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Coastal Area Planning and Development Commission

Community Impacts Resulting from the Kings Bay Buildup

for the

Southeast Federal Regional Council

by the

Coastal Area Planning and Development Commission

August 4 , 1978

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Presentation
on
Kings Bay Impacts in Camden County, Georgia

U.S. DEPARTMENT OF COMMERCE NOAA
COASTAL SERVICES CENTER
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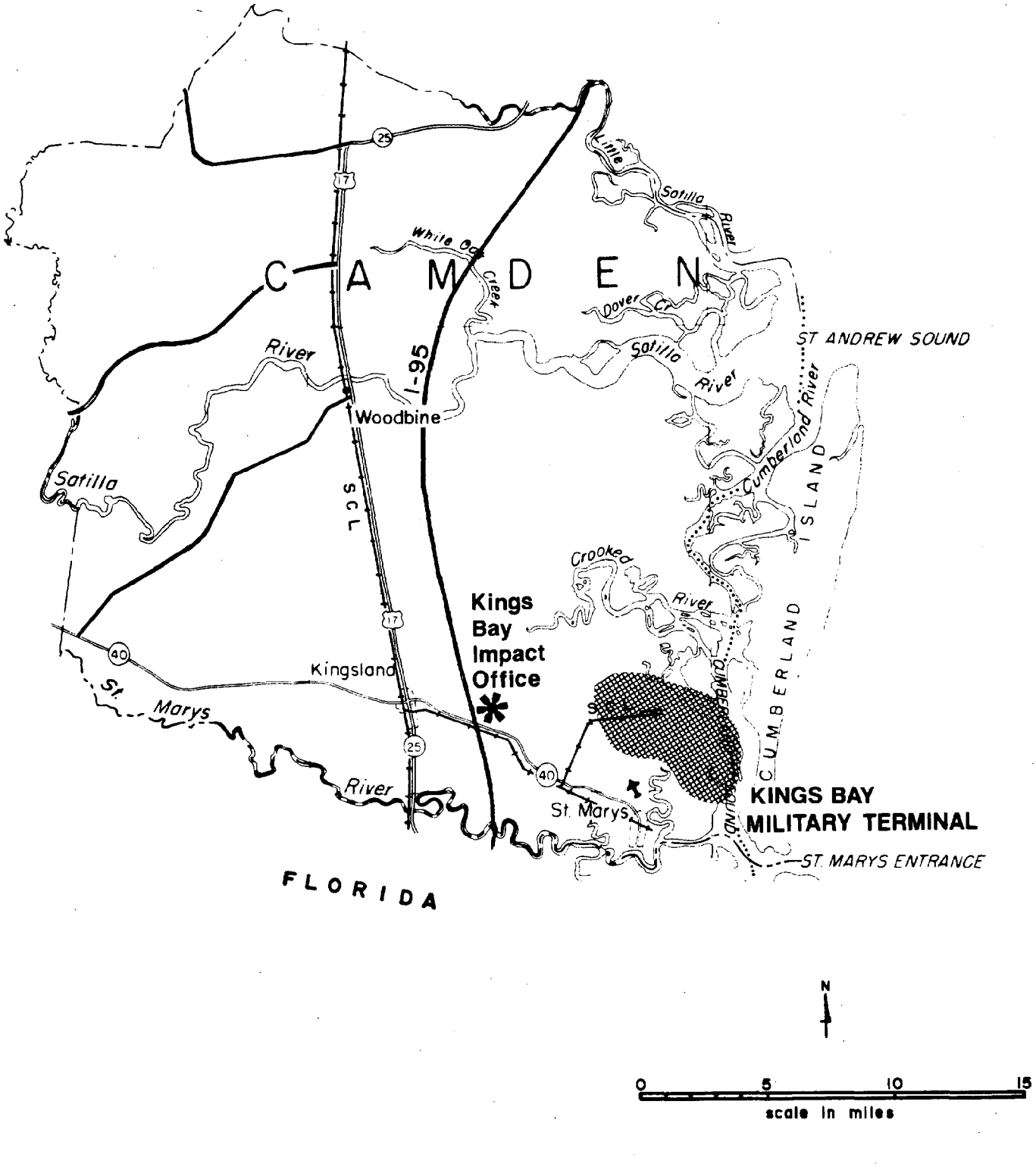
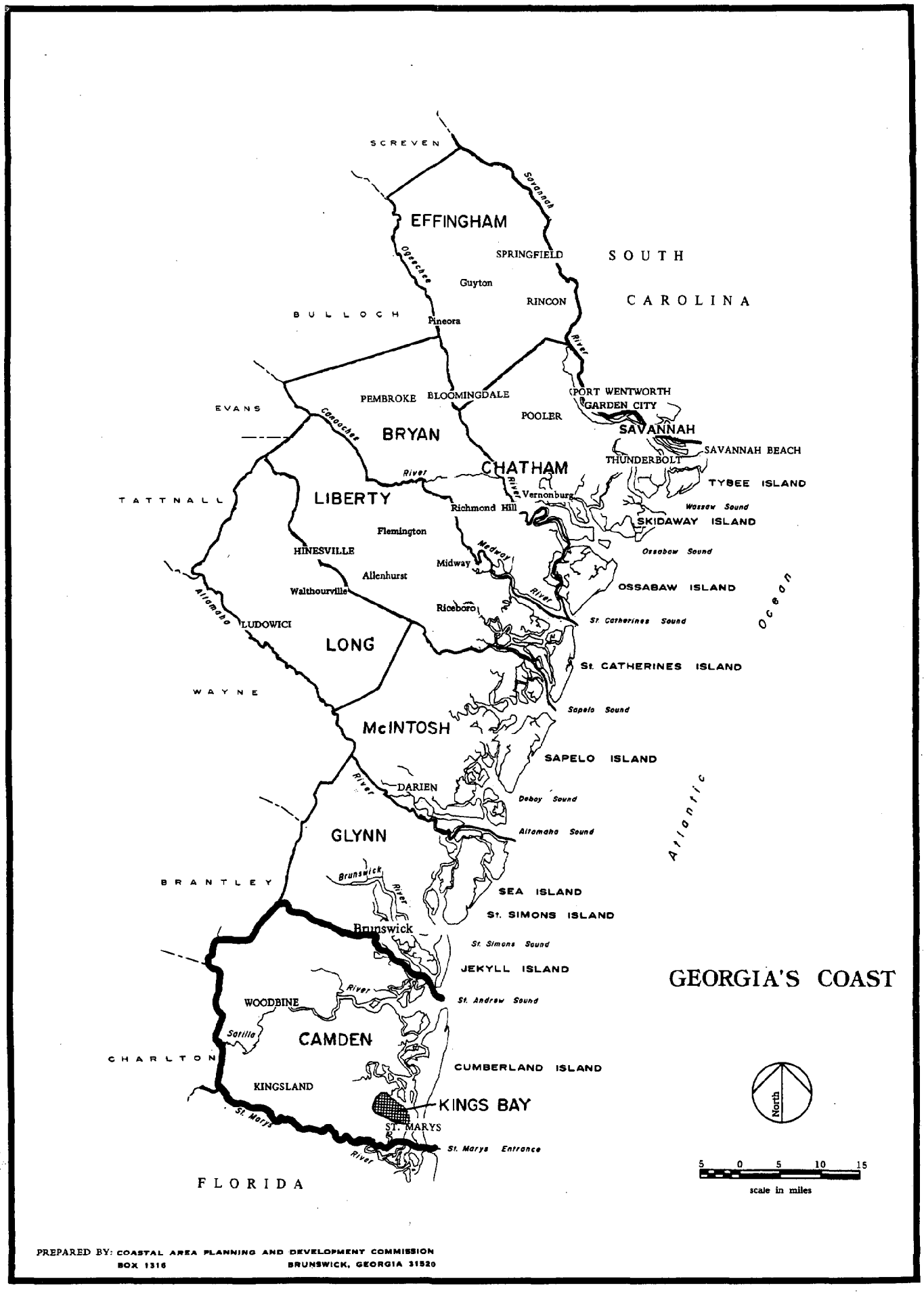
CAMDEN COUNTY AREA





