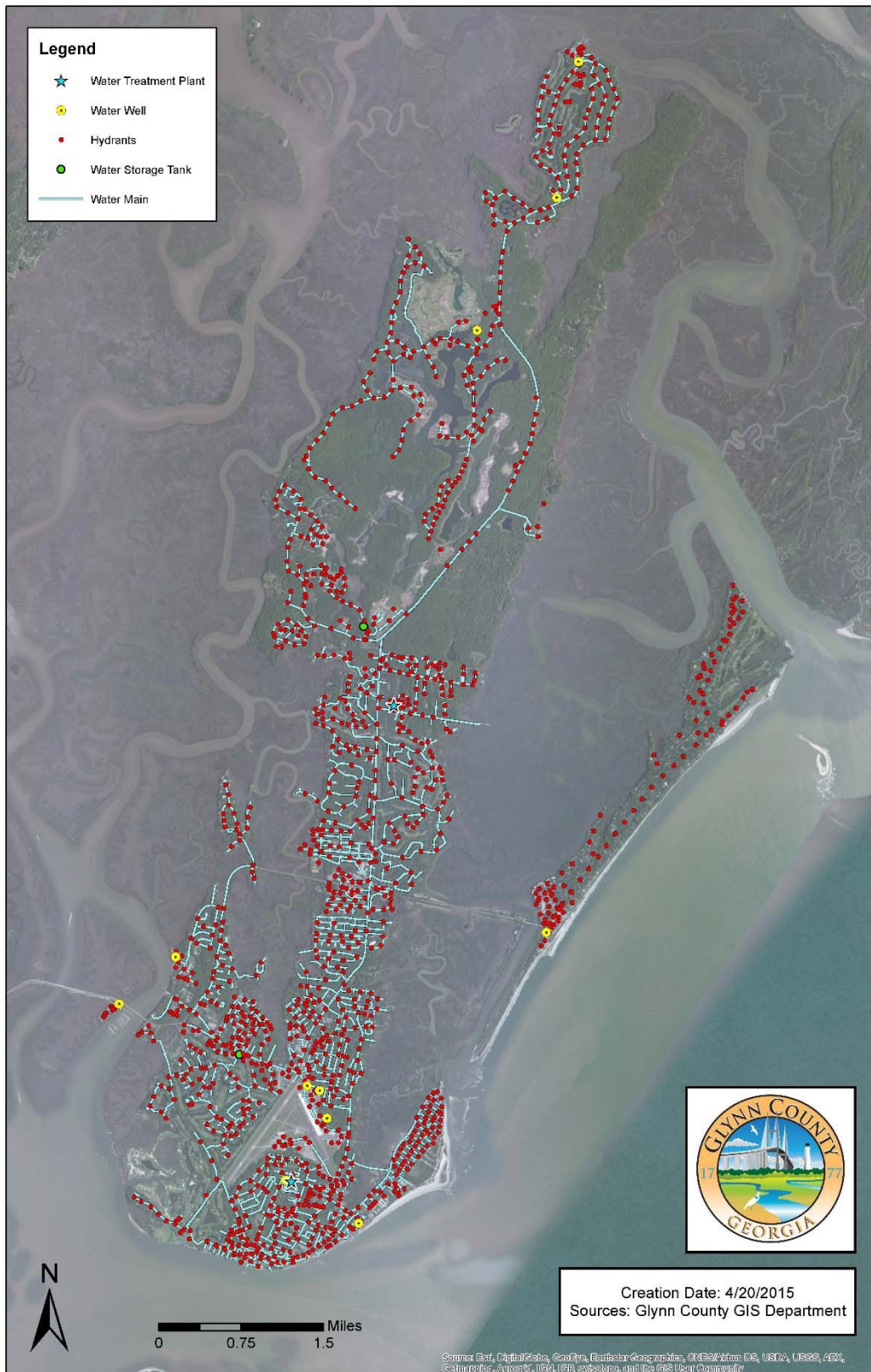
The Environmental Protection Division of the Georgia Department of Natural Resources issues and maintains the permits for aquifer water withdrawal. These permits are issued to municipalities, as well as to private developments. Table 2 includes the permitted monthly and yearly average withdrawals for each entity.

Table 2. Permitted Water Withdrawals - St. Simons Island

GEORGIA COUNTY	PERMIT NUMBER	PERMIT USER NAME	PERMITTED MONTHLY AVG W/D (MGD)	PERMITTED YEARLY AVERAGE W/D (MGD)	PERMITTED AQUIFER
Glynn	063-0010	St. Simons Water & Sewer District	5.67	4.35	Floridan
Glynn	063-0009	Sea Island Services, Inc.	2.20	1.60	Floridan, Miocene
Glynn	063-0038	Glynn County - Golden Isles	1.00	1.00	Miocene
Glynn	063-0033	Sea Island Co - Ocean Forest Golf Course	0.50	0.50	Miocene
Glynn	063-0027	Hampton Group	0.80	0.50	Miocene
Glynn	063-0020	Sea Island Co - Sea Island Golf Course	0.85	0.42	Miocene, Floridan
Glynn	063-0024	Sea Palms Development Corp	0.69	0.40	Floridan
Glynn	063-0021	Sea Island Co - Island Club Golf Course	0.50	0.20	Miocene, Floridan
Glynn	063-0031	Glynn County - Hampton Plantation	0.28	0.17	Floridan
Total Municipal			6.67	5.35	
Total Sea Island			4.05	2.72	
Total Sea Palms			0.69	0.40	
Total Hampton Plantation			1.08	0.67	
TOTAL			12.49	9.14	

Source: https://epd.georgia.gov/sites/epd.georgia.gov/files/related_files/site_page/sat-3.pdf

Figure 5. Water Facilities



Sewer

St. Simons Island is covered by both sewer forced mains and sewer gravity mains. Combined, these mains provide coverage island-wide. In addition to the sewer mains, there are also numerous sewer lift stations located throughout the island. There are also several treatment plants located on the island. These plants are located mid-island, just north of Sea Island Road. There is also a treatment plant located along Torras Causeway on the mainland side of the Intracoastal Waterway near the bridge. These sewer facilities are shown in Figure 6.

Figure 6. Sewer Facilities



Community Services

Emergency Services

St Simons Island is served by three fire stations and one police station. The police station is centrally located on the island, on Sea Island Road, while the fire stations are geographically distributed across the island with northern, central, and southern locations. The closest hospital serving the island is in the City of Brunswick and is part of the South Georgia Health System; however, there is also one general care medical facility located on the southern end of St Simons Island. The island has two emergency service zones. The southern zone includes the Village area and the development south of Torras Causeway and Postell Road on the north; Strangers Cemetery Road on the West; and Postell Creek and the Atlantic Ocean on the east. The Emergency Medical Service Zones are shown in Figure 7. Figure 8 displays the locations of the fire stations and the general medical care facility and Figure 9 displays the Fire Zones; the police zones are shown in Figure 10.

Figure 7. EMS Zones



Figure 8. Emergency Service Locations

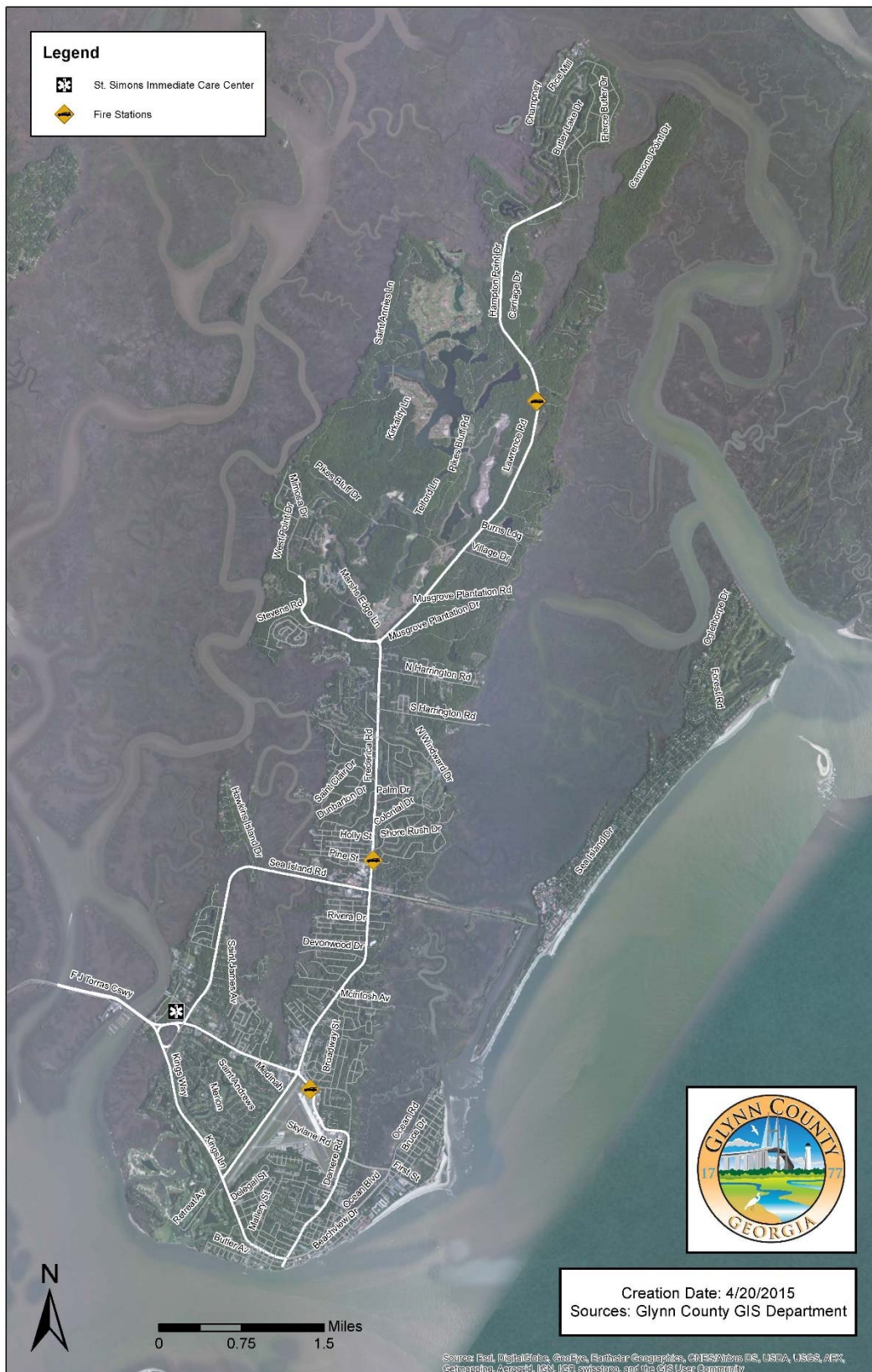


Figure 9. Fire Zones



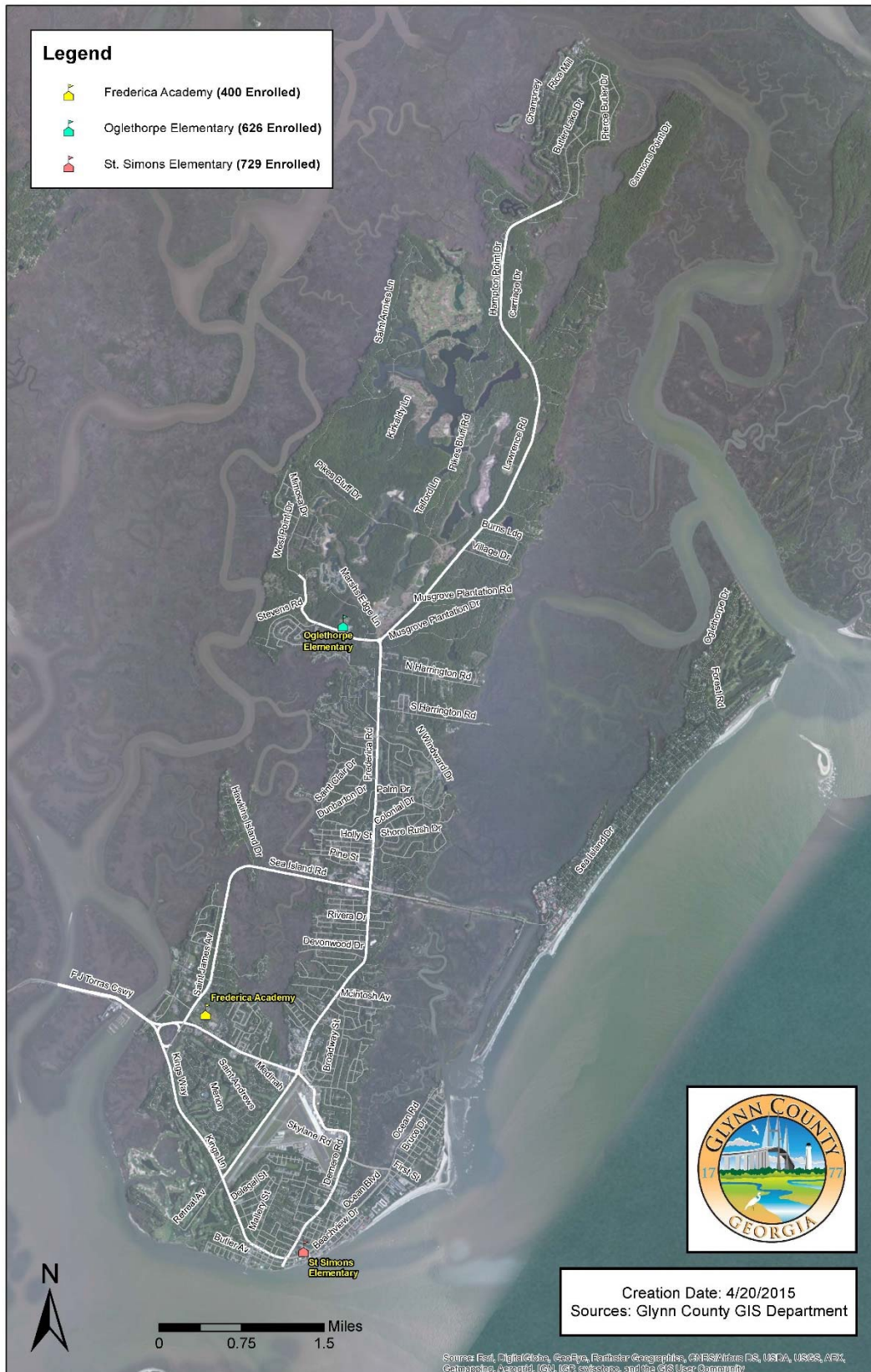
Figure 10. Police Zones



School Locations

Three schools are located on St Simons Island. Frederica Academy, located on the western portion of the island, is a private, college preparatory school with an enrollment of 400 students. The other two schools are elementary schools. Oglethorpe Pointe Elementary is located on the north side of the island with an enrollment of 626 students, and St Simons Elementary is located on the south side of the island with 729 students currently enrolled. The current total enrollment for all three schools is 1,755 students. The location of the schools is shown in Figure 11.