GEORGIA'S COAST

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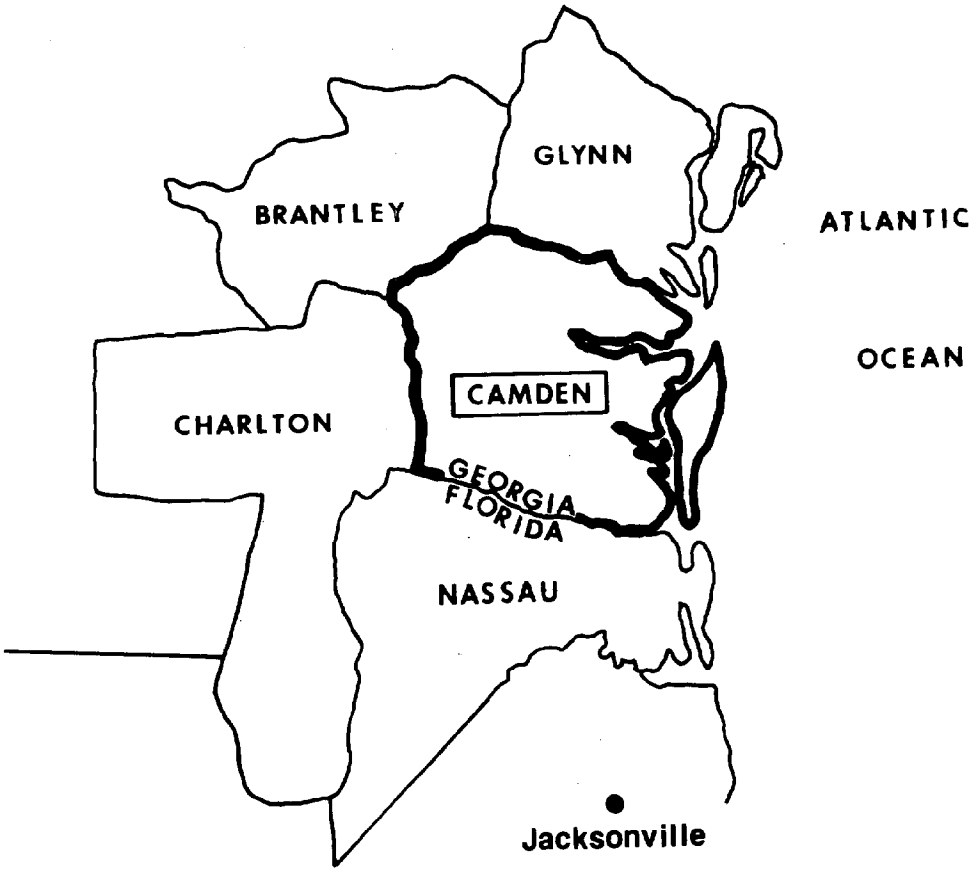
LOCATION MAP

CAMDEN COUNTY



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INTRODUCTION

The purpose of this report is to provide the reader with a description of Camden County as it exists today, a discussion on the Navy's plans for development at Kings Bay and a presentation on community impacts that will result from the development of a Fleet Ballistic Submarine Support Base in Camden County. These impacts are broken down in short range and long range problems and issues that will occur in Camden County as a result of rapid growth in the region. This report should provide insight into the particular problems that will be experienced by Camden County and suggest a means of solving these impacts.

Camden County is located in the Southeastern portion of Georgia and is the southern most county included within the boundaries of the Coastal Area Planning and Development Commission's Georgia region. The County encompasses some 656 square miles of low, flat terrain that is covered predominately by timber. In fact, Camden County has for the past two decades been significantly dependent on the pulp and paper industry as a major employer and a vital cog in the total economic picture for the county.

The character of the county and the region is now beginning to change. In November 1976 the Navy announced that Kings Bay was its preferred alternative for the East Coast Fleet Ballistic Missile Submarine Support Base. A Draft Environmental Impact Statement (DEIS) and the subsequent Final Environmental Impact Statement (FEIS) were prepared for Kings Bay and reviewed by Local, State and Federal agencies.

On January 26, 1978 the Secretary of the Navy issued a formal announcement that Kings Bay had been confirmed by the U.S. Congress as a Fleet Ballistic Missile Submarine Support Base. Submarine Squadron Sixteen will be withdrawn from Rota, Spain and relocated at Kings Bay by July of 1979. The elements to be transferred to Kings Bay consists of a tender (repair ship), a floating dry dock, and supporting service craft to provide refit support for the squadron of ten submarines.

The County is now faced with some 4800 people relocating in the area by 1980. There will be a demand for additional housing in the County, more school classrooms, road improvements and traffic control devices at major intersections, water and sewer systems will have to be expanded, police and fire protection will have to be upgraded, social service organizations will have to be faced with an increasing client population and additional recreational facilities will have to be provided for an expanding population.

Camden County is now looking to federal and state agencies to assist them in planning for the rapid growth which is virtually upon them. The County's present population is estimated at 12,800; however, within 18 months the population will be approximately 16,000. Community facilities and services must be expanded in order to meet demands placed on them by the rapidly expanding population. The social character of Camden County will also be changing due to the additional population generated by the Navy moving into the area. It has been said that now is the time to develop a photographic library of the existing character of Camden County, for it is likely to never be the same after the development of the Submarine Support Base.

In December 1977, our agency, The Coastal Area Planning and Development Commission, received a Title IX grant from the Economic Development Administration to develop an Economic Adjustment Plan for Camden County. We have hired two planners to work on this program exclusively, Bob Hammond and Mac Burdette. An administrative coordinator has been hired and will be moving to Camden County within the month to serve as a liaison between Camden County, the Navy and state and federal agencies.

As envisioned, the Economic Adjustment Plan will make an assessment of existing community facilities and services, a determination of the demands that will be placed on these systems and an estimate of the cost necessary to expand and upgrade these systems. In effect the Economic Adjustment Plan will serve as an action plan to mitigate the negative impacts that will occur with the development of the Submarine Support Base in Camden County.

Included with this presentation package are a detailed description of Camden County as it exists today, the Navy's plans for development at Kings Bay and short-range and long-range community problems that will occur in Camden County as a result of rapid growth occurring in this rural southeast Georgia county.

We look to the Federal Regional Council and your staffs to cooperate with us in assisting the impacted communities of Camden County in providing a high quality of life for its future residents.

HISTORY OF CAMDEN COUNTY

Comparatively speaking, little is known of the prehistory of extreme southern coastal Georgia and northern coastal Florida. However, the region, and especially Camden County, exhibits a complex archaeological frontier. Camden is considered by many archaeologists to be a transitional zone between the two prehistoric culture areas of the northern portions of coastal Georgia and the northern St. John's River of Florida. Prehistoric settlements identified along marshes and tidal creeks indicate a substantial number of Timucan Indians and Guale and Yamessee tribes located in the area, and have been instrumental in revealing early settlement patterns in the southeastern United States.

The recent history of the county is more easily traced. Beginning in the 1500's, European domination of the area fluctuated between English and Spanish rule until the final cession of Florida by Spain in 1763. The fact that Camden County was a coastal area with several navigable rivers and deep ports, and that it appeared strategically important as a defensive settlement encouraged European interests and early settlements. For similar reasons, the county maintained an important role during both the American Revolution and the War of 1812. However, because of its proximity to Florida, Camden was never able to develop into an important sea port such as Savannah. Under British influence the Camden area did develop into a center for trading, ship building, lumber, cotton and rice production, and, with the establishment of St. Marys, shipping. Because of its stable economy and numerous wealthy land owners, early 19th century Camden County entertained such notables as George Washington, Aaron Burr, and Pierce Butler.