Figure 11. Schools



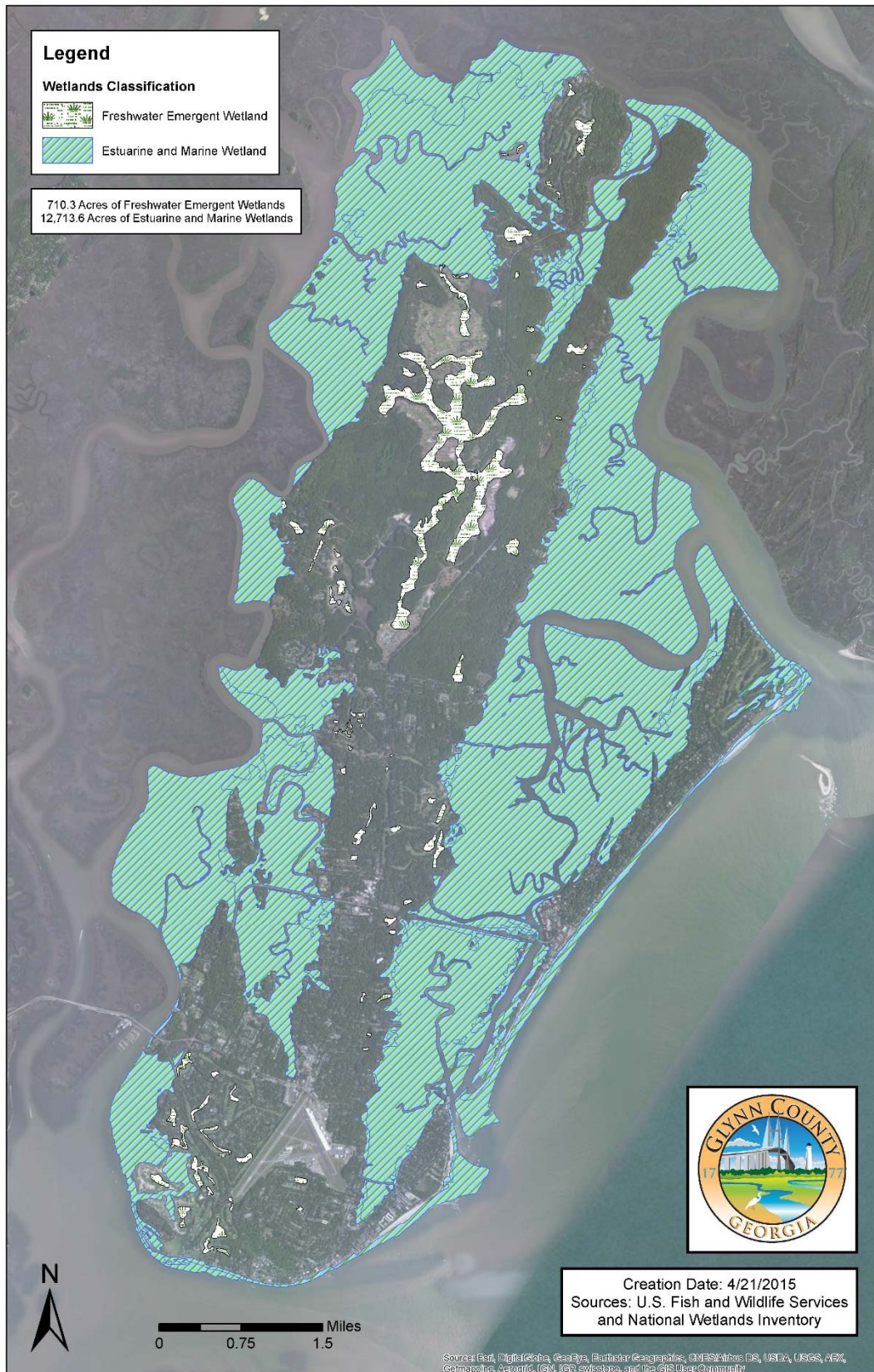
Community Resources

Wetlands

Wetlands encompass a large majority of the total land area of St Simons Island, limiting development on the island. The wetlands on the island are comprised of estuarine and marine wetlands, as well as freshwater emergent wetlands. The estuarine and marine wetlands make up the vast majority of the wetlands on the island, with 12,713 acres. The freshwater emergent wetlands encompass 719 acres and are located primarily in the center of the island in the northern portion, with a few scattered areas in the southern portion of the island.

Generally, the areas least impacted by wetlands include the north-south, central portion of the island, the southern end of the island, and the northeastern offshoot of Sea Island. These are the portions of the island that are most developed, and have the most potential for future development. Different types of wetland habitats are dispersed across the island, but marine wetland represents the most substantial wetland habitat on St Simons Island. Wetlands are shown in Figure 12.

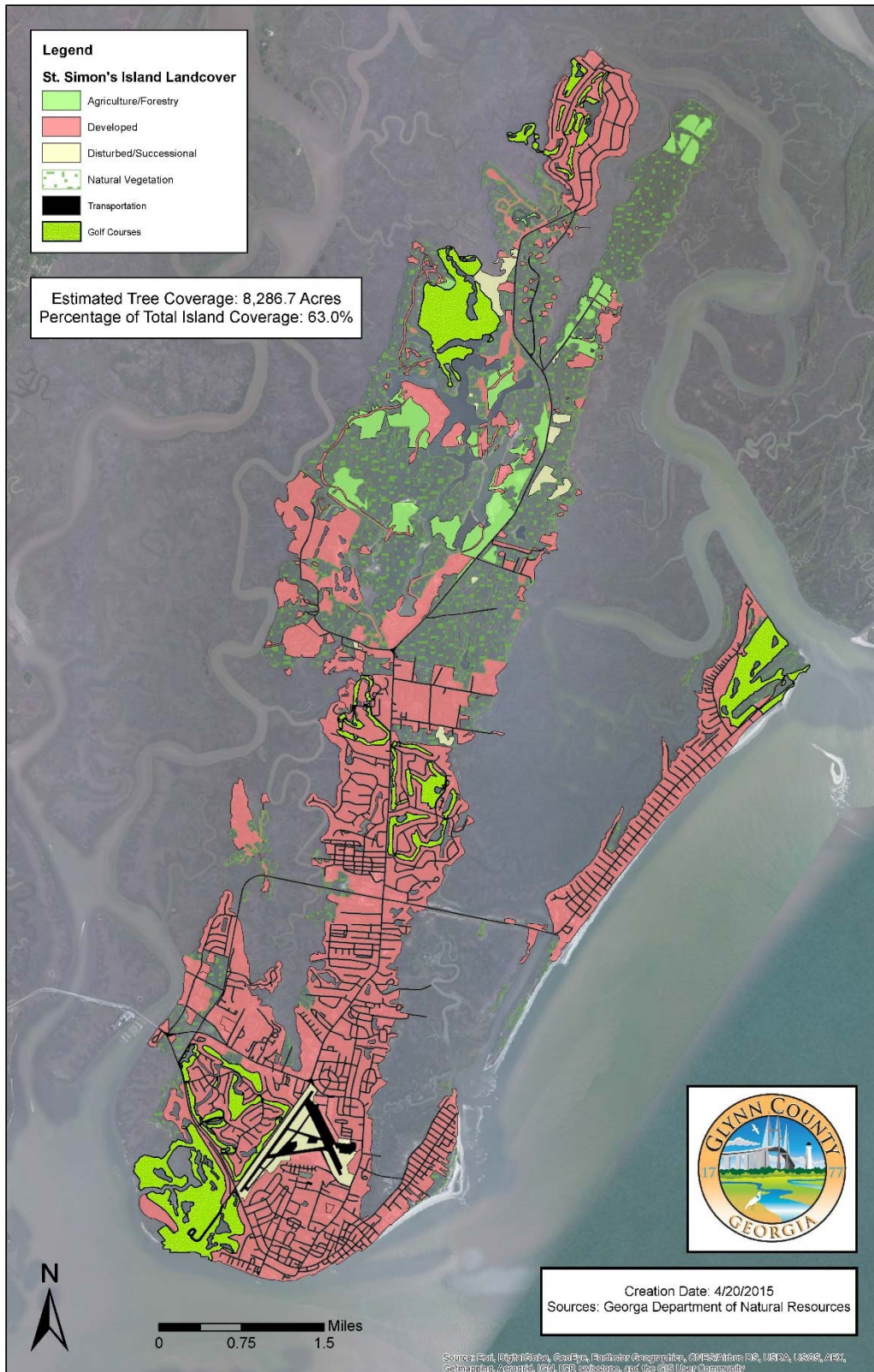
Figure 12. Wetlands



Tree Coverage

Tree coverage is most dense on the northern end of the St Simons Island, with some pockets of dense tree cover also present on the western side of the island. Though residential development is primarily concentrated down the central spine of the island, and in the south, tree coverage is interspersed throughout. In order to calculate tree coverage, the total developable land area was first calculated, which consists of the island's total area absent bodies of water and wetland areas not conducive for development. Of the remaining developable land area, approximately 8,287 acres have tree coverage/natural vegetation. Roadways, the airport, and open spaces such as golf courses were not counted as part of the tree coverage area. Having considered these factors, approximately 63% of St Simons Island's developable land area has tree coverage. The tree coverage on St. Simons Island is shown in Figure 13.

Figure 13. Tree Coverage



Vulnerable Species

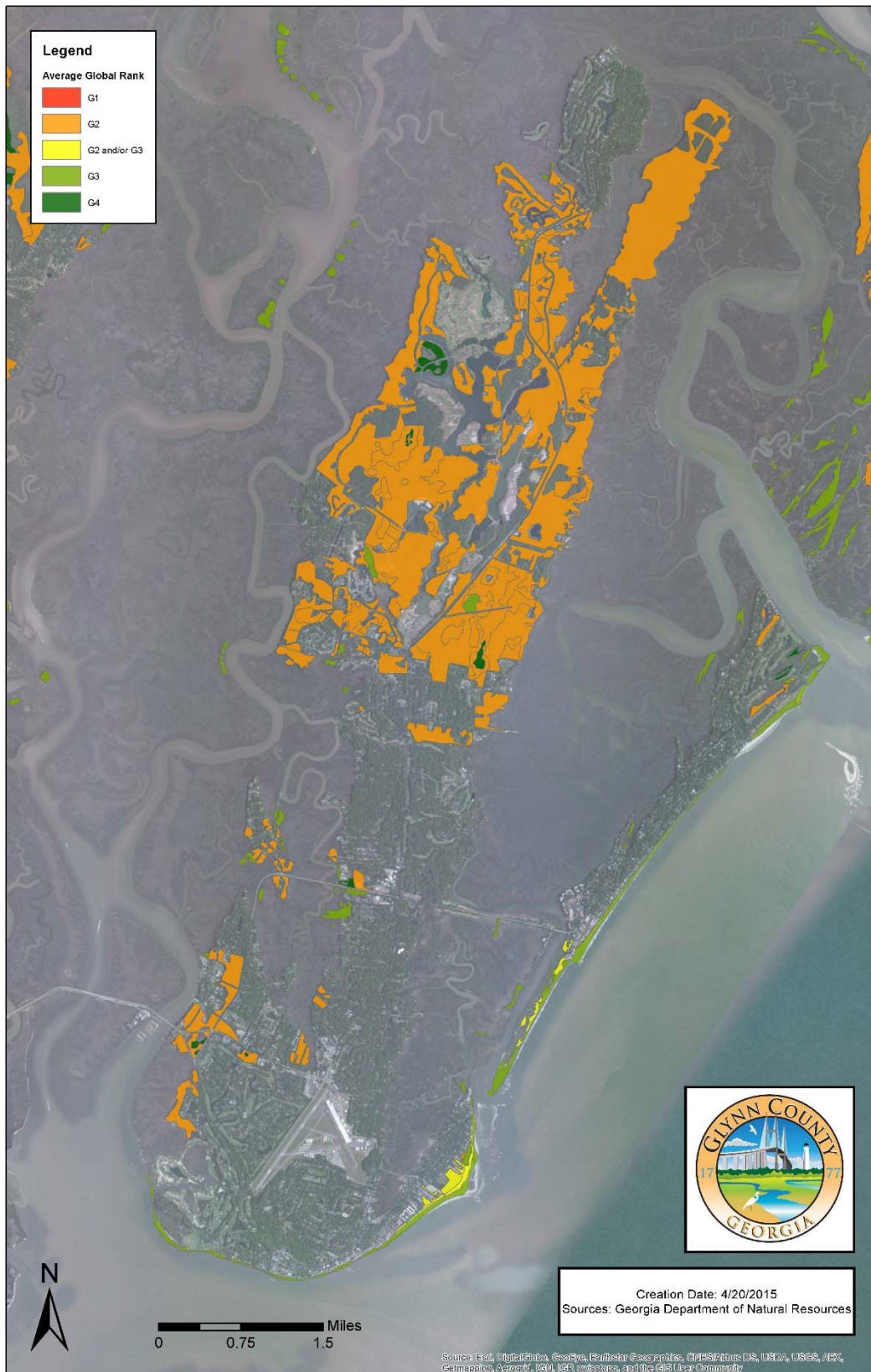
Along with the wetlands and tree coverage areas on St Simons Island, imperiled and vulnerable species were identified. This identification, developed by NatureServe, is based on the generally accepted ranking/classification of vulnerable plant, animal and habitat species. The global conservation status ranks are defined in Table 3.

Table 3. Global Conservation Ranking and Definitions

RANK	DEFINITION
G1	Critically Imperiled —At very high risk of extinction due to extreme rarity (often 5 or fewer populations), very steep declines, or other factors.
G2	Imperiled —At high risk of extinction due to very restricted range, very few populations (often 20 or fewer), steep declines, or other factors.
G3	Vulnerable —At moderate risk of extinction due to a restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors.
G4	Apparently Secure —Uncommon but not rare; some cause for long-term concern due to declines or other factors.
G5	Secure —Common; widespread and abundant

Figure 14 depicts the global ranking of sensitive and vulnerable ecological systems on St. Simons. The critically imperiled ecological systems, ranked as G1, are not present on St. Simons. The imperiled systems, ranked G2, are prevalent particularly in the northern portion of the island, and interspersed in the southwestern portion. There are a few along the coast on the southern portion of the island that are ranked as G2/G3.