Although most of the county's visible heritage has vanished, many very significant historic sites and structures remain as reminders of the area's colorful past.

CAMDEN COUNTY AS IT EXISTS TODAY

Camden County is located at the southeast corner of Georgia, bounded on the south by the St. Marys River, which separates it from Nassau County, Florida, and to the north by the Little Satilla River (the border between Glynn County). The Atlantic serves as its eastern boundary, while the Great Satilla River and Charlton County form its western boundary.

Camden ranks 9th in total area (656 miles) among Georgia's counties. Its flat terrain is physically characterized by rivers, inlets, marshlands, and forests, and is accented by the area's mild year-round climate. These physical characteristics when combined with a unique historical atmosphere, make Camden County one of the most attractive and valuable areas in Georgia.

Regionally, Camden is centrally located in an interstate area formed by the Georgia counties of Glynn, Brantley, Charlton and Camden, and the Florida counties of Duval and Nassau. Since Camden is situated almost equidistant between the commercial and industrial centers of Brunswick and Jacksonville, it is in a position to attract industry, satellite commercial interest, commuting residents, seasonal residents, and a substantial part of the tourist industry. Convenient access is provided to both Brunswick and Jacksonville by Interstate 95, which traverses the State of Georgia in a north-south direction.

The county infrastructure is dominated by the three major municipalities of Kingsland, St. Marys, and Woodbine, and various small unincorporated settlements. Most of the county's 12,000 plus residents live in or around these communities.

DEMOGRAPHIC PROFILE OF CAMDEN COUNTY

During the last two decades, the population increase in Camden County has remained fairly constant at approximately 12% for each ten-year period. In 1974 the population reached 11,900, an increase of 5% over 1970, and is presently estimated to be 12,800. In comparison with seven other counties in the coastal area, Camden County's growth rate has been slightly higher since the 1970 census, but is slightly less than average for the state growth rate during the same period.

According to the 1976 Areawide Housing Analysis (CAPDC), Camden County's racial composition in 1970 was 63.7% white, and 36.3% non-white residents. The 1978 composition has not changed significantly since that time. Between 1960 and 1970 there was a 21% increase in the number of white residents versus only 1.7% increase for non-white residents. This trend has been modified somewhat due to the appearance of new and higher-paying jobs. In relation to the state (32.9%) and region (29.8%), there is a slightly higher concentration of non-white residents present in Camden County.

In a comparison of age groups for Camden County, several factors become apparant. First, the population of the county is generally younger than the region or the state. According to the 1970 census, 41.7% of Camden County's population was under the age of 17, versus 38.1% and 35.8% for the region and state respectively. This higher concentration of young people means that households are larger, requiring larger housing units, and that more recreational and school facilities are now demanded. 1970 figures also show that the "employable" age group (18-64) comprised 52% of the county's population, again below state and regional levels, which are 56.2% and 54.8%, respectively. Only 6.1% of Camden's residents fall in the category of 65 and over. The low median age for the county (23.7), plus the large concentration of the under-17 age group, and the fact that approximately 65% of Camden County's population is under age 39 (Areawide Econ. Base and Population Study, 1975), may result in added pressures on local municipalities in the way of increased demand for services and facilities. This trend should continue with the inclusion of Naval personnel to the existing population.

By using the 1974 and 1978 county population figures (11,900 and 12,800), it is estimated that currently there are some 3,900 households in Camden County (3.3 persons per household), a 24% increase over the 3,137 households in 1970. This figure is obviously at a much higher rate than the 11% general population increase for the same period. One primary reason for this is that households are gradually becoming smaller in the county due to people living longer and having fewer children and due to high frequency of marriages among the under-30 age concentration in Camden County. In 1970, there were 3.6 persons in an average household; in 1974, that figure was 3.4 and it is currently estimated to be about 3.3 persons per hosuehold.

This fact, coupled with the steady increase in the general population, has brought about a very low vacancy rate for housing in the county during the last five years. As expected, these changes have modified median and per capita income levels for the county.

Of the approximately 12,800 residents of Camden County, some 30% are classified as being urban (Housing Analysis, 1976). Using the definition of 2,500 or more persons constituting an urban area, we find that, of the three major settlements, only St. Marys (approx. 3,700 population) qualifies. However, approximately 3,000 people above the 30% listed as county urban dwellers reside in either Woodbine (approx. 1,030 population) or Kingsland (approx. 2,000 population). Thus, some 54% of Camden County's population currently resides within the limits of the three municipalities and accordingly demand services and facilities of these respective communities. These three municipalities are located in an "L" shaped pattern along U.S. Highway 17 (north-south) and Georgia Highway 40 (east-west).

ECONOMIC PROFILE OF CAMDEN COUNTY

For years, Kingsland and Woodbine received much economic support from tourists and commercial vehicles traveling via U.S. 17 to Florida. St. Marys, and to a lesser degree Kingsland and Woodbine, is dependent upon one industry, the Gilman Paper Company, which is by far the largest employer in the county. The economy of the entire county has been greatly dependent on manufacturing since the mid-1940's. In 1975, over half of the labor force of approximately 4,800 was in manufacturing and 70% of that total was employed by Gilman Paper Company. Other economic activities include forestry, fishing, light manufacturing, commerce, and tourism.

From 1960 to 1970, median income in the impact area increased by 103% to $8,390 (compared to $8,167 for the state) and per capita income increased by 51% to $2,228. The above-average family size (3.6) for Camden County caused the per capita income to be below state average of $2,649 (Areawide Economic Base Study - CAPDC). By 1975, according to Sales Management Magazine, the median household effective buying income increased to $11,676, or an annual rate of 13.2% (unadjusted for inflation). Average weekly incomes, derived mainly from the production of paper and paper products were $179.00 by 1974. In October, 1976, unemployment in the county was reported to be 4.7%. (See Table 1.)

Although the general economic base appears stable, Camden County has a history for short periods of high unemployment (22% in 1975) and still has a large number of families listed below poverty levels. According to Sales Management, Inc., 15.7% of all Camden County families had incomes below the poverty level in 1974, compared to 16.2% for the state. With 15.7% of all families below the poverty level in 1974, 32.1%, or 256, black families fell in that range.

TABLE 1
MEDIAN HOUSEHOLD ESTIMATED BUYING INCOME

1960	1970	1975
4,131	8,390*	11,676**

SOURCE: *U. S. Department of Commerce, Bureau of Census, 1972

**Effective Buying Income- Sales Management Magazine, 1976.

Although both of these categories remain high in comparison to the median income in Camden County, there is reason to believe that conditions have improved significantly. Still, there are apparently relatively large groups at opposite ends of the family income scale, thus giving the somewhat false appearance of a complete and healthy socio-economic community.

THE LAND

As of 1974, only 14.2% or 59,100 acres of Camden County land was developed. If publicly developed land was not counted, only 3.6% or 14,700 acres could be classified as being developed. Urban land development comprises approximately 8,800 acres, while rural settlements take up an estimated 3,500 acres.

TABLE 2

Land Category	Acres	Percent
Developed Land		
Urban	8,800	2.2
Rural	3,500	.8
Transportation	2,400*	.6
Public	52,000	10.6
Total	66,700	14.2
Undeveloped Land		
Wetlands/unsuitable soils	254,700	60.9
suitable for development	104,100	24.9
Total	358,800	85.8
TOTAL LAND AREA	425,500	100.0

*does not include completion of I-95

SOURCE: Areawide Housing Analysis, 1976 (CAPDC)

As of 1974, approximately 80% of all undeveloped land in Camden County was owned or controlled by various timber interests. Public land holdings account for 52,000 acres, or 75% of Camden County's developed land. The four major public land holdings in the county are:

Federally Owned

Cumberland Island National Seashore	22,500	acres
Kings Bay Terminal	17,000	acres

State Owned

Crooked River State Park	500	acres
Santa Maria State Park	60	acres

In addition, approximately 12,000 acres of land owned by Brunswick Pulp and Paper Company is leased to the Georgia Department of Natural Resources.