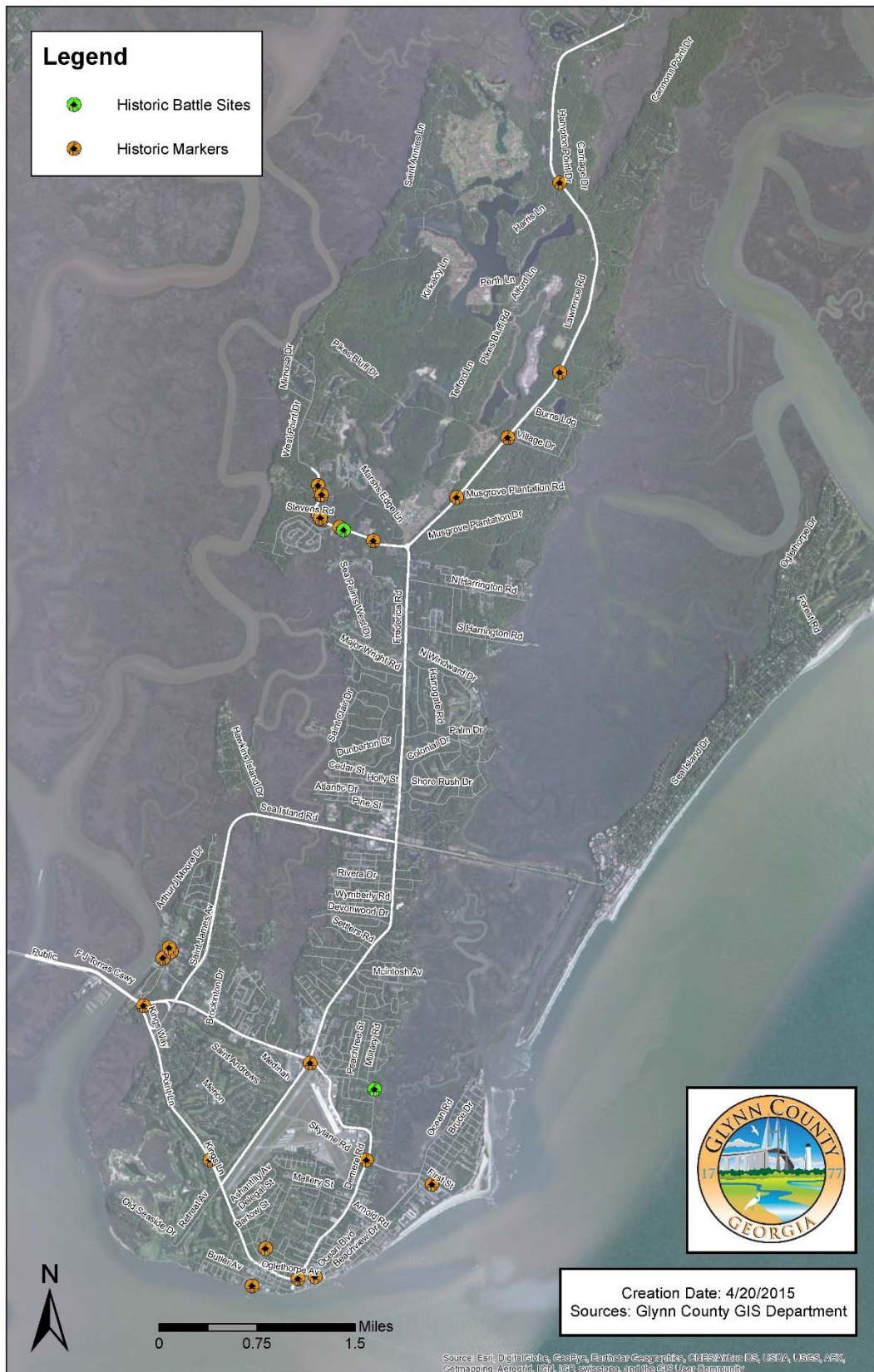
Figure 14. Critical Ecological Systems



Historic Resources

St Simons Island has a total of 26 designated Glynn County Historic Markers and two designated Historic Battle Sites. Approximately half are located on the southern end of the island and half on the northern end. Among the historic markers on the island are the Historic St Simons Lighthouse, Old Spanish Garden, William Bartram Trail, and Fort St Simons. Tourism is an important part of the island's economy, in part due to the many historic sites found on the island. Figure 15 displays the designated historic resources found on St. Simons Island.

Figure 15. Historic Resources

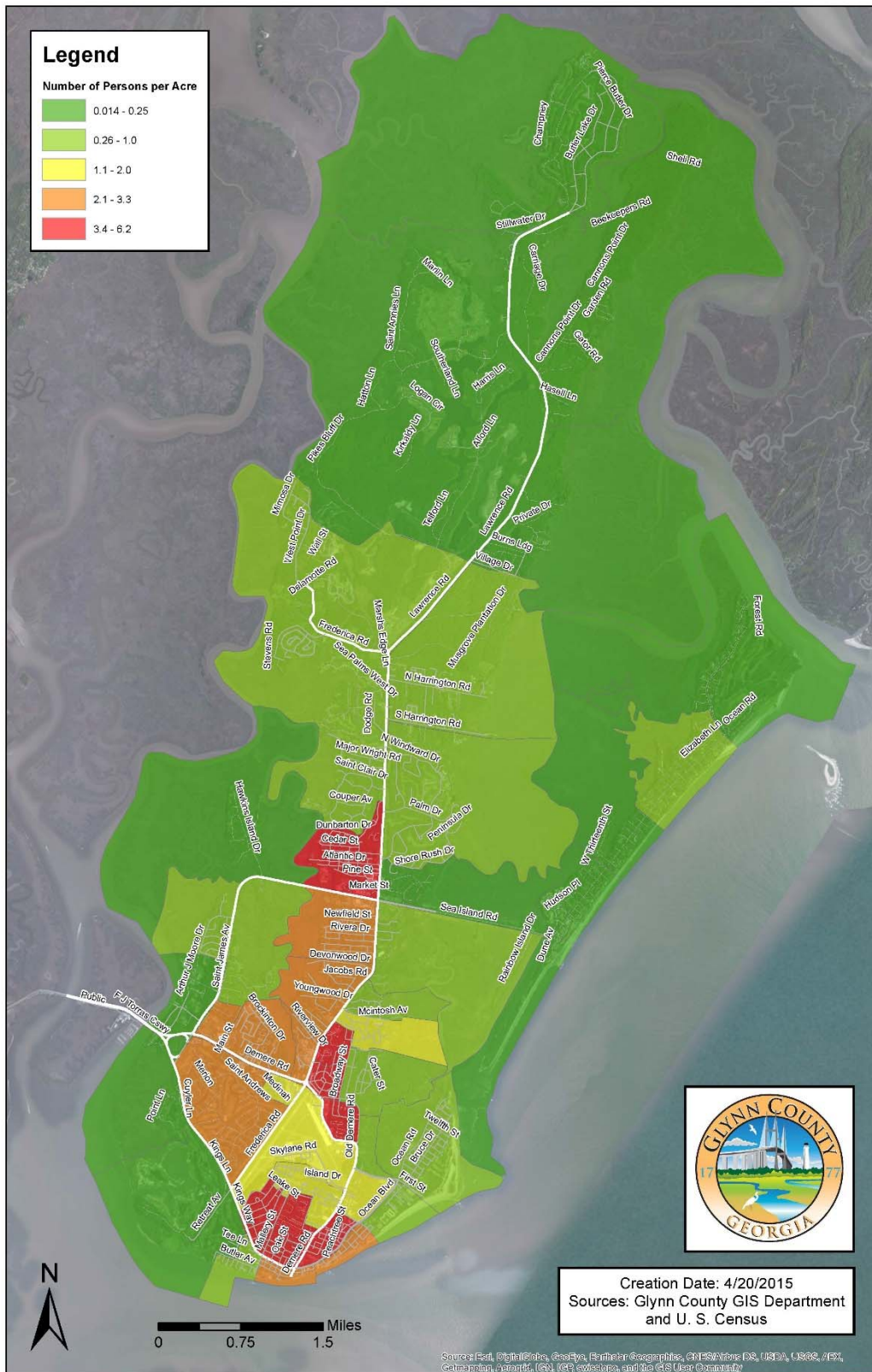


Socio-economic Data

Population

According to the US Census, the current population of the study area is approximately 17,480, of which there are approximately 10,533 households across the island. Population is concentrated in the central and southern portions of the island, particularly around Malcolm McKinnon Airport (the only airport on St Simons Island) and the area around the Glynn Haven neighborhood, west of Frederica Road and north of Sea Island Road. The next heaviest concentration of population is between Sea Island Road, Frederica Road, and Kings Way. The northern portion of the island is among the least populated areas on the island, in part due to the physical limitations of development (e.g. wetlands). One of the areas identified by the Glynn County Future Land Use Map with high levels of growth potential is the northern half of Sea Island. Population on St. Simons is shown in Figure 16.

Figure 16. Population



2013 ACS Census Tract Data

Source:

Employment

There are approximately 8,500 jobs on St Simons Island. The retail industry accounts for the majority of jobs on the island, followed by service, wholesale, and manufacturing. Sea Island Resort is the largest employer on the island. Employment is most dense in the central and southern portions of the island, similar to population density trends. The exception to this is the employment associated with Sea Island Resort, located on the eastern side of the island. The northern and western portions of St Simons Island consist of low density residential development and/or natural habitat, and therefore do not account for many jobs. Areas identified on the Glynn County Future Land Use Map with potential for future development, such as the northern half of Sea Island, could experience an increase in job growth to support increased population densities. Employment is depicted in Figure 17.

Figure 17. Employment



Future Land Use

Future Land Use Map

Glynn County has an adopted Future Land Use map that was adopted as part of their Comprehensive Plan. The future land uses identified on St. Simons include low density residential in the northern portion of the island, with village centers identified at Frederica and Lawrence Roads and further north on Lawrence Road. Medium density residential is targeted for the middle portion of the island between Harrington Road and Sea Island Road and along the coast, which is mixed with some high density residential and commercial. Additional village centers are identified at Sea Island Road and Frederica; Frederica and Demere Road; and the Village area on the southern part of the island. The area on the southeastern part of the island outside of the village areas consist of medium density residential and public/institutional. The southwestern portion of the island is a mix of medium and low density residential. Along Frederica and Demere Roads, areas adjacent to the roadway are designated as corridor mixed use. The adopted Future Land Use Map is shown in Figure 18.

Figure 18. Future Land Use Map



Development and Development Impacts

Future Development

In order to fully assess the impacts of future development on the community resources on St. Simons Island, a full understanding of the approved development on the island was required. The developments listed in the Table 1 were identified by Glynn County. This list incorporates the vast majority of the approved development, and in particular, the larger developments. All types of development were identified and included in the assessment.

Due to the timeframe of the moratorium, some development within the Village is not included in this analysis. Any development within the Village area will primarily be redevelopment. While impacts from the redevelopment will be relatively small, it should be noted that the impacts described in this report may be slightly higher due to the redevelopment in this area.

Table 1 provides a summary of the approved developments and includes the development name, property type, acreage, potential build out units, and the potential square feet, if applicable. These developments are also shown in Figure 19.

Table 4. Development Summary

Development Name	Property Type	Parcel Acreage	Potential Build Outs	Potential Sq. Ft.
Altamaha Preserve	Undeveloped	5.38	31	
Baisden	Undeveloped	2.35	17	
Bennie's Red Barn	Commercial	13.56	64	315,988
Captains Cove	Undeveloped	12.337	33	
Courtside Homes Subdivision	SFR	15.92	1	
Delmotte Rd: 8.698 Ac	SFR	8.698	8	
Dunbar Acres, 4 lots, Off General Oglethorpe	SFR	1.84	3	
Dunbar Creek, Dow Place	SFR			
Epworth By The Sea	Church, Religious Campus	87.90	422 Rooms, 53 Apt/Cottages & Expand Facilities by 40,302 Sq. Ft. & Columbarium	42,802
Fairway Cottages Subdivision	SFR	3.761	4	
Frederica Township	SFR, Golf Course, Clubhouses			150,000
Frederica Tract Facing Lawrence Road	Undeveloped Property		1	

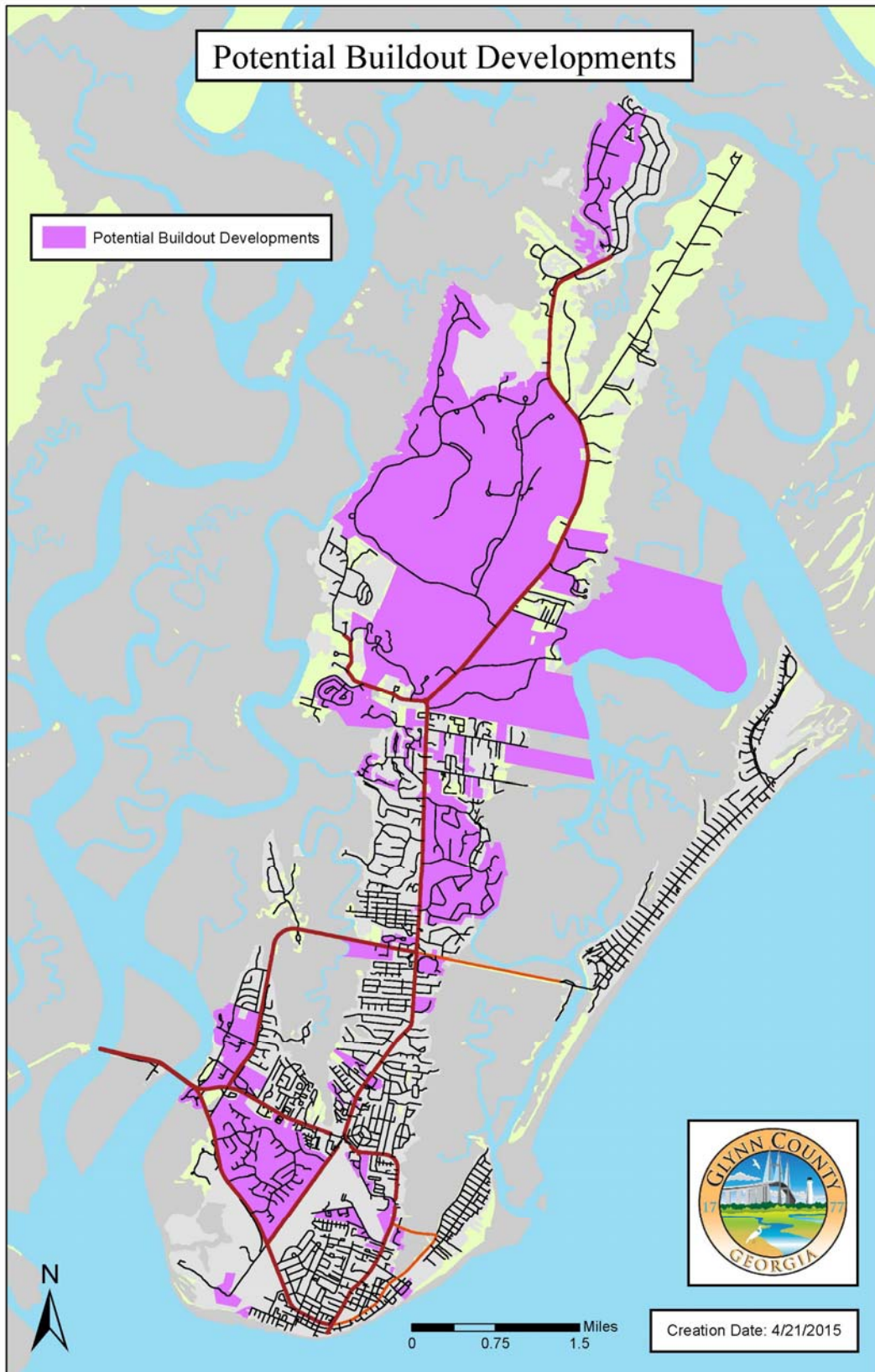
Development Name	Property Type	Parcel Acreage	Potential Build Outs	Potential Sq. Ft.
Hampton Plantation Subdivision	SFR	292.03	602	
IDAC/Frederica Building, Thrive Site Plan, Assisted Living	Commercial/SP2783	1.70	35	
King Tract (Bordering Musgrove Plantation)	Undeveloped	9.08	58	
Lake View Cottages	Undeveloped	4.48	21	
Mariners Landing	Undeveloped	15.40	125	
Marsh Point Hammock,	Marsh Hammock, 2.2 ac	2.20	7	
Marsh Point Marsh	Undeveloped Marsh Lands around Marsh Point & Sunbury Court			
Marsh Point Subdivision	SFR	28.666	6	
Marshes Edge	Retirement Community			
Marshlands of the Commons	Undeveloped Marsh Lands around the Commons, 13.037 Ac	13.037	6	
McKinnon St. Simons Airport Hotel	Commercial, Terminal & Hotel	4.879	88	6,143
Musgrove Plantation	Undeveloped	1306.33	1968	
Oatland/Sinclair Plantation	Undeveloped Property	128.853	250	
Olde Club Plantation - Harrington Ln	Vacant Lot	0.78	52	
Peninsula Point North	SFR, Sea Palms Area	10.77	1	
Peninsula Point South	SFR, Sea Palms Area	4.76	2	
Sea Island Lake Cottages	Residential	19.344	51	
Sea Palms Coastal Realty	commercial	1.48	11	
Sea Palms Golf View-Fairway No3	Vacant Lot	2.53	25	
Sea Palms Subdivision	SFR	150.6	22	
Shops at Market St, Old Stables Market Area	Commercial/Sea Island Offices/See Notes			145,000
South Harrington (Bordering Sea Palms)	Undeveloped	8.08	44	
Spears Tract/Harrington Marsh	Undeveloped	83.87	148	