Table 3 indicates the total roadway mileage in Camden County. Interstate 95 and U.S. 17 are the county's major arterial roadways, and Georgia Highway 40 serves as the county's main collector route.

TABLE 3

Roadway Type	Miles	Percent
Arterials	50.8	19.8
Collectors	111.3	30.1
Local Roads	226.3	61.2
TOTAL	369.6	100.0

SOURCE: Areawide Housing Analysis, 1976 (CAPDC)

EXISTING LAND USE CONTROLS

In an area as environmentally sensitive as the Georgia coast, housing and land use controls are especially important governmental functions. These controls become more essential in rapid growth areas where land use capabilities and suitabilities often become secondary concerns. Camden County and each of its three municipalities are fortunate that various levels of development have already been established (See table 4). Plans are currently being pursued to update most of the existing ordinances to meet the future needs of Camden County.

TABLE 4
Local Land Use Controls, December, 1977

City/COUNTY	COMPREHENSIVE PLAN		ZONING ORDINANCE								SUBDIVISION REGULATIONS		SESC*	Building Codes	Active Bodies	
	Date Adopted	Last Revision	Date Adopted	Last Revision	Flood Hazard District	Dune/Marsh District	Conditional/ Special Use Provisions	Performance Standards	PUD Provisions	Total Zoning Districts	Date Adopted	Last Revision	Date Adopted	Date Adopted	Planning Commission Appointed	Board of Zoning Appeals Appointed
BRYAN	6/75		3/75		x	x	x		x	9	3/75		2/77	3/75	10/73	
Pembroke	4/74		5/75		x						5/75		4/76	6/69	12/66	
Richmond Hill	4/73		12/71	7/74		x	x		x	11	2/74		P	5/71	5/70	12/71
CAMDEN	5/66		10/77		x	x	x		x	14	11/77		(2)	7/75	8/75	8/77
Kingsland	11/65		5/63	7/78						6			(2)	(3)		
St. Marys	11/65		12/63	7/78	x	x				7	12/63			7/63		
Woodbine	10/65		5/75	6/77						7	2/73			9/75	10/72	
CHATHAM	(4)		8/62	3/73	x	x	x		x	23	7/61			61	55	61
Bloomingdale	8/74	1/77	8/74	1/77	x		x	x	x	8	9/75	1/77	P	8/74		9/75
Pooler			10/75							4	3/75			8/71		10/75
Port Wentworth			7/60	12/76	x		x	x	x	8	7/60			(5)	8/60	(6)
Savannah	71	(4)	7/60	12/76	x		x		x	32	12/59	9/73	P	4/76	3/55	8/60
EFFINGHAM	6/75		8/75	3/77	x	x	x	x	x	10	8/75		3/76	77	5/73	8/76
Guyton							x		x	10						
GLYNN	64	75	28	12/76		x	x		x	25	28	10/76	P	6/65	(7) 28	66
Brunswick	74		2/65			x	x			16	9/68			9/74	58	2/65
LIBERTY	7/75	76	7/75		x	x	x		x	11	7/75	11/76	4/77	11/74	(6)	(6)
Hinesville	62		62	P					x	9	74	P		73	62	
LONG	74															
MCINTOSH	(8) 76														2/76	
Darien			3/68	69/70	x					8	8/69			5/69	68	68

* Soil Erosion and Sedimentation Control
(1) Southern Standard Buiding Code unless otherwise indicated
(2) Adopted; no date given
(3) County-enforced
(4) Individual plans updated periodically
(5) National Building Code; no date given
(6) Active; no date given
(7) Reactivated in 1958
(8) Draft, not yet adopted
P = Pending; X = Yes; Blank = no, no information, not applicable.

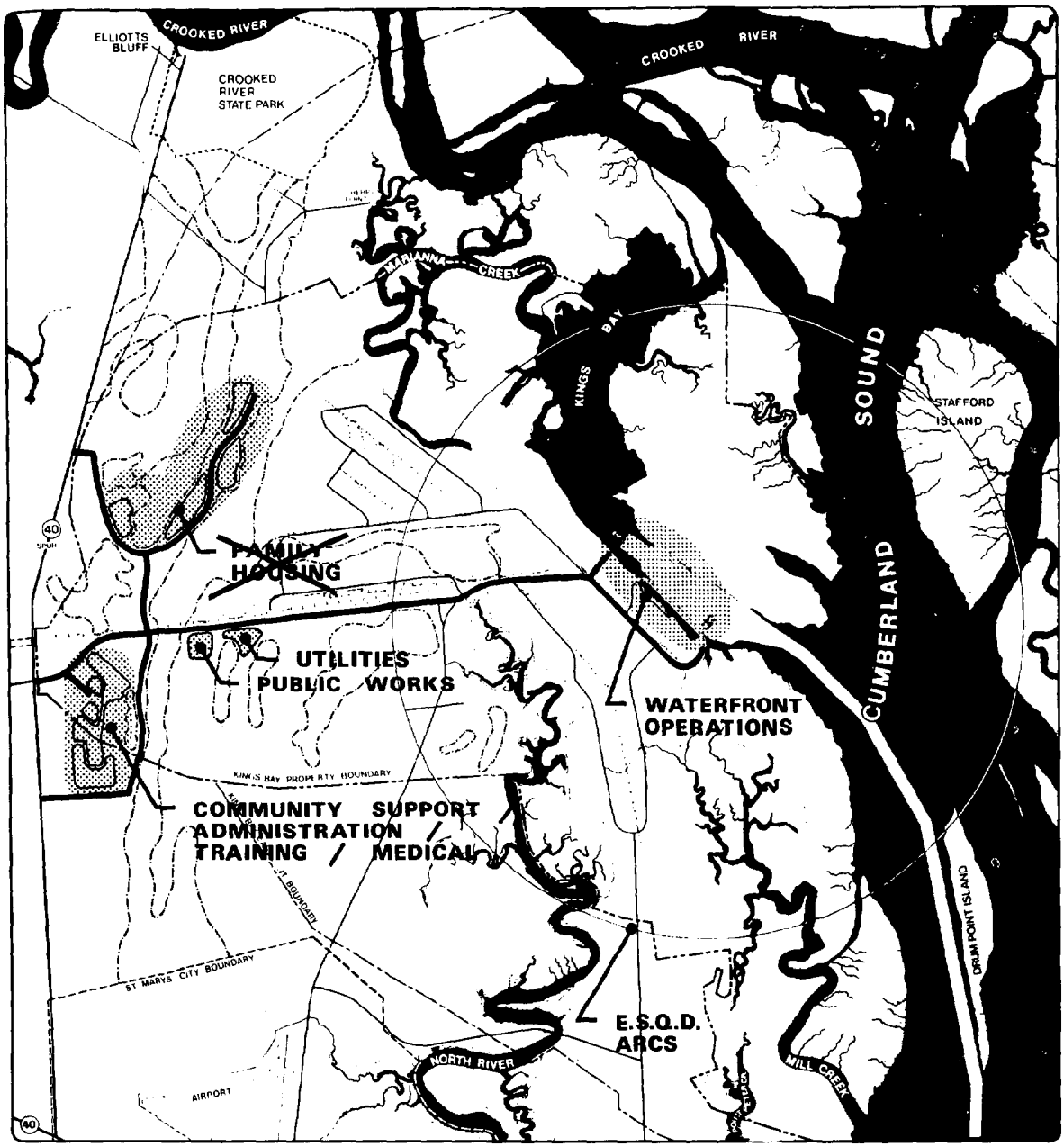
THE NAVY'S PLANS FOR DEVELOPING KINGS BAY AS A SUBMARINE SUPPORT BASE

The Treaty of Friendship and Cooperation, ratified by the U.S. Senate, requires that Submarine Squadron Sixteen be withdrawn from Rota, Spain by July 1, 1979. After the signing of that treaty, the Navy started looking for possible sites to relocate the submarine squadron. Initially, 60 sites were inspected along the eastern coast and these were narrowed down to five possible sites after preliminary assessments were completed. Candidate Environmental Impact Statements were prepared for all five sites on the eastern coast. In November, 1976, the Navy announced that Kings Bay, Georgia was its preferred alternative for the East Coast Fleet Ballistic Missile Weapon System Submarine Refit Site. A Draft Environmental Impact Statement (DEIS) and, subsequently, a Final Environmental Impact Statement (FEIS) were prepared for Kings Bay and reviewed by federal agencies.