Development Name	Property Type	Parcel Acreage	Potential Build Outs	Potential Sq. Ft.
Sunbury Court Subdivision	SFR		1	
The Commons at Frederica	SFR	60.219	26	
The Country Club	SFR, Sea Palms Area	13.483	18	
The Enclave	SFR	22.766	4	
Tidal Shores	Undeveloped	10.9111	42	
Villas At Gascoigne	Undeveloped	3.09	54	
West Lake Subdivision	SFR	8.98	3	
West Point Plantation Tract 21	SFR	5.04	14	
Wilson Creek	Undeveloped	28.82	54	
Brailsford Landing - Longview	Vacant Land			
Central Park Subdivision Tract, Stoud Family LP	Vacant Land			
Edwards Plaza - Tract 3 Longview	Commercial Use			
Flash Foods Proposal - Fireside Cottage Longview	Commercial			3,395
Frederica Baptist Church - VL	Undeveloped			50,000
Frederica Oaks Subdivision	SFR			
Future Grey Owl Inn	Bed & Breakfast (In Building Stage)			
Heritage Inn Tracts, Magnolia Manor of SSI Retirement	Vacant Lot			
Heritage Inn Tracts, Magnolia Manor of SSI Retirement	Retirement Community, 30 Units, 1 building			
Heritage Inn Tracts, Magnolia Manor of SSI Retirement	Retirement Community, 64 Units, 9 buildings			
Island Sites/Cinemas/Jenkins Building	Commercial, Also Parcel 04-13631, see notes			66,200
Kings Marsh Villas Condos	Condos, 7 Buildings, 28 Units			
Monkey Wrench Bicycles	Commercial			
Sea Marshes Professional Site	Commercial			1,913

Development Name	Property Type	Parcel Acreage	Potential Build Outs	Potential Sq. Ft.
Southpoint	SFR			
St. Simons Community Church	Church			2,920
St. Simons McKinnon Airport - Limited Commercial	Commercial			
St. Simons McKinnon Airport - Service Commercial	Commercial			
St. Williams Catholic Church	3 buildings			
The Inn at Sea Island	Commercial			11,6828
William S Burdell Tracts	SFR, 2 lots, accessed via Youngwood Subd			
Windy Oaks, Lot 17	Vacant Lot			
Yacht Club	SFR			30,000
King & Prince Beach and Golf Resort -Main, Oleander, Tennis Courts & Parking	3 buildings, tennis courts, parking & 2 pools - AKA Parcels A & B, King & Prince			28,013
Oglethorpe House, Wesley Beach Cottage & Downing Cottages - King & Prince	4 Buildings - AKA Parcel C, King & Prince			3,591
Hampton House, 1316 Beachview Dr - King & Prince	1 building - AKA Parcel D - King & Prince			4,854
Beachview Dr. - Arnold Villas - King & Prince	SFR w/ 2 apts - AKA Parcel E - King & Prince			8,128
St. Simons Island Club	SFR			243,500
Frederica Academy	6 buildings & Batting Cage			549,122
Island Medical Park - Wellness Center	Medical/Commercial, VL			349,255
Golden Isles Ctr for Plastic Surgery -Island Med. Park	Medical and Residential			7,849
Leeward Bluff - Bowen - Island Medical Park, Lot 5 & 6	Vacant Lot			6,590
Georgia Power Company	Commercial			56,564

Development Name	Property Type	Parcel Acreage	Potential Build Outs	Potential Sq. Ft.
St. Simons Health and Fitness Club	Commercial/Services			10,606
Retreat Commercial Site	Commercial/Service			
The Lodge, Sea Island, Old Seaside	Commercial/Hotel /Office			
Ace Garden Center	Commercial			14,585
Tower - Gentile Prop. On Arnold	Commercial, Telecommunications			15,784
King City - Torras Property	SFR			
TOTAL				2,259,630

Figure 19. Approved Developments



INFRASTRUCTURE

Roads

Impacts on the transportation system from development are of primary concern. In order to identify the traffic impacts, the number of future trips based on the types and size of the approved developments were identified using the Institute of Traffic Engineers (ITE) Trip Generation Manual – 9th Edition. This handbook is the professionally accepted standard for identifying the trips generated by specific types and sizes of development. The trips generated by each development were calculated at 100% buildout, at a 75% buildout, and at 50% buildout and the total additional trips for each buildout scenario include:

Buildout Scenario	Total Additional Trips
100%	168,662
75%	126,496
50%	84,331

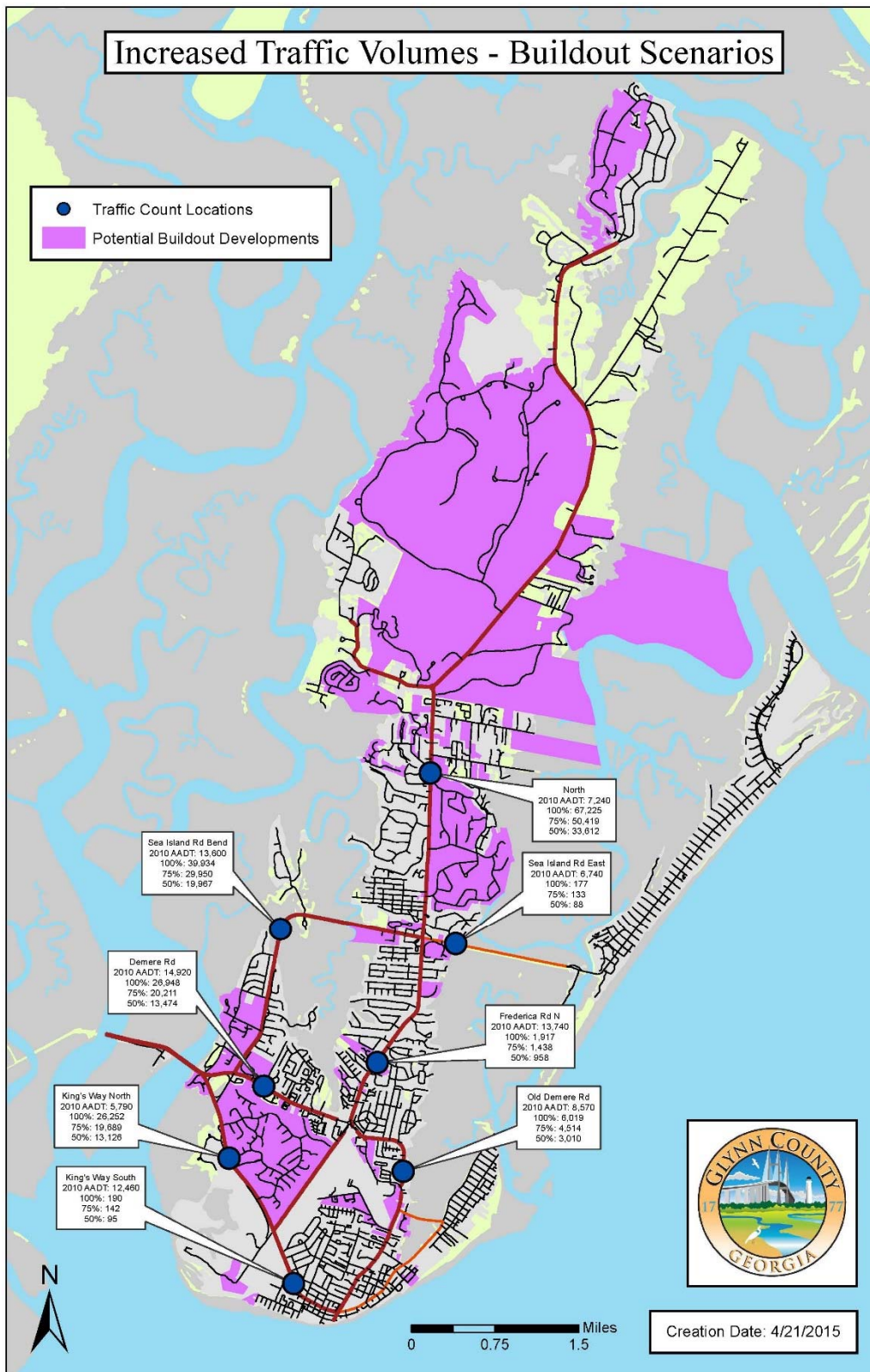
With the identification of the total additional trips, these trips were assigned to the road network based on travel sheds for the potential developments. These trips were assigned to the network using the traffic sheds and corresponding to the GDOT traffic count locations. The assignment of the additional trips to these locations provides a comparison between the existing 2010 Average Annual Daily Traffic (AADT) and the future traffic based on the buildout scenario.

Table 5 provides the detailed information for the identified traffic sheds, the existing AADT and the additional trips at 100%, 75%, and 50% buildout scenarios. Figure 20 depicts these scenarios and the additional trips by traffic shed / count location.

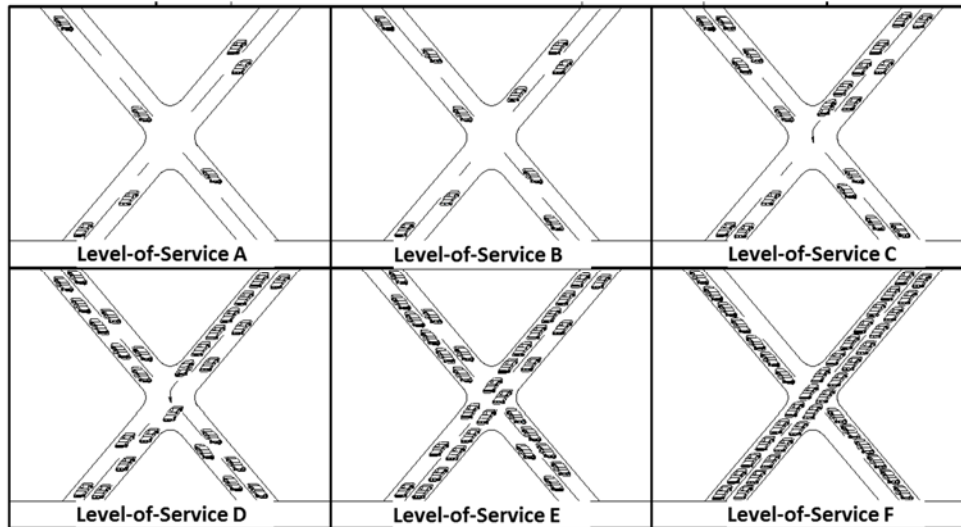
Table 5. Traffic Impacts

Traffic Shed/ Traffic Count Location	Number of Developments Adding Traffic	Potential Dwelling Units	Potential Rooms	Potential Square Feet	2010 AADT	100% Buildout Scenario – Added Daily Trips	75% Buildout Scenario – Added Daily Trips	50% Buildout Scenario – Added Daily Trips
North	38	4,657	105	515,988	7,240	67,225	50,419	33,613
Sea Island Rd E.	2	10	--	1,913	6,740	177	133	89
Sea Island Rd Bend	9	307	684	764,524	13,600	39,934	29,950	19,967
Demere Rd	5	1	--	630,877	14,920	26,948	20,211	13,474
Frederica Rd N.	14	173	--	6,315	13,740	1,917	1,438	959
Old Demere Rd	11	201	187	66,513	8,570	6,019	4,514	3,010
Kings Way N.	3	1,445	210	273,500	5,790	26,252	19,689	13,126
Kings Way S.	1	20	--	--	12,460	190	142	95
TOTAL	83	6,814	1,186	2,259,630		168,662	126,496	84,331

Figure 20. Traffic Volumes: Buildout Scenarios



In addition to the calculation of the additional future trips, the Level of Service (LOS) was also developed for each of the buildout scenarios. As noted in the existing conditions section, LOS is a common way of assessing traffic flow that indicates the degree of service on each of the facilities. LOS is measured on a scale from A, which is free flow, to F, which is heavily congested or gridlock. The graphic below provides a visual image of the LOS grades.



Currently, as shown in Figure 1 in the existing conditions, the LOS ranges from D/E at Demere Road; D on Sea Island Road to C or better at the other locations. Table 6 shows the total trips, existing plus the additional trips for each travel shed and each buildout scenario, along with the corresponding LOS.

Table 6. Level of Service: Buildout Scenarios

Traffic Shed/ Traffic Count Location	2010 AADT	2010 Level of Service	100% Buildout Total Trips	100% Buildout LOS	75% Buildout Total Trips	75% Buildout LOS	50% Buildout Total Trips	50% Buildout LOS
North	7,240	C or Better	74,465	F	57,659	F	40,853	F
Sea Island Rd E.	6,740	D	6,917	D/E	6,873	D/E	6,829	D/E
Sea Island Rd Bend	13,600	D	53,534	F	43,550	F	33,567	F
Demere Rd	14,920	D/E	41,868	F	35,131	F	28,394	F
Frederica Rd N.	13,740	D/E	15,657	F	15,178	F	14,699	E/F
Old Demere Rd	8,570	C or Better	14,589	E/F	13,084	D/E	11,580	D
Kings Way N.	5,790	C or Better	32,042	F	25,479	F	18,916	F
Kings Way S.	12,460	C or Better	12,650	D	12,602	D	12,555	D

Evacuation Routes

As described in the existing conditions, there are six Hurricane Evacuation Routes on St Simons Island. Two of these six that are the most significant include Torras Causeway and Sea Island Road. Torras Causeway is the only route from St Simons Island to the mainland, leading from the island, west, to the City of Brunswick. In 2010, the AADT on Torres Causeway was 23,070.

Sea Island Road is the only route to and from the furthest northern regions of the island as well as being the only route to and from Sea Island, which is the eastern most, developed portion of Glynn County. Lawrence Road is a designated evacuation route, but the Based on the transportation analysis, Table 7 describes the Level of Service on these designated evacuation routes with 100% of buildout, 75% of buildout, and 50% of buildout.

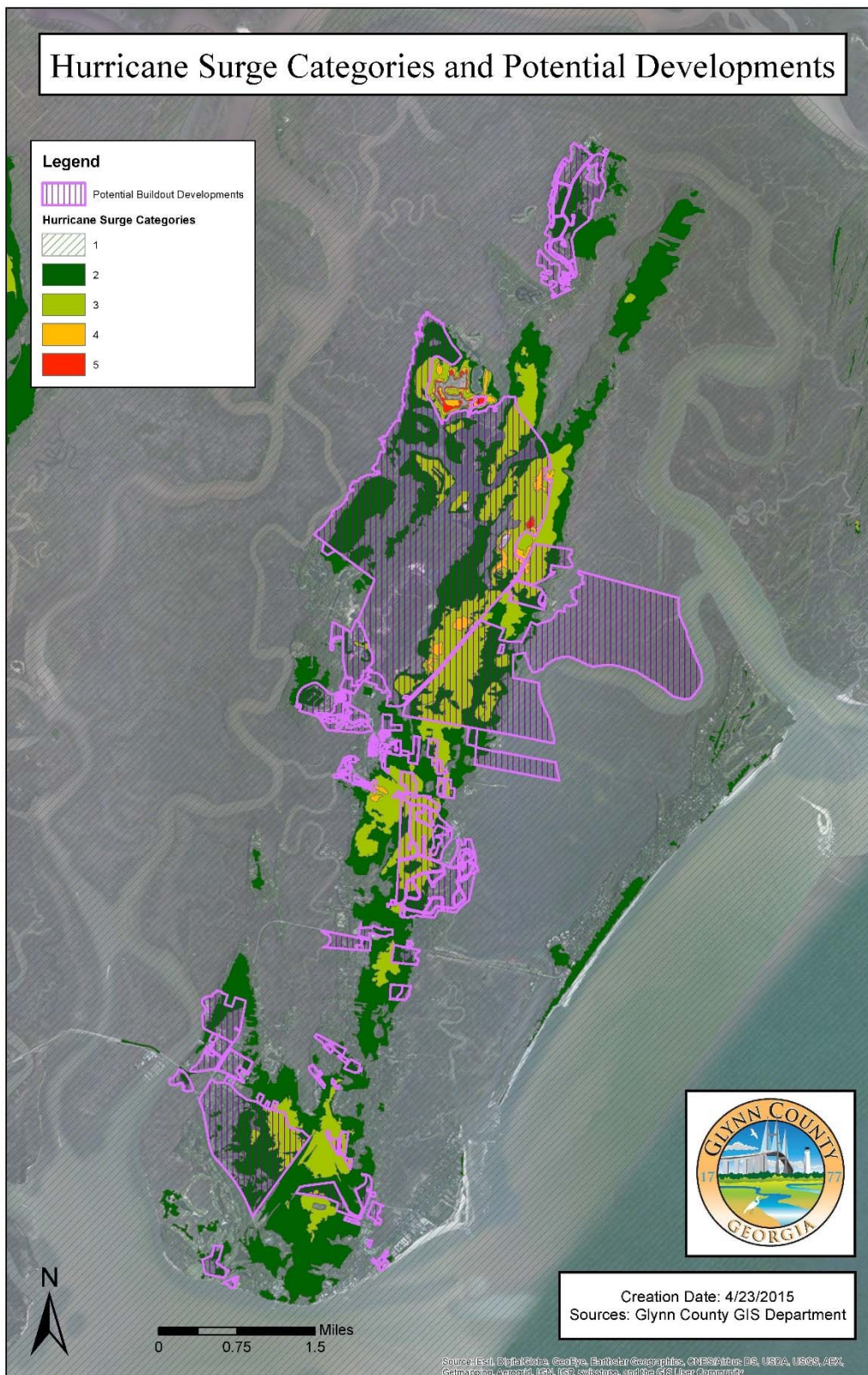
Table 7. Evacuation Routes with Buildout Scenarios

Evacuation Route	2010 AADT	100% Buildout		75% Buildout		50% Buildout	
		Total Trips	LOS	Total Trips	LOS	Total Trips	LOS
Demere Road	14,920	41,868	F	35,131	F	28,394	F
Frederica Road	13,740	15,657	F	15,178	F	14,699	E/F
Kings Way N.	5,790	32,042	F	25,479	F	18,916	F
Kings Way S.	12,460	12,650	D	12,602	D	12,555	D
Sea Island Road (Bend)	13,600	53,534	F	43,550	F	33,567	F

Storm Surge

With the additional development on St. Simons Island, the magnitude of affected citizens during a hurricane or storm event is much greater. A large portion of the potential development, particularly in the northern portion of the island will be affected by a Category 1 storm surge and other large areas will be affected by a Category 2 event. As noted in the existing conditions, in a Category 4 or 5 storm, the entire island is affected. The storm surge by category with the potential development is found in Figure 21.

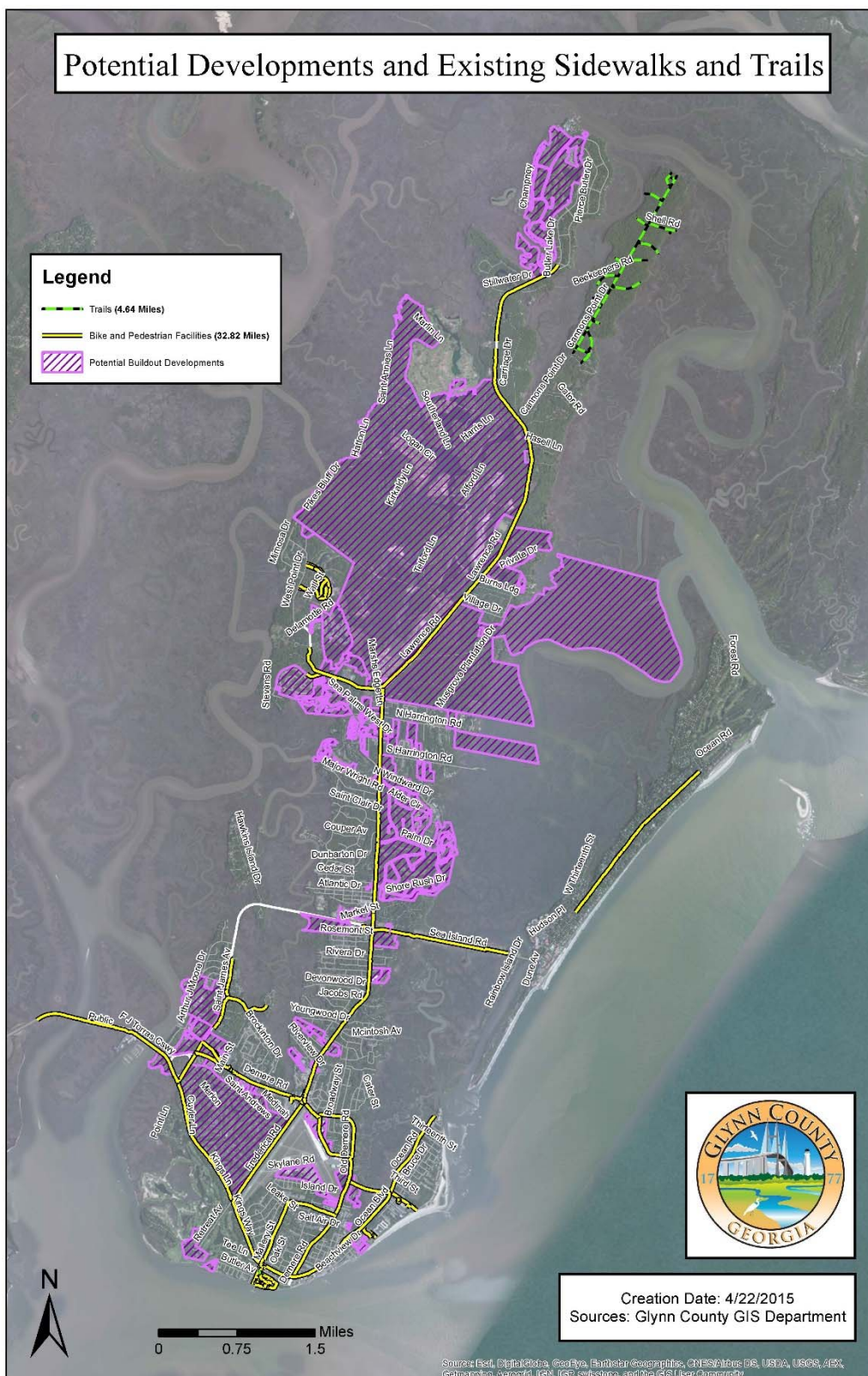
Figure 21. Hurricane Storm Surge with Potential Development



Sidewalks/Trails

As noted in the existing conditions, the majority of the sidewalks are along the major street network in the southern portion of the island, with bike lanes and off road trails primarily found in the northern portion of the island. Should the approved levels of development come to fruition, the likelihood of increased demands and needs for non-motorized facilities will increase, particularly with the resulting traffic demands placed on the street network. The existing sidewalk and trail facilities are shown in combination with the approved developments in Figure 22.

Figure 22. Potential Development and Existing Sidewalks and Trails



Water / Wastewater / Solid Waste

Water

One of the most critical areas of analysis for development impacts is water, which in recent years has become a significant issue for local governments throughout the state. The primary source of water in Glynn County and on St. Simons Island is the Floridan Aquifer and permits for water withdrawal are issued to both local government and private developments. Table 8 summarizes the existing permits for local government and private developments on St. Simons Island.

Table 8. Permitted Water Withdrawal

Permit User Name	Permitted Monthly Average W/D (MGD)	Permitted Yearly Average W/D (MGD)
Total Municipal	6.67	4.35
Total Sea Island	4.05	2.72
Total Sea Palms	0.69	0.40
Total Hampton Plantation	1.08	0.67
TOTAL	12.49	9.14

According to the Environmental Protection Division (EPD), the average potable water use by person per day is 100 gallons. In order to calculate the water usage for the residential uses, each residential dwelling unit was assumed to have 2.54 residents, which was then multiplied by the average 100 gallons of water used per day per person.

Also according to the EPD, the average hotel room usage of water per day is 60 gallons. For this analysis, 2 persons per room was assumed and then multiplied by the 60 gallons per day average water use. In order to calculate the water use for commercial, it was assumed there is one employee per 600 square feet of retail, with 0.16 gallons of water used per square foot of development. This calculation was found in the Fiscal Impact Analysis Model developed for the South Florida Regional Planning Council.

Using the above described calculations, the water needs per day in gallons and by use were identified for the approved developments. These calculations were applied to the 100% buildout, 75% buildout, and 50% buildout scenarios and the totals are summarized in Table 9.

Wastewater

In order to assess the wastewater usage, several sources were utilized to develop the estimates for the various uses included in the potential development. Estimates were based on US standards for water usage and sewage strength, as well as Metcalf and Eddy Wastewater Engineering, Treatment Disposal Reuse.

For consistency in the analysis, the same uses of residential, hotel and commercial were identified. It is estimated that each person generates 60 gallons per day of wastewater. To calculate the residential

use, this 60 gallons was multiplied by the average of 2.54 persons per household to determine the overall wastewater generated by residential unit. With the hotel uses, there are a variety of different style hotels, with each style generating different levels of wastewater. For example, the units with kitchenettes generate more than the standard hotel room. To account for the various room set-ups, an average of all types was assumed, which generates 90 gallons of wastewater per day. The calculation for commercial was, similar to the water use calculation, based on the employees per square foot of retail. The estimated daily wastewater generated for each of the uses and the total, by the three buildout scenarios, is shown in Table 10.

Solid Waste

In assessing development impacts, the amount of solid waste generated is also a concern. In order to estimate the amounts of solid waste generated, the state of California CalRecycle has developed industry guides; these guides were utilized in the estimated of solid waste generated by the development.

The calculations again used the same uses for consistency – residential, hotel, and commercial. The solid daily waste generated by each of these uses was calculated in pounds generated per day. It is estimated that each individual generates 4.4 pounds of solid waste per day and this figure was multiplied by 2.54 to arrive at a household or residential unit figure. For hotels, the estimated solid waste generated is twice the number of rooms in the facility. For commercial uses, the estimated solid waste generated is 0.25% of the square footage. The estimated solid waste generated by each of the uses, and by the buildout scenarios, is shown in Table 11. The potential development with the existing water and sewer facilities are shown in Figures 23 and 24.

Table 9. Estimated Daily Water Needs (Gallons per Day)

100% Buildout: Estimated Daily Water Needs (Gal)				75% Buildout: Estimated Daily Water Needs (Gal)				50% Buildout: Estimated Daily Water Needs (Gal)			
Residential	Hotel	Commercial	Total	Residential	Hotel	Commercial	Total	Residential	Hotel	Commercial	Total
1,730,756	142,320	361,541	2,234,617	1,298,067	106,740	271,156	1,675,963	865,378	71,160	180,770	1,117,308

Table 10. Estimated Daily Wastewater Generated (Gallons per Day)

100% Buildout: Estimated Daily Wastewater Generated (Gal)				75% Buildout: Estimated Daily Wastewater Generated (Gal)				50% Buildout: Estimated Daily Wastewater Generated (Gal)			
Residential	Hotel	Commercial	Total	Residential	Hotel	Commercial	Total	Residential	Hotel	Commercial	Total
1,038,454	106,740	37,661	1,182,854	778,840	80,055	28,245	887,141	57,115	1,779	4,237	63,131

Table 11. Estimated Daily Solid Waste Generated (Pounds per Day)

100% Buildout: Estimated Daily Wastewater Generated (Gal)				75% Buildout: Estimated Daily Wastewater Generated (Gal)				50% Buildout: Estimated Daily Wastewater Generated (Gal)			
Residential	Hotel	Commercial	Total	Residential	Hotel	Commercial	Total	Residential	Hotel	Commercial	Total
76,153	2,372	5,649	84,174	57,115	1,779	4,237	63,131	38,077	1,186	2,825	42,087