On January 25, 1978 the Secretary of the Navy issued a formal announcement that Kings Bay had been selected as a Fleet Ballistic Missile (FBM) Submarine Refit Site. Submarine Squadron Sixteen will be withdrawn from Rota, Spain and relocated at Kings Bay by July of 1979. The initial phase of development at Kings Bay is classified as T-1, which refers to one tender (repair) ship, which will service one squadron submarine. The elements to be relocated from Rota consists of a tender (repair ship), a floating dry dock, and service craft to provide refit support for the squadron of ten submarines.

Kings Bay was developed by the U. S. Army as a Military Ocean Terminal for storage of ammunition and a shipping point for explosives in the event of a conventional overseas war in Europe. The Army acquired the Kings Bay property in the early 1950's; however, it was never used for its designated purpose. The Army constructed a 2,000 foot long wharf of reinforced concrete at Kings Bay. Other facilities constructed at Kings Bay included an administration building, a fire station, a bachelor officers' quarters, a cafeteria, a pump and hydrochlorinator house, an office and storage house, a utility shop, a gasoline station, a carpenter shop, and four sentry houses. Also included within the Kings Bay terminal property are 47 miles of railroad track, two railroad inspector offices, and two railroad inspector tool houses.

The land area and base facilities at Kings Bay will be transferred from the U. S. Army to the U. S. Navy on July 1, 1978. The land to be transferred include 9,315 acres held in fee simple, plus 5,932 acres held in restrictive easements. The Navy plans to purchase an additional 1,800 acres, which will bring the total land area for Kings Bay to approximately 17,000 acres. Currently, of the land owned in fee simple, there are 5,255 acres located within a chain-link security fence.



SITE DEVELOPMENT CONCEPT PLAN

SSBN REFIT SITE

KINGS BAY GA

NORTH 0 1200 2400 FT

SITE FIGURE P

Once all of the legal questions have been resolved in regard to the transfer of the land, dredging and site preparation will commence for the development of the Navy's Submarine Support Base. The proposed project will consist of two construction phases with the first phase including dredging and waterfront facilities and the second phase providing for the construction of support facilities on shore. The total construction cost associated with the development of Kings Bay is estimated to be $110 million. The dredging is planned to commence around the middle of April and is scheduled for completion by May 1, 1979. Also included in this schedule will be waterwork to the existing 2,000 foot wharf so that it will be operational for the 650-foot long submarine repair shop. Dredging will provide the necessary channel depth for maneuvering the Poseidon submarines at Kings Bay. Also, dredging will provide for the operation of a floating drydock (approximately 533 feet long by 80 feet wide) which is necessary for maintenance and repairs to the hull of the submarines. In addition to providing mooring for the tender and floating drydock, this particular phase will provide for docking space for the submarine squadron service craft (up to four tug boats and barges).

The second phase for construction of the Navy's Submarine Support Base T-1 consists of providing essential support facilities and this phase is spread over a two-to-three year period. Facilities to be constructed for base support include: utilities, public works, base administration, medical and dental center, community and personnel support, bachelor housing, and provisions for a road network linking all of these facilities together. The completion of these facilities will constitute the Navy's T-1 (one tender servicing one squadron of Poseidon nuclear submarines) for Kings Bay.

The number of people involved in the construction of the base varies between 100 during the early stages of construction to approximately 500 during the peak of the 1979 construction year. Initially, during the latter part of spring, 1978, contracts let will involve only dredging work, whereas, contracts let during 1979 will be for base support facilities, as well as for dredging.

The construction schedule calls for making the base operational by May, 1979 so that the tender can move into the channel and begin operations by the first week in July, 1979. The personnel required for the operation of one squadron tender refit site are ennumerated in Table 5, which is included with this section.

TABLE 5

Personnel Associated With The Kings Bay
Navy Submarine Support Base

Category	Military	Civilian	Dependents Military	Dependents Civilian	Total
Refit Support Area					
Permanent Forces					
Afloat					
Squadron Staff	51				51
Tender	1,252				1,252
ARDM	197				197
YTBs	40				40
Transient Forces					
Afloat 3 SSBNs	420				420
Base Support Area					
Public Works	1	51			52
Base Security		16			16
Navy Community & Personnel Support	22	123*			145
TOTAL WORK FORCE	1,983	190**			2,173
On-Base (Dependents, Military)			1,169		1,169
TOTAL BASE POPULATION	1,983	190	1,169		3,342
Off-Base (Dependents, Military and Civilian)			630	333	963
TOTAL PRIMARY POPULATION	1,983	190	1,799	333	4,305

*There are 176 total jobs of which 53 are considered part-time, leaving a total of 123.

**Assume 70% of civilian employees are married wtih 2.5 dependents (NAVFAC Code 08)

SOURCE: Draft Environmental Impact Statement (DEIS) for Fleet Ballistic Missile (FBM) Submarine Support Base at Kings Bay, Georgia, 1977.

In addition to both military and civilian workers associated with on-base operations, new jobs will be created in the private sector. The Office of Economic Adjustment (DOD) and their consultants, The Urban Institute, have prepared a Population and Fiscal Impact Study, which contains an estimate of of secondary generated employment within the private sector. Their estimates reveal the creation of 895 new jobs in the region. This means approximately 4800 new people moving into the region when combined with military operations at Kings Bay (See Table 6).

Table 6

IN-MIGRATING POPULATION BY COUNTIES
STEADY STATE

Counties	MILITARY			CIVILIAN			Total Population
	Number of Employees	Household Size	Population	Number of Employees	Household Size	Population	
Camden							
Single	625[1/]	1.00	625	11	1.00	11	636
Married	648[2/]	3.62	2,344	55	3.24	178	2,522
Nassau							
Single	100[1/]	1.00	100	16	1.00	16	116
Married	40	3.62	144	96	3.24	311	455
Duval							
Single	48[1/]	1.00	48	29	1.00	29	77
Married	20	3.62	72	159	3.24	515	587
Glynn							
Single	27[1/]	1.00	27	13	1.00	13	40
Married	10	3.62	36	72	3.24	233	269
Charlton							
Single	32[1/]	1.00	32	4	1.00	4	36
Married	13	3.62	47	24	3.24	78	125
Total:	1,563	2.22	3,475	479	2.90	1,388	4,863

1/ Two single employees would rent one housing unit.
2/ 400 families will be living inside the base.

As can be inferred from the preceeding table, Camden County must plan to provide services for people by the operational timetable. The kind of service demanded by these people will depend primarily on where they establish residence.

CAMDEN COUNTY COMMUNITY IMPACT PROBLEM AREAS

The proposed U. S. Navy's action for developing a T-1 Submarine Support Base will have a drastic impact on the Camden County area. Total direct employment in the county will increase by approximately 50% as a result of the operation of the Kings Bay Submarine Support Base. Also, Camden County's population will increase by 35% with the development of Kings Bay. Both of these factors are related to the level of community services that are to be provided by the county to the new residents of the area.

In assessing the off-base impacts associated with development of Kings Bay, consideration must be given to the following areas: housing, land use, transportation, education, community facilities and services, recreation, and human services. These seven areas cover the gamut of the impacts that will be placed on the communities in preparing for the influx of people moving into the area.

In response to this rapid growth dilemma, the Coastal Area Planning and Development Commission assisted the four units of local government in Camden County in forming the Kings Bay Steering Committee. This local organization has adopted the following four points as its purpose:

(1) To act as the official local contact organization for Federal, state, and private agencies regarding the Kings Bay installation buildup and related issues.

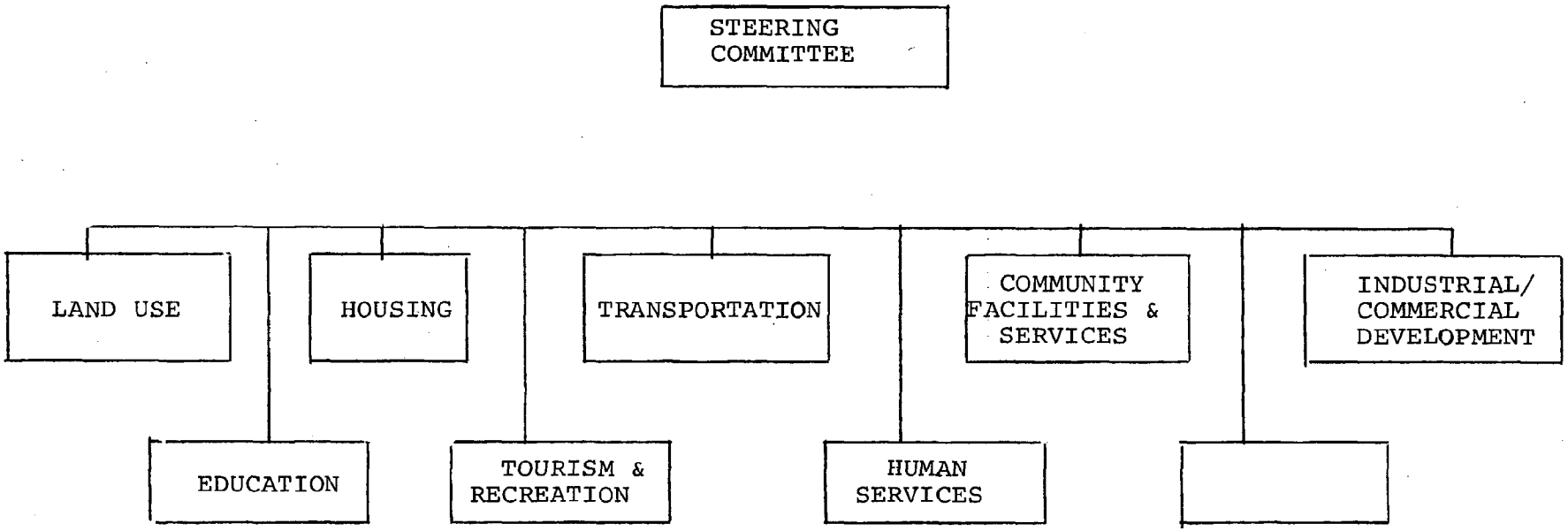
(2) To coordinate local governmental activities as related to the Kings Bay buildup.

(3) To coordinate the activities and function of its subcommittees.

(4) To coordinate and develop all impact funding proposals for Camden County and the cities of Kingsland, St. Marys, and Woodbine.

In assuming its role as the local coordinating committee, the Kings Bay Steering Committee established eight subcommittees to serve as functional planning groups for such topics as: housing, land use, transportation, education, community facilities and services, human services, tourism and recreation, and commercial and industrial development. These subcommittees have been charged with the responsibility of reviewing the impacts of Kings Bay on their respective areas and making recommendations to the full Steering Committee on whatever policy matters should be adopted to mitigate these impacts. A chart which depicts the Kings Bay Committee structure is on the following page.

KINGS BAY STEERING COMMITTEE STRUCTURE



January 24, 1977

The Kings Bay Steering Committee and the eight functional subcommittees are evaluating the impacts which will occur in their communities as the result of a T-1 level of development at Kings Bay. Although the Navy is studying the possibility of a more advanced level of development at Kings Bay, the Steering Committee is only studying the implications of a T-1 development. If the Navy carries out long-range plans for an A-1 or A-2 level of development, which would include on-shore facilities for Trident Submarines, then more extensive studies would have to be undertaken by Camden County. An A-1 level of development would increase Camden County's population by about 25,000 and any threefold increase in population would change the entire character of the county and the level of demand for community services and facilities would be increased immensely.

The following problem areas are the result of studying the Draft Environmental Impact Statement (DEIS) and the Final Environmental Impact Statement (FEIS) as they relate to the development of T-1 at Kings Bay. Short-range problems are those which must be solved by July of 1979, when the base becomes operational. Long-range problems span a three-to-four year period of time and must be resolved by 1982. These timetables are realistic in the preparation schedule by Camden County for the impacts occurring from the T-1 level of development at Kings Bay.

SHORT-RANGE PROBLEM AREAS

The following problem areas must be dealt with by the Kings Bay Steering Committee with assistance from Federal and state agencies within a matter of the next few months:

1. Land Use - A growth management policy must be adopted by the local communities of Camden County that is the most efficient manner of encouraging growth within the county. A cost effective means for providing community facilities and services lies as the backbone for a determination of the policy. Once growth management policies have been adopted locally and an enforcement mechanism has been developed and strengthened, then this will set the stage for attacking other problem areas.

2. Housing - Will the Navy provide on-base housing at Kings Bay?

   The Navy originally planned to provide on-base family housing units at Kings Bay; however, funding for these units was removed from the Fiscal Year 1979 budget. There is some speculation that a request for funds will be included in the Fiscal Year 1980 budget. A more definite answer is needed from the Navy before private lending institutions will provide loans for construction of homes and apartments. Also, it may be difficult to encourage private lending institutions to provide mortgage loans to lower grade enlisted men. These people

could be accommodated with on-base housing; however, if it is not offered, their incomes are not high enough to compete in the private market for housing. One option may be a special allocation of Section 8 Housing from the Department of Housing and Urban Development (HUD). Currently, there are approximately 50 vacant housing units which are suitable for occupancy in Camden County. The Navy estimates that without on-base housing, some 950 units will be required for its personnel. Approximately 700 of these units are projected for Camden County. The present housing shortage in Camden County sets the stage for special consideration by HUD and the Farmers Home Administration. HUD regulations to implement Section 309 of the 1977 Housing and Urban Development Act (special mortgage insurance and construction loans for military impact areas) need to be published and the program put into effect as soon as possible.

Also of interest, there are approximately 900 senior citizens occupying public housing in Camden. This need is expected to increase as the demand on available housing forces the cost of living quarters out of the reach of the elderly. This situation should merit special attention in future planning.

3. Education - How can Federal money be obtained for school construction?

The Enviromental Impact Statement for Kings Bay revealed that approximately 600 additional children will enroll in Camden County schools for the 1979-1980 school year. This influx will require the construction of an additional 4-6 classrooms or maybe another complete school. The cost of adding 4-6 classrooms would be approximately $125,000. Also, operating costs would increase by adding 4-6 new school teachers, additional administration personnel, more maintenance workers, and other people connected with the operation of a new school. State allocations are provided for operating costs, but these are based on average daily attendance (ADA) figures. Projections cannot be used to substantiate need. This is also the case with capital outlays for school construction. There needs to be a method employed which deals with unique rapid growth situations. The school classrooms need to be built prior to the overcrowding situation occuring in local schools.