Figure 23. Potential Development and Existing Water Facilities

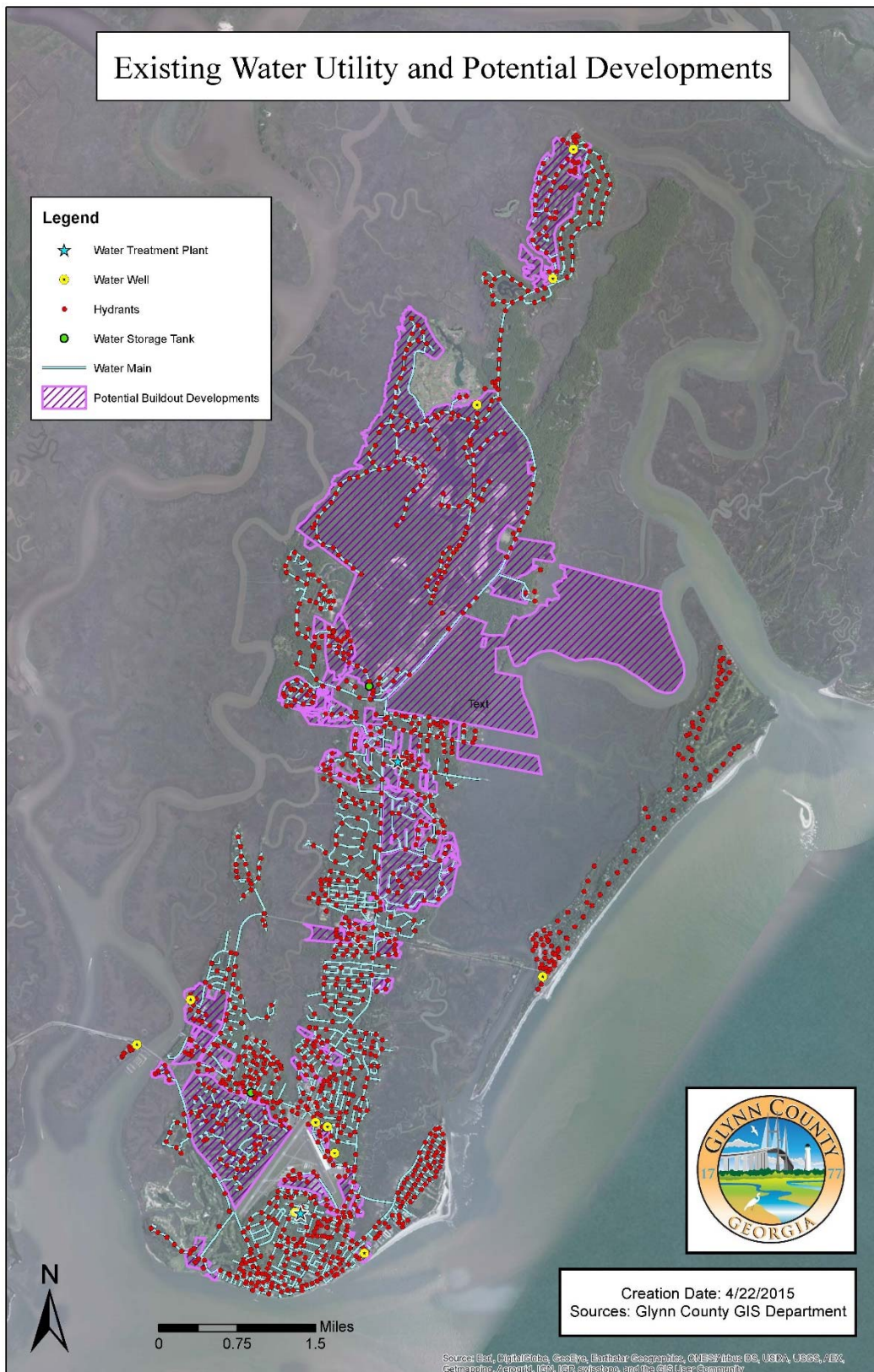
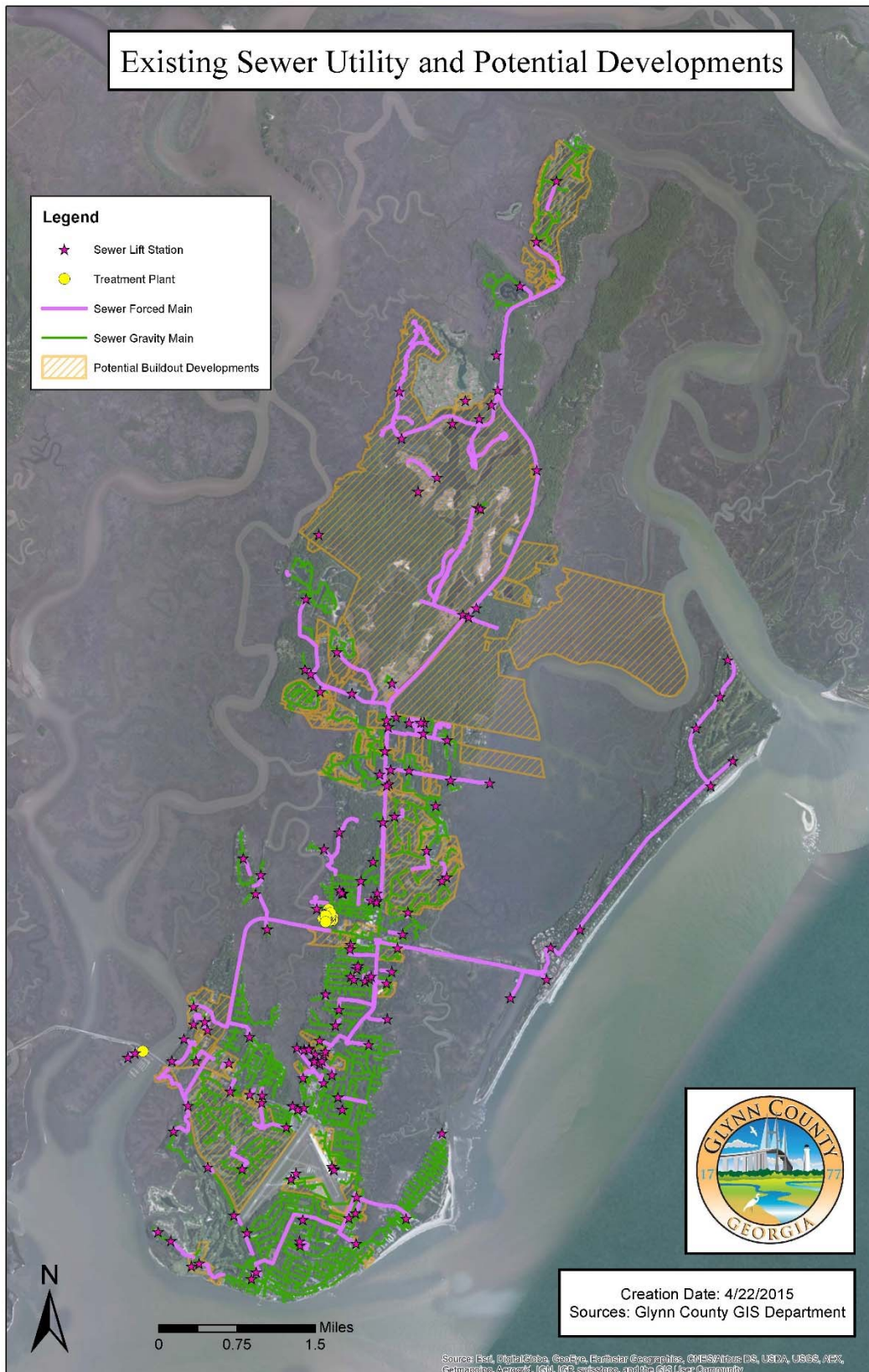


Figure 24. Potential Development and Existing Sewer Facilities



Community Services

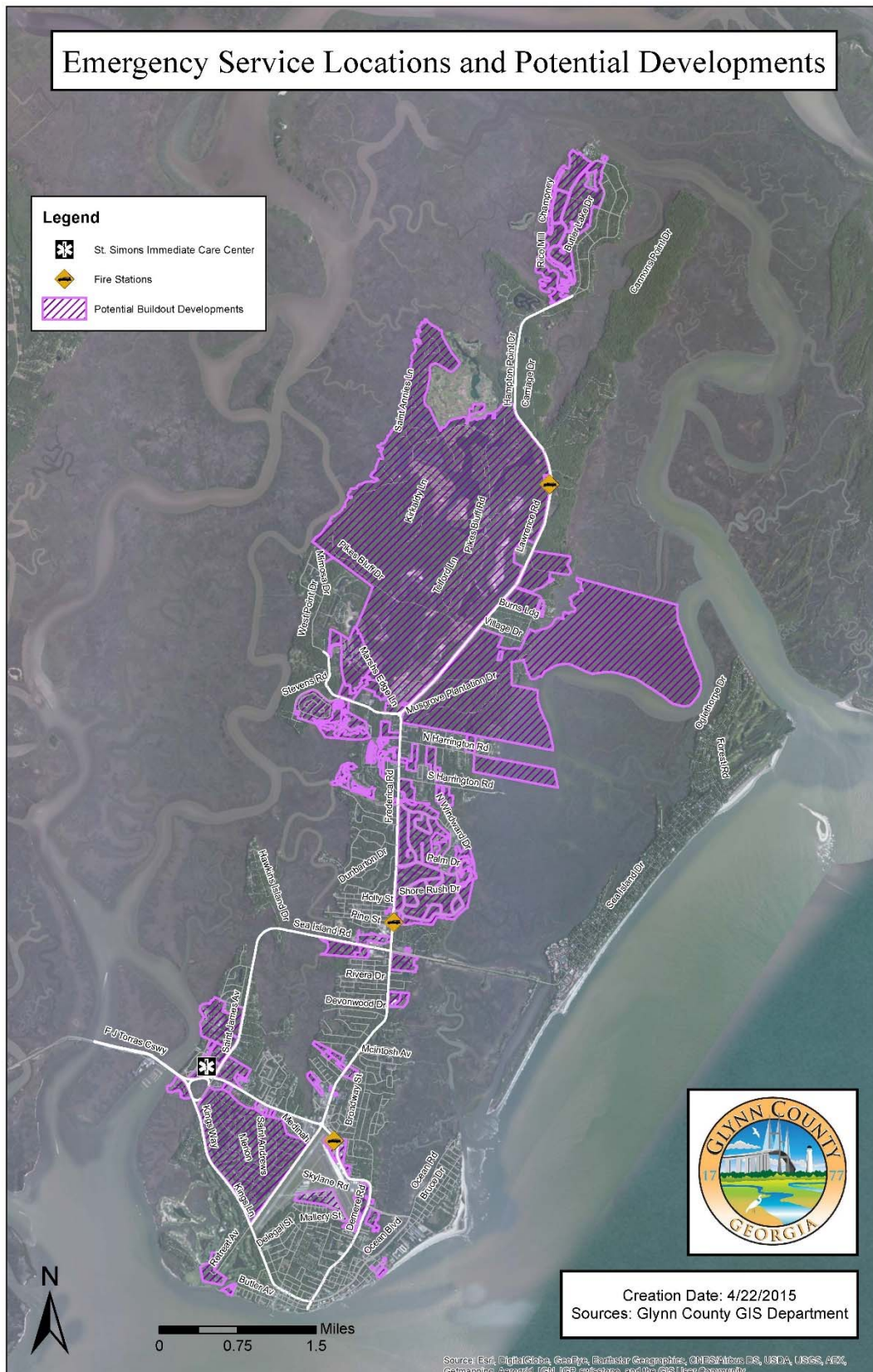
Emergency Services

As noted in the existing conditions, St Simons Island is served by three fire stations and one police station. The police station is centrally located on the island, on Sea Island Road, while the fire stations are geographically distributed across the island with northern, central, and southern locations. The closest hospital serving the island is in the City of Brunswick and is part of the South Georgia Health System; however, there is also one general care medical facility located on the southern end of St Simons Island.

While these facilities are currently adequate for the existing development and population, with the significant increase in population and development, additional services, particularly fire, will likely be needed on the island.

Figure 25 displays the potential development with the current locations of the fire stations and the general medical care facility.

Figure 25. Potential Development and Existing Emergency Services Locations



School Locations

There are three schools currently located on St. Simons Island, which includes two elementary schools and Frederica Academy. The two elementary schools are located on the north and south sides of the island. The combined enrollment for the elementary schools is 1,355.

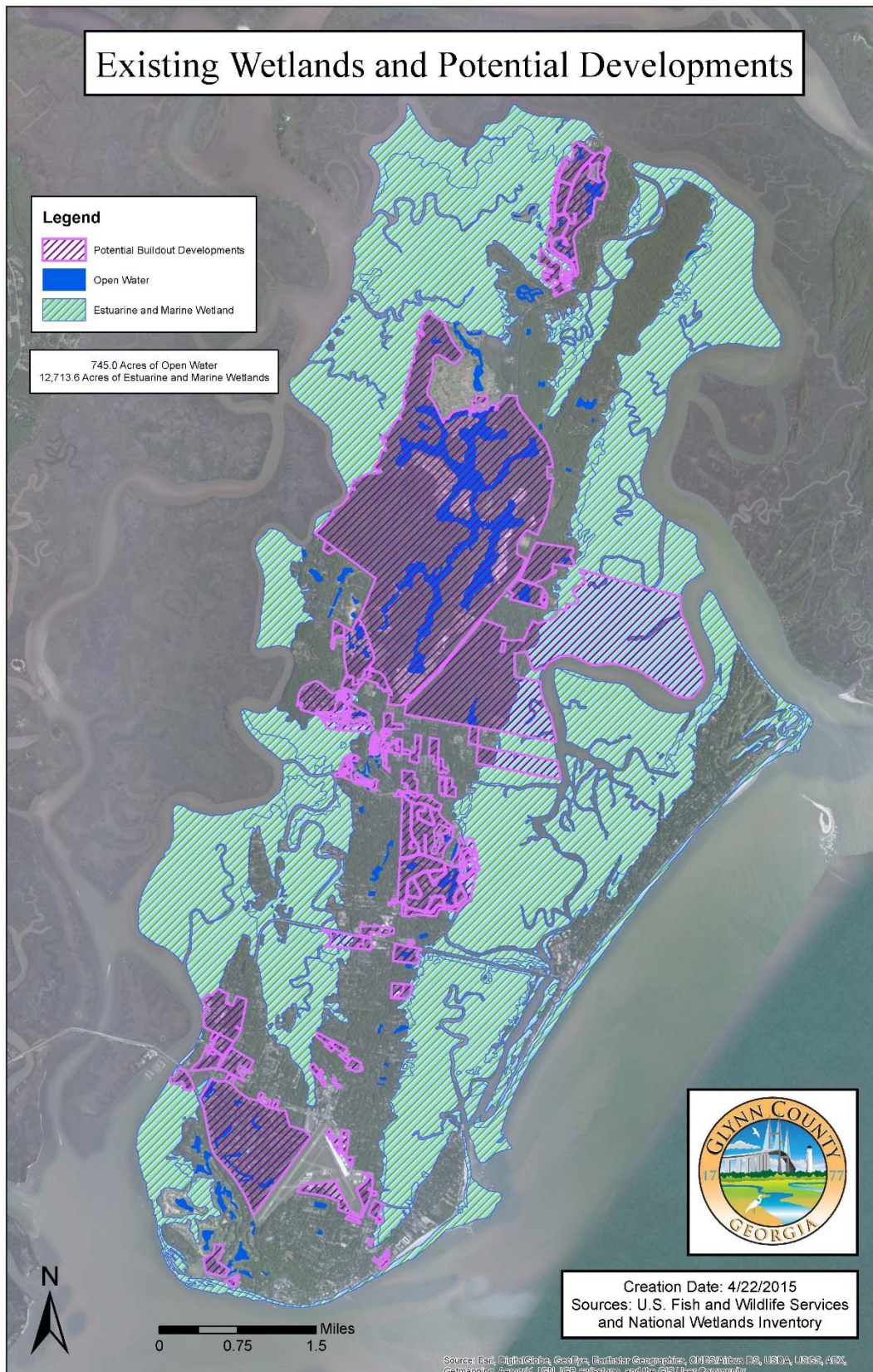
The potential development includes an additional 6,814 households. To calculate a gross estimate the additional school capacity that may be needed, the standard 2.54 persons per household is used. Assuming that there are two adults per household, the possible number of students could be as much as 3,380 school age children. While this is a very high level assessment, it does provide some potential level of magnitude with regard to existing and needed future school capacity.

COMMUNITY RESOURCES

Wetlands

Wetlands, particularly the estuarine and marine wetlands, are a critical resource in the coastal environment. As expected, these wetlands, as well as freshwater areas, are widespread and cover most of St. Simons Island. Existing development is found primarily on the uplands and the majority of the potential development is also located in the upland areas. However, several of the development areas do encompass sensitive wetland and freshwater areas, primarily on the eastern side adjacent to Village Creek. The potential development and the wetland areas are shown in Figure 26.