4. Solid Waste - Will the Navy assist in land acquisition and site preparation for a new landfill?

Camden County's present sanitary landfill is located on the Kings Bay property. This facility will be shut down when the Navy moves forward in its development of the submarine support base. No determination has been made as to when the

landfill will be officially closed, but it is feared to be imminent. Plans must be iniatiated immediately to relocate the landfill to another site. The Georgia Department of Natural Resources states that 10 acre feet per year are required for adequate solid waste disposal for 10,000 people. Ten acre feet refers to a one-acre ditch ten feet in depth. Considering future growth in Camden County, it would be wise to select a land area at least 20 acres in size. One requirement which must be considered in locating a site is that there must be five feet of soil between buried garbage and the water tables. Considering Camden County's coastal Georgia environment of extremely low land areas, wetlands, and high water tables, there are very few sites which meet this criterion. Selecting a 20-acre site and making the applicable site preparations for a landfill could cost the county over $100,000.

5. Water and Sewer Systems - The need to extend water and sewer lines to new residential areas.

The existing public water and sewer systems in Camden County are located within the three municipalities -- Kingsland, St. Marys, and Woodbine. Given the existing capacities of these systems in these three areas, approximately 1,800 customers could be added with some modification; however, water and sewer lines would have to be extended to new residential areas at a considerable expense.

The Kingsland water and sewer system could service some 400 new customers without overloading the system. The city has recently completed construction of a 750,000 gallon elevated water storage tank which has recently been placed in service. Presently, this water system serves 552 customers and has, as stated, the capability of adding 400 users. The existing sewer system has a present flow rate of 200,000 GPD, which translates to 350 users. The treatment capacity of the system is 400,000 GPD, or an amount that would allow some 400 new customers without extending or placing a strain on the existing system. Kingsland is developing plans that would extend sewer collection lines to every residence within the city limits and service an area one mile east of the I-95 interchange on Georgia Highway 40. Projected cost of this 49,000 linear foot extension will total approximately $1,600.000. The city has recently received a FmHA grant and loan to defray most of the cost of this project.

The St. Marys water and sewer system serves 1,060 and 600 customers respectively. These existing systems could

accept approximately 800 additional users without expanding existing systems. St. Marys is involved in planning for an expansion that would include the northeastern portion of the city. This project would demand approximately 20,000 linear feet of additional lines. The proposed expansion will need assistance to expedite grant procedures in view of the rapid growth that will occur in St. Marys proper.

The sewer and water system of Woodbine also have the capacity to accept additional users. However, this possibility is qualified by a shortage of collection and distribution lines. The existing water system consists of 100,000 and 60,000 gallon tanks, the latter of which is not in use. Presently, the system supplies service for some 300 customers (100,000 GPD) and could accept 600 additional users if necessary distribution lines existed. The sewer system consists of two plants that have a combined capacity of 360,000 GPD or service capability to 510 users. This is contingent on the addition of necessary collection lines. The system is presently serving some 170 customers or approximately 120,000 GPD. The city has retained the service of an engineering firm to study the feasibility of line extension and to develop related plans that would accommodate growth during the next few years. Application for Federal funding will require assistance in expediting through channels.

6. Transportation - The need to expedite funding for road construction and traffic control devices.

The Final Enviromental Impact Statement for Kings Bay refers to the need for improvements to Georgia Highway 40 and Kings Bay Road. The Georgia Department of Transportation has expedited the process for making needed improvements for Georgia Highway 40. Contracts have been awarded for the four laning of Georgia 40 between I-95 and the St. Marys Road. Other road improvements will be needed in a similar timely fashion. Also of particular concern is the issue of traffic safety. The Navy states that turning lanes and traffic control devices will be installed at several key intersections: St. Marys road and Georgia Highway 40; Georgia Highway 40 and State Road 40 Spur; and Georgia Highway 40 and Kings Bay Road; and at the entrance to Kings Bay. The problem is that funding for these improvements is made available by the Military Traffic Management Command (MTMC) and is based on an average daily traffic count (ADT). This is a case which requires funding in advance to meet a known problem. There appears to be no reason to wait until congestion reaches an unbearable level and serious traffic accidents occur before funding is provided for traffic safety.

7. Recreation - Additional facilities are needed for Camden County.

Presently, there is a shortage of recreational facilities in Camden County available to the public. There is no public recreation department in Camden County. Although summer programs are offered in the cities of Kingsland, St. Marys, and Woodbine, these are primarily restricted to softball and other seasonal programs that reach only a certain segment of the population. The Navy stated in the Final Environmental Impact Statement that "if the Navy has to defer construction of 400 on-base family housing units, recreational services to be provided on-base can no longer be assumed to preclude the use of off-base recreational facilities in the community by Navy-related personnel". Thus, we can expect an increased demand on limited off-base recreational facilities. Special consideration by the State Department of Natural Resources' Recreation Funding Unit and other Federal assistance programs is justified.

8. Public Safety - The need for additional law enforcement officers in Camden County.

The Final Environmental Impact Statement stated that one additional law enforcement agent would be needed in Camden County as the result of the 4,800 influx in population. This assessment appears to be too conservative. In order for Camden County to maintain its present level of police protection (two officers for every 1,000 people), an additional 9 law enforcement officers will be required. This will also call for additional patrol cars and updated equipment. Who pays the price tag for additional police protection?

9. Historical and Natural Resources -

There is a strong concern to preserve the valuable historical and natural resources of Camden County during the buildup and operational phases of Kings Bay.

We can expect many of Camden County's significant historical, architectural, and archaeological sites to be adversely affected by an influx of people. Economic pressures of inflated land values and tax assessments to highest use will encourage and force owners of significant sites to place them on the market. Increased volume of people who will visit the more significant sites will certainly cause damage. Action will be needed to prevent other than normal wear. The impacted historical and architectural character of St. Marys CBD will be negatively impacted by styles that do not conform to the traditional and stable architecture of the area. Proper signage and a sign ordinance will be needed for St. Marys.

Many known and unknown archaeological sites will be damaged or destroyed by federal, state, local and private projects. Mitigation in the way of funds and technical assistance will be required to maintain the county's valuable link with the past.

LONG-RANGE PROBLEM AREAS

The following problem areas must be addressed by specific programs adopted by the Kings Bay Steering Committee with assistance from Federal and state agencies within the next three-to-five years:

1. Education - additional capital improvements and operating costs.

   As the Camden County school system expands in an effort to provide quality education to an increasing number of school students, the operating costs will increase rapidly. The county will need assistance in providing for more teachers and support personnel. Also, existing school facilities will have to be improved with additional dollars allocated for capital improvements. The county will need help from federal and state agencies.

2. Transportation - road improvements will be required for state and county roads.

   The major impact on traffic flow will affect Georgia Highway 40 between I-95 and Kings Bay Road. Also, spur 40 between Kings Bay and St. Marys will be affected. County roads to be impacted include the Colerain Road and several others in the immediate Kings Bay vicinity. Also, new roads may have to be constructed for fast growing residential areas.

3. Water and Sewer Systems -

   There will be a need to expand capacity levels of water and sewer systems in the three municipalities. The existing capacity levels can support approximately 5,500 more people moving into the area. Any additional increases will require expansion to sewage treatment plants in the three municipalities.

4. Public Safety - Long-range needs include a new detention facility and additional police and fire equipment.

   The present county jail is overcrowded and additional space demands would call for the construction of a new jail. The present jail was built in the early 1900's and its useful life is limited.

An increase of approximately 700 homes in the county will require additional fire equipment for the three volunteer fire departments. Is there a federal program which provides assistance to communities in purchasing additional fire trucks, other related equipment, and possibly the establishment of another fire department? The Navy will provide on-base fire protection through its fire department; however, even with a mutual cooperating agreement, it is not felt this would be adequate for off-base community needs.