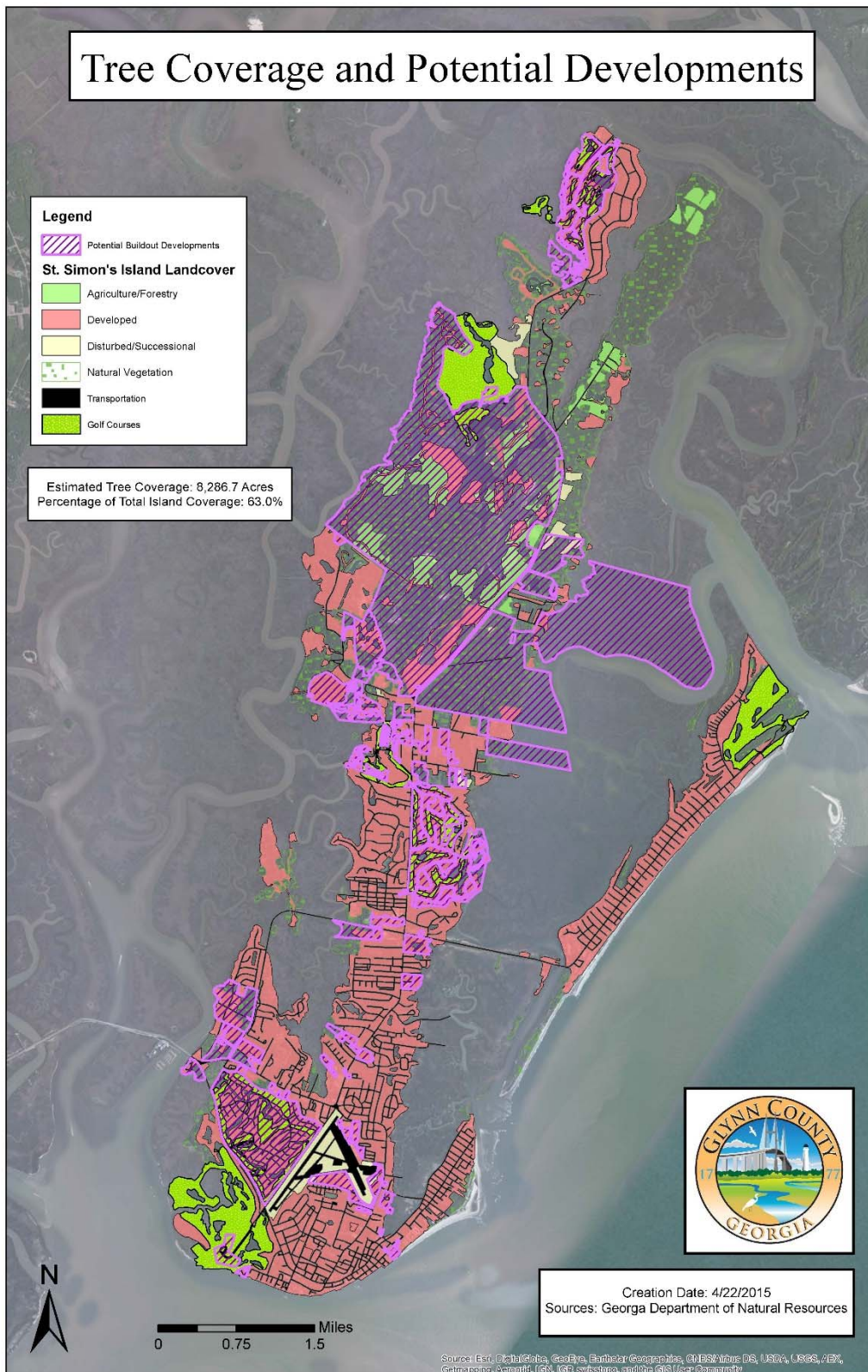
Figure 26. Potential Development with Wetlands



Tree Coverage

As expected, tree coverage could be significantly impacted from the planned developments on the island. With the majority of the development concentrated in the north and on undeveloped properties, the potential loss of tree coverage occurs in the area of the island with the most dense coverage. In addition to the tree coverage, areas of silviculture scattered in the middle to north portion of the island would also be impacted, along with significant areas of natural vegetation. The potential developments and the tree coverage are shown in Figure 27.

Figure 27. Potential Development and Tree Coverage



Vulnerable Species

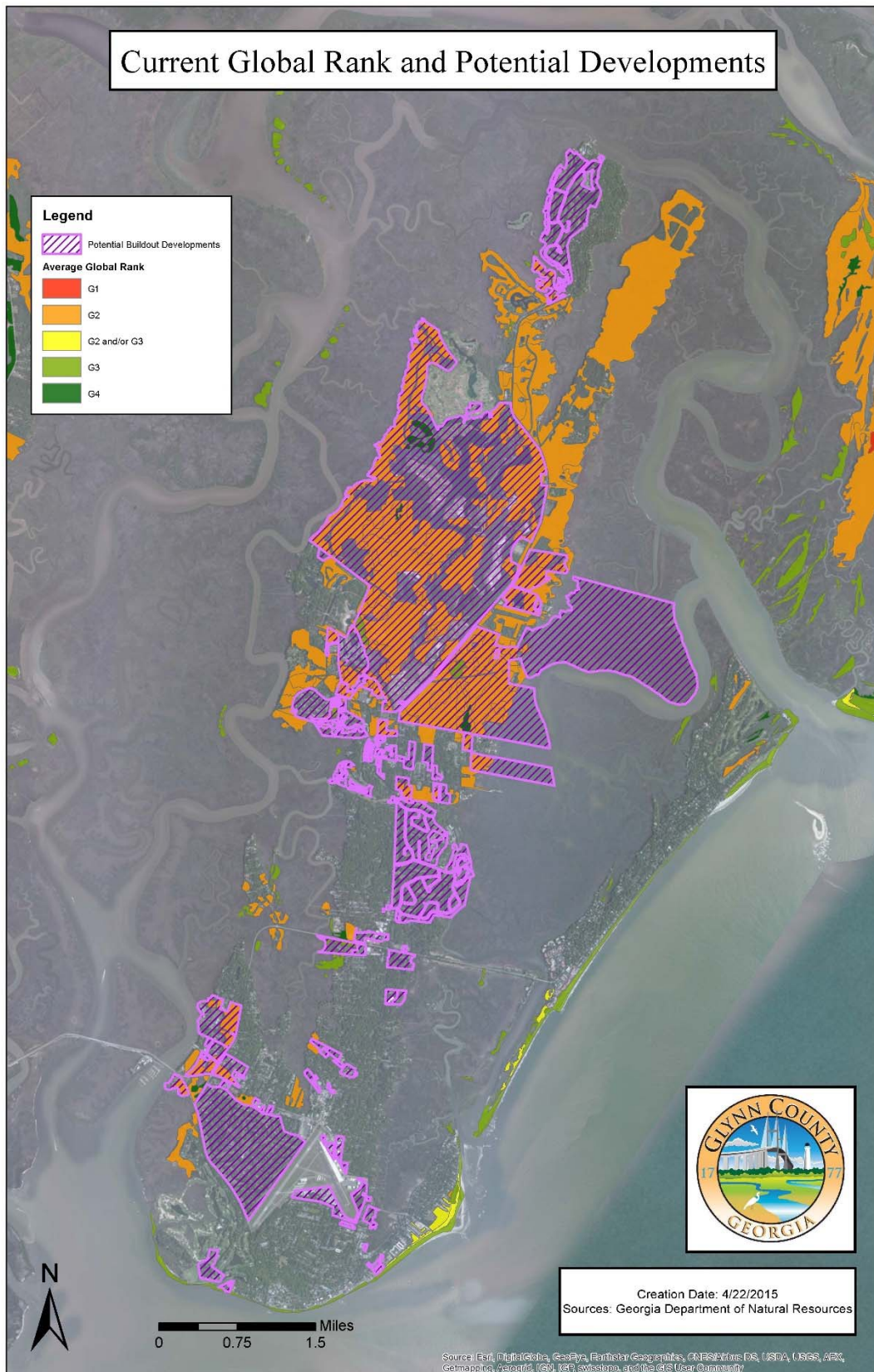
There are several levels of vulnerable ecologies and species that have been identified and defined through the ranking process discussed in the existing conditions. The rankings are shown in Table 12. While having no areas identified as critically imperiled, St. Simons Island does have significant areas identified as imperiled. A large amount of these imperiled areas are encompassed within the potential development areas, primarily in the middle and northern portions of the island.

Table 12. Vulnerable Species Global Ranking Definitions

RANK	DEFINITION
G1	Critically Imperiled —At very high risk of extinction due to extreme rarity (often 5 or fewer populations), very steep declines, or other factors.
G2	Imperiled —At high risk of extinction due to very restricted range, very few populations (often 20 or fewer), steep declines, or other factors.
G3	Vulnerable —At moderate risk of extinction due to a restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors.
G4	Apparently Secure —Uncommon but not rare; some cause for long-term concern due to declines or other factors.
G5	Secure —Common; widespread and abundant

Figure 28 depicts the global ranking of sensitive and vulnerable ecological systems on St. Simons combined with the potential development.

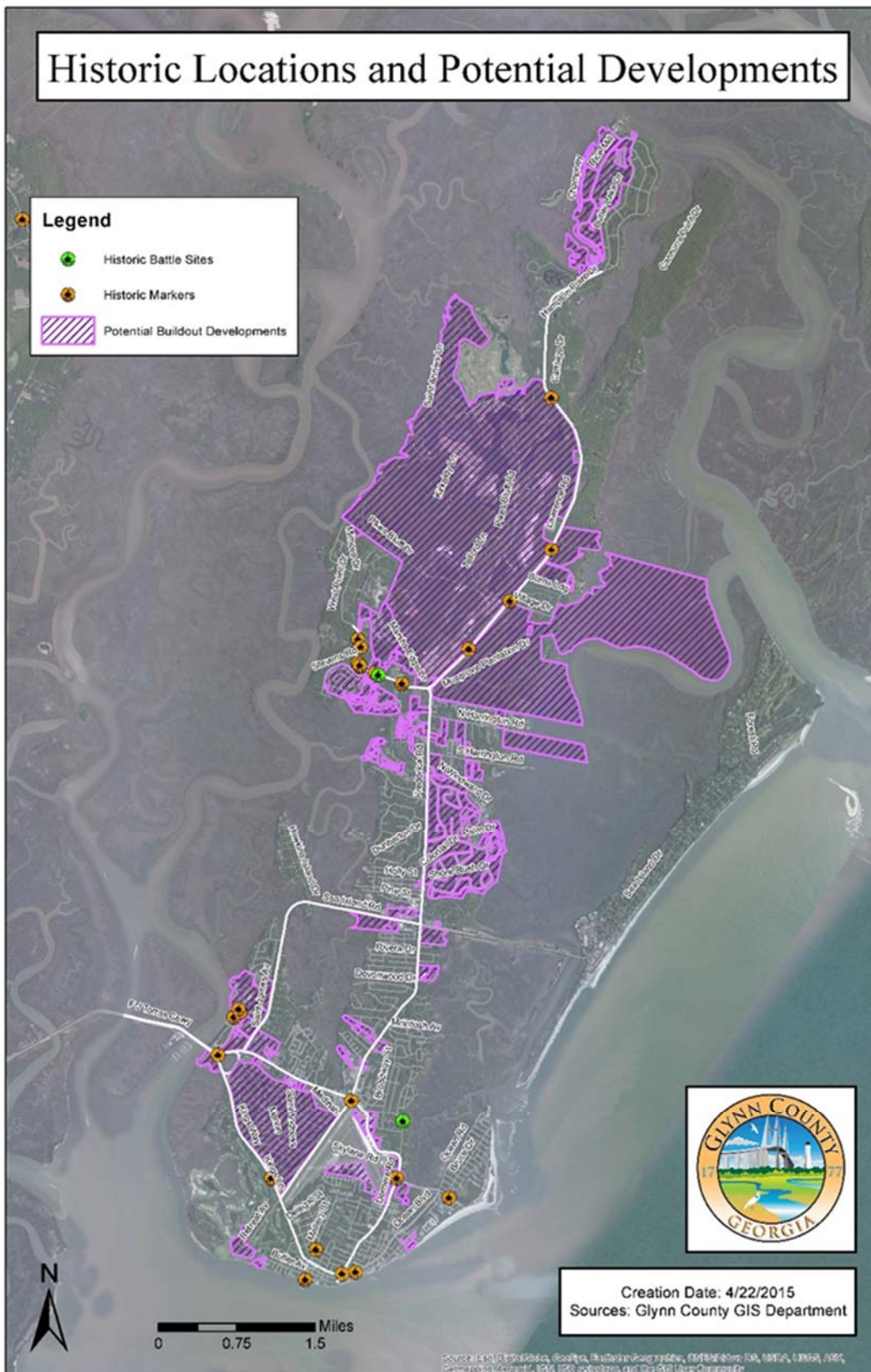
Figure 28. Critical Ecological Systems with Potential Development



Historic Resources

Of the 26 designated Historic Markers, a number of them are located adjacent to, or within, a potential development and could be adversely impacted. The 16 historic resources that could be impacted by development are primarily located in the northern portion of the island, with a few scattered within the southern development areas. In addition, one of the two historic battle sites is also located adjacent to/within one of the development areas. The potential development, combined with the historic resources, is shown in Figure 29.

Figure 29. Historic Resources with Potential Development



Existing Ordinance and Development Code Summary

Glynn County Zoning Ordinance

The Glynn County Zoning Ordinance set forth regulations on land use and density. The Subdivision Regulations of Glynn County establish procedures and standards for the subdivision of land and provision of infrastructure. The existing ordinances for Glynn County were reviewed and summarized in order to identify potential recommendations to mitigate development impacts. The following summarizes sections applicable to the review.

Article VI: General Provisions

Section 611: Off-Street Automobile Parking Requirements

This section outlines off-street parking requirements in all districts, including the number of spaces required, reductions in the number of spaces required, combination of uses, and common off-street parking areas. Categories of uses with specific parking requirements include residential, places of public assembly, health facilities, business establishments, and other uses. Examples include two spaces per dwelling unit, one space for every 200 square feet of general office, and five spaces per thousand square feet of gross leasable shopping center space.

The ordinance prohibits reducing the number of required spaces by accounting for the combination or sharing of uses on a single lot, such as restaurant and motel. Common off-street parking areas are allowed, but the “spaces available in such common area is not less than the sum of the spaces required for the individual uses as separately computed.” The ordinance allows a Planning Official to reduce the number of spaces required by not more than 10% in exchange for 450 square feet of preserved undeveloped area for each space reduced. The Planning Commission can approve further reductions up to 25% of the original number of required parking spaces in exchange for 450 square feet of preserved undeveloped area for each space.

Article VI: Design Standards

Article VI contains the following text on the removal of trees from the right-of-way:

Trees may be retained in the right-of-way provided that the nearest edge of the trunk is not closer than eight feet (8') from the paving edge or nineteen feet (19') from the center-line of an unpaved street provided additional right-of-way or easement shall be provided if needed to allow the construction and maintenance of proper ditches. Exceptions from the eight foot (8') or nineteen foot (19') requirement may be made for specimen or unique trees as determined by the County Engineer. Vertical clearance of all limbs shall be sixteen feet (16') above the roadbed surface. Where the right-of-way width is enlarged or widened to accommodate landscaping, screening or specimen trees, the amount of excess of the required right-of-way may be used in the computation of open space in that subdivision.

Article VII: Requirements by District

Each zoning district is outlined in this article, including intent, permitted uses, conditional uses, special uses, and other requirements. The districts are summarized in Table 13.

Table 13. Glynn County Zoning Districts

Section	Code	District	Intent
700	VR	Village Residential	Less intensive residential
701		One-Family Residential	Low density residential (R-6, R-9, M-6, M-9, Mh-6 & Mh-9)
702		One-Family Residential	Medium density residential (R-12, R-20, M-12, M-20, Mh-12 & Mh-20)
703	RE	One-Family Residential Estates	Very low density residential
704	FA	Forest Agricultural	Farming, tree growing, recreation
705	RR	Resort Residential	Residential, hotel, recreational
706	GR	General Residential	Low-to-medium density residential
707	MR	Medium Residential	Medium density residential
708	HR	High Residential	High density residential on the mainland
709		Island Preservation	Historical and architectural preservation
710	OC	Office Commercial	Business, office, institutional, specified public, semi-public, and residential
711	LC	Local Commercial	Local or neighborhood oriented business
712	GC	General Commercial	General business
713	HC	Highway Commercial	Businesses for tourists, vacationers, truckers, and the traveling public
714	FC	Freeway Commercial	Businesses and public uses for limited access highway users
715	VMU	Village Mixed Use	Professional, business, and residential uses
716	SC	Shopping Center	Businesses
717	PC	Planned Commercial	<i>Re-designated as Planned Development</i>
718	LI	Limited Industrial	Light industrial
719	BI	Basic Industrial	Basic or primary industrial
720	GI	General Industrial	General industrial
722	CP	Conservation Preservation	Wildlife, recreation, open space, historical significance, flooding
723	PD	Planned Development	Latitude for unique scope, uses, patterns, and transitions
724	MED	Medical	Hospitals and allied services
725	MH	Mobile Home Park	Residential
726	P	Public	Federal, state, or county land
727		Beach and Dune Protection	Protection from tides, storm surges, winds, and erosion
728	NC	Restricted Neighborhood Commercial	Predominantly residential but with some neighborhood commercial
729	AC	Adult Commercial	Adult entertainment business

Different housing types are permitted in different zoning districts. Requirements include maximum density, maximum height, and yard dimensions. Table 14 outlines the various density and lot requirements within each residential zoning district. Naturally, the highest density is allowed in high density residential. This table can be used to comprehensive adjust the various requirements and specifications.

Table 14. Permitted Housing Types, Maximum Density, and Lot Requirements by Zoning District

		Max Density	Max Height	Min Lot Area	Min Net Land Area per DU	Min Lot Width	Min Front Yard	Min Side Yard	Min Rear Yard
District	Housing Type	units/acre	Ft	Sq Ft	Sq Ft	Ft	Ft	Ft	Ft
HR High Residential	Generally	35							
	One-Family Dwelling				6,000	60			
	Two-family Dwelling				3,000	60			
	Cluster Dwelling			4,000	4,000	40			
	Multi-Family Dwelling		60	21,780	1,244	100		10*	20
	Other Uses		35	6,000			20	7	7
MR Medium Residential	Generally	16	45						
	One-Family Dwelling				6,000	60			
	Two-family Dwelling				3,000	60			
	Cluster Dwelling			4,000	4,000	40			
	Multi-Family Dwelling			8,000	2,722	80	30	15	15
	Other Uses			6,000			20	7	7
GR General Residential	Generally	10	35	6,000		60	20	7	7
	One-Family Dwelling				6,000				
	Two-family Dwelling				3,000				
	Other Uses				4,356				
VR Village Residential	Generally	7	35						
	One-Family Dwelling			6,000	6,000	60	20	7	7
	Other Uses			1 acre		100	30	15	15
Low-Med One-Family	R-6, M-6, Mh-6	7	35	6,000	6,000	60	20	7	7
	R-9, M-9, Mh-9	4	35	9,000	9,000	70	20	7	7
Low-Med One-Family	R-12, M-12, Mh-12	3	35	12,000	12,000	90	20	7	7
	R-20, M-20, Mh-20	2	35	20,000	20,000	100	20	7	7
FA Forest Agricultural		2	60	20,000	20,000	100	20	7	7
RE Residential Estates		1	35	30,000		100	30	15	15
RR Resort Residential		35	45						
	One-Family Dwelling			6,000		60	20	7	7
	Two-family Dwelling			6,000		60	20	7	7
	Townhouse End Unit			2,300		23	25	7	15
	Townhouse Interior Unit			1,600		16	25	0	15
	Multi-Family Dwelling			9,000		90	25	15	20
	Hotel / Bed & Breakfast			12,000		100	30	15	20

Article XI: Amendments

Changes to the ordinance, zoning map, and zoning classification of property all are considered amendments and subject to the procedures contained within this article.

The text in section 1103c on the required report of the Planning Commission on zoning decisions provides a framework for review of the impacts of development. Investigation and recommendation comments are required on the following:

- Suitability: Use is suitable given nearby property
- Adverse Impact: Use will adversely affect existing use of nearby property
- Economic Use: Existing use has reasonable economic use
- Infrastructure Burden: Use could cause an excessive use of existing streets, transportation facilities, utilities or schools
- Plan Consistency: In conformity with the policy and intent of the Comprehensive Land Use Plan

Timing Summary

Several portions of the subdivision regulations and zoning ordinance pertain to the period of validity of approvals. Development Regulations Article VII - Subdivision Plats indicates Time Limit on Preliminary Plat Approval:

If streets have not been opened or a final plat filed for a subdivision which has been granted Preliminary Plat approval within five (5) years of such approval then the plat is void and must be resubmitted for approval by the Community Development Director. A two (2) year extension of the Preliminary Plat may be filed if any permanent infrastructure improvements or roadbed construction have been made on the tract to be subdivided.

Further, zoning ordinance section 619 - Site Plan Approvals states a period of validity: "A site plan approved by the Planning Commission shall only be valid for twenty-four (24) months from the date of approval."

Finally, zoning ordinance section 723 - PD Planned Development District states: PD Site plans less than three acres are valid indefinitely. Site plans for larger PDs are valid for 24 months. The section also states: "All further developments shall conform to the standards adopted for the district, regardless of any change in ownership." That is, violations of the ordinance lead to reverting to prior zoning classification.

To summarize, this section outlined off-street parking requirements, tree and canopy preservation measures, density and lot requirements by district, review criteria for zoning decisions, and the period of validity of decisions.

Future Land Use and Potential Development Comparison

Figure 30 shows the future land use map. For the residential future land use categories on St. Simons Island, Table 15 shows the density range and suggested zoning districts according to the future land use text, as well as the maximum density allowed by the zoning district. The residential zoning districts are named according to the minimum lot size. R-20 requires a minimum lot size of 20,000 square feet, while R-6 only requires a minimum lot size of 6,000 sq. ft., which allows a higher density.

Three different examinations were used to evaluate the future land use against zoning and potential developments. The first is to check the potential developments of any conflicts. The second is to compare the future land use categories with the recommended zoning districts. Any current zoning that has higher density than the future land use category's suggested zoning district can be identified as conflicting. Finally, each future land use category's suggested maximum density can be compared against the maximum density allowed by current zoning.

Figure 30. Future Land Use Map

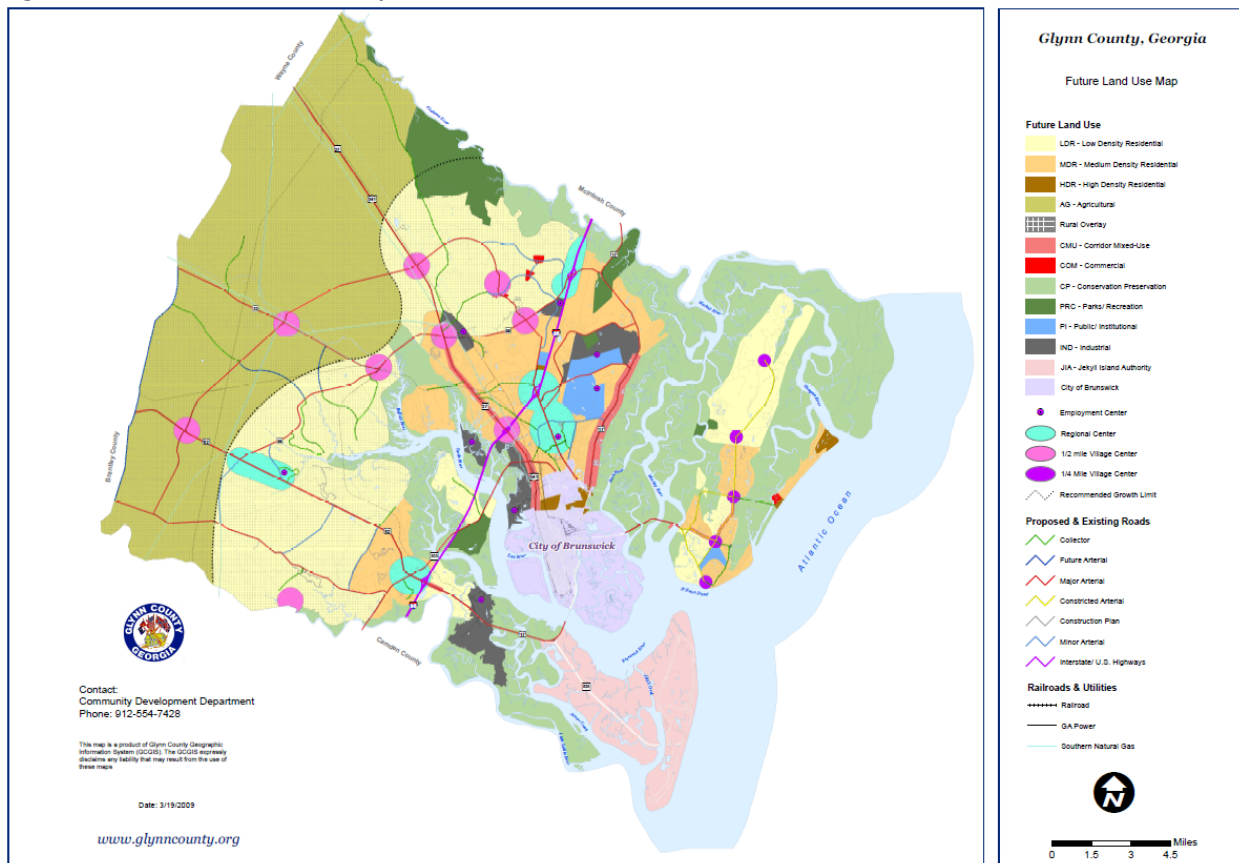


Table 15. Future Land Use Categories

Future Land Use	Density Range [DU / net acre]	Suggested Zoning	Zoning Max Density [DU / net acre]
Low Density Residential (LDR)	1 - 4	R-20, M-20, Mh-20	2
		R-12, M-12, Mh-12	3
		FA (Forest Agricultural)	2
		PD	N/A
Medium Density Residential (MDR)	4 - 10	R-12, M-12, Mh-12	3
		R-9, M-9, Mh-9	4
		R-6, M-6, Mh-6	7
		MR (Medium Residential)	16
		PD	N/A

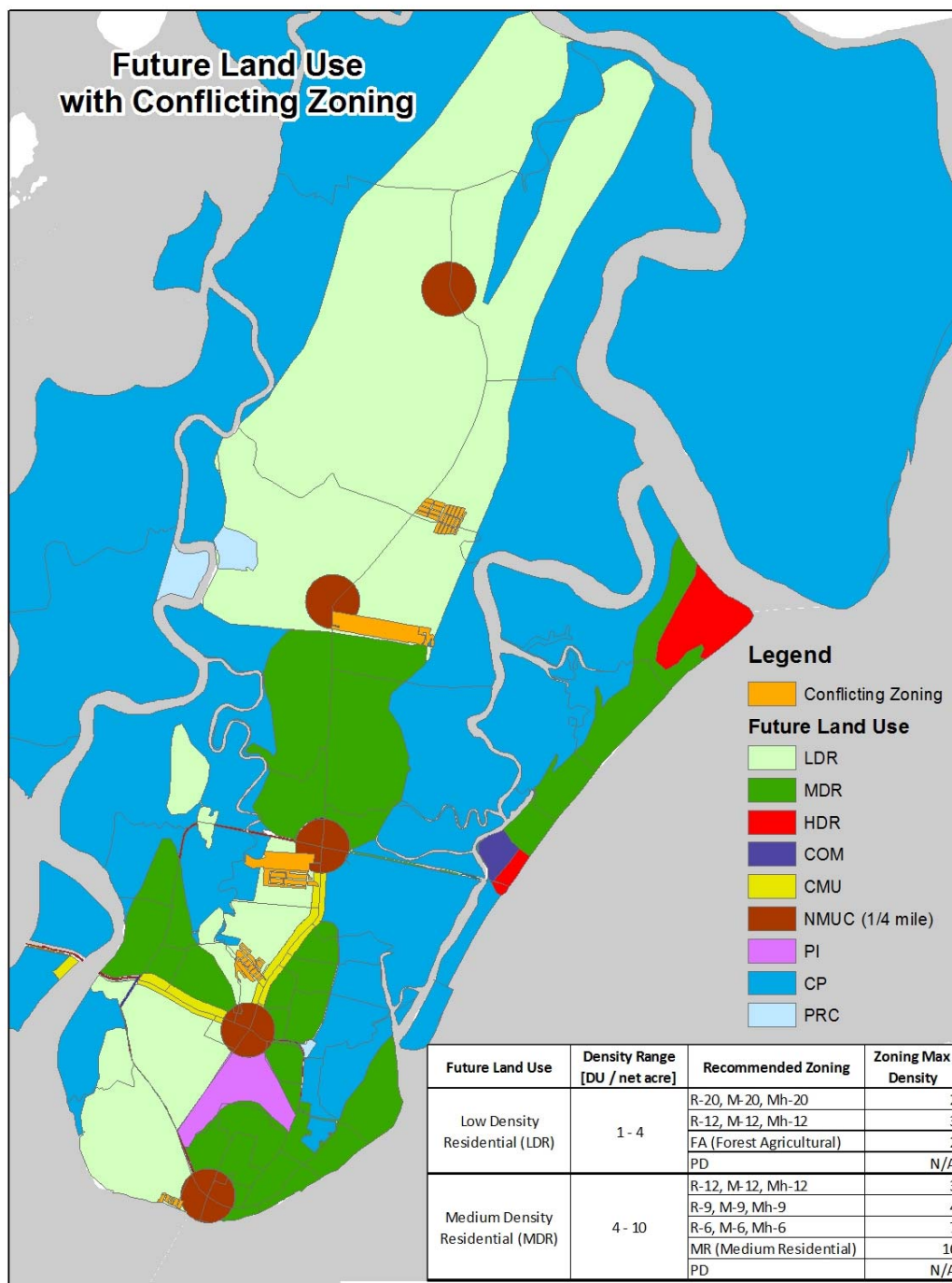
Potential Developments

Most of the developments with remaining development potential are zoned PD, which does not have explicit maximum density but reverts to General Residential (10 units per acre) unless otherwise specified. The single potential development with a zoning district that conflicts with a future land use category is Harrington Lot 33, which borders MDR within the Harrington area. The recommendation is that the future land use map should be redrawn to account for this border between the Harrington area and lower density areas to the north.

Suggested Zoning

Residential future land use categories on St. Simons Island include low density residential and medium density residential. Northern St. Simons Island is low density residential, as are some southwestern portions of the island. The low density residential future land use category suggests zoning districts as dense as R-12. However, there are several areas of R-9 and even R-6 within low density residential (see Figure). There are no conflicts between the medium density residential future land use category and recommended future zoning.

Figure 31. Future Land Use Category – Zoning District Conflicts



Maximum Density

In Table 15, the maximum density allowed in low density residential is four dwelling units per acre, yet the zoning district with the maximum density (R-12) only allows three units per acre. Conversely, medium density residential future land use limits density to 10 units per acre, and yet medium residential zoning allows up to 16 units per acre. Figure 32 identifies areas of LDR or MDR density

conflict. The areas of LDR conflict have a low density residential future land use but R 12 zoning. The areas of MDR conflict have a medium density future land use category but medium residential zoning. The MDR conflict areas are particularly noteworthy because the zoning allows density higher than that outlined in the future land use map.

Figure 32. Future Land Use Category – Zoning District Maximum Density Conflicts