5. Water Quality Planning - Understand the state is to undertake this responsibility; need to expedite this action.

The Coastal APDC requested that the Environmental Protection Division of the Georgia Department of Natural Resources consider the southeast Georgia region as a separate 208 water quality management area. A response was received from the director stating that such a request is not consistent with Federal law as promulgated in P.L. 92-500. There is a concern that areawide water quality management (section 208) planning be initiated as soon as possible for the growth generated by the Kings Bay development will warrant special attention if water quality problems are to be mitigated.

6. Manpower Needs - special allocation of CETA employees.

Since the influx of 4,300 people will demand more governmental services, there will be a need to provide administrative support for the cities of Kingsland, St. Marys, and Woodbine, and Camden County. Also, the creation of a recreation department with a program director and assistant will be required. These positions could be filled by CETA employees provided that special allocations are offered by the Department of Labor. There appears to be justification for the creation of additional CETA slots for Camden County. What process needs to be established in order for the Department of Labor to provide additional CETA slots.

7. Human Services - Centralized facility needed for agencies to address increase in services delivery.

Most human services agencies expect an increase in demand for service delivery as a result of the Kings Bay project. Presently, the Camden County Department of Family and Children Services is administered through a central office in Woodbine. This office employs a staff of four to handle all food stamps and public assistance cases in the county. Approximately 1,100 households are currently receiving services.

St. Marys is located 23 miles from this office and, with the population buildup, it is projected that a branch office will be needed for this community. Staffing needs for a new facility are estimated at 4 additional workers.

Thus, funding is needed for the establishment of a satellite center in St. Marys.

The Camden County Community Day Care Center, located in Woodbine, Georgia, projects a need for a satellite center in St. Marys. Presently, the center is serving 96 children, 21 of which are bussed in from St. Marys. To date, there are 39 eligible children on a waiting list for services. The program is funded through Title XX and is cost-free to participants. Immediate needs of the program include an increase in slot allocations through DHR and location of a satellite center in St. Marys.

The Camden County Health Department is also located in Woodbine with a once-a-month outreach service at the St. Marys City Hall. Services provided by the staff of five include: family planning, alcohol clinic, mental health clinic, as well as general health screening and care. At present, the health department is looking closely at the need for possible expansion, due to increased service demand, into the St. Marys community. One possible solution currently being explored is the construction of a multi-purpose service center to house all human service agencies in one central location. This course of action deserves serious consideration in any future planning for Camden County. From the experience of the military buildup in Liberty County and its accompanying community impact, the multi-purpose human service facility has proved to be a viable and efficient method of addressing the above problems that will soon effect St. Marys community service agencies. It is further suggested that the inclusion of a senior citizens activity center within the multipurpose facility would make available services more accessible to the older population.

The older citizens of Camden County presently experience reduced mobility due to limited transportation services. Services currently needed and utilized by the older citizen are scattered throughout the vast county area. With the projected buildup from the Kings Bay project and population expansion, the need for a coordinated transportation system along with a centralized facility has become more evident.

In the area of housing, older citizens are confronted with still another problem. Housing designed specifically for the elderly is non-existant in Camden County. A large percent of the older population currently resides in substandard housing. With the projected population expansion and housing buildup from the Kings Bay project, the overall real estate value and rental will increase. Older persons

with limited income cannot afford any increase for housing. Low-income dwellings with units designed for older persons is an expressed need.

8. Hospital and Health Care

The Navy will have a dispensary on base for outpatient care and will transfer patients, if necessary, to Jacksonville. Gilman Hospital in St. Marys should be adequately equipped to handle civilians connected with the base and secondary impact areas. As far as emergency medical services are concerned, additional equipment and more trained personnel will be required to reach the expanding population of Camden County. Is there a Federal program which would assist the county in obtaining additional sophisticated life support equipment?

9. Promotion of Coastal Georgia Tourism

Since some 2,000 military and 200 civilian people, many of whom are new to the area, will be connected with on-base operations at Kings Bay, there needs to be an informational distribution center for tourism established at Kings Bay. This could possibly consist of a room set aside for brochures, pamphlets, maps, and guides which points out the valuable natural and historic resources of coastal Georgia. This would be a valuable information center for Navy people as well as visitors entering the base.

A highway beautification project will be needed along Georgia Highway 40 leading into Kings Bay and St. Marys. This could serve as an attractive roadway entering the area from I-95.

SUMMARY

Since the construction of Kings Bay as a submarine support base (T-1 level) is scheduled to begin in mid-April, there will be significant impacts on the quality of life in Camden County. More housing will have to be provided in the county, more classrooms and/or a new school will have to be constructed in order to meet space requirements for approximately 600 more school children, additional law enforcement officers will have to be ired, an improved transportation network will have to be developed, additional recreation facilities and a county recreation department will be needed for Camden County, and social service organizations will have to employ more people in order to handle their additional caseloads. Also, the public works departments of the three cities will have to expand their water and sewer systems in order to meet the expected demand from new homeowners. All community facilities and services will be impacted by the rapid growth situation in Camden County. Preparation for expanding community facilities and services must begin immediately in order to provide a sustained high quality of life for the people in Camden County.

The task that lies ahead for Camden County is not an easy one by any means. It will require cooperation among all local governmental units within the framework of the Kings Bay Steering Committee. The Steering Committee will have to proceed in a timely fashion in establishing growth policies and a growth management plan for Camden County. Assistance will be requested from Federal and state agencies in providing the needed funds for carrying out local programs and projects. A smooth flow of communication and close coordination will be required between levels of government in effectuating a strong consistent policy in regard to Kings Bay.

The Federal Regional Council plays a vital role in dealing with major policy actions at the federal level. We need your assistance and cooperation in providing the necessary programs for new housing, school expansions, improved transportation, additional law enforcement officers, additional equipment for fire protection and rescue, additional recreation facilities and expanded water and sewer systems. Improvements to the infrastructure of Camden County and its municipalities are vital in maintaining a high quality of life for its residents.

We are hopeful we can all pitch in to work together in providing the means for the expansion of community services and simultaneously serve to minimize any negative impacts that will be associated with the buildup and operation of Kings Bay as a submarine support base.

APPENDIX A

SIGNIFICANT PROBLEMS

SIGNIFICANT PROBLEMS

ACTIVITY	CURRENT STATUS OR COMMENTS
SECTION I - HOUSING:	
Overall area demand for impact related additional housing estimated at 700 by 1979, increasing to 962 by 1981. Navy not presently authorized to construct any on-base housing. Projection is that 75% of families will locate in Camden County if housing is available.	Navy personnel will begin arriving Kings Bay in significant numbers during spring of 1979 to seek housing. Coastal APDC & local CofC's should inform potential lenders and developers of quantity, type and price structure of housing Navy personnel can afford to buy/rent; of latest information on HUD Military Impact Area Mortgage Insurance; of Section 8 and FmHA housing assistance procedures.
Lack of available conventional housing may cause many families to rent/acquire mobile homes. Local level advance planning is essential.	Advance planning/action to guide mobile home siting and provide for supportive laundry, recreation, trash disposal, school bus routing, etc., services will ease potential adverse impact of a proliferation of mobile homes on the local tax base.
SECTION II - WATER, WASTE, & SEWER:	
Camden County and its municipalities will receive an estimated 4.5% to 10% increase in demand on existing services/facilities over normal growth demand.	Recommendation has been made that a Section 208 Area Plan be developed for the impact area.
Need for additional water and sewer lines for St. Marys' is predicted; doubt exists that St. Marys' public sewage treatment plant has capacity to accomodate Kings Bay related growth	Design capacity of recently completed $2.2 million St. Marys' treatment plant was based on normal growth projections. Kings Bay primary impact and secondary development in St. Marys will add stress to water quality contamination potential.
Camden County will require site location, funding and programmatic assistance to establishing a new landfill site to replace present site located on-base.	Navy makes commitment in final EIS to assist Camden County in solid waste site relocation. No specifics given as to type of assistance to be provided.

ACTIVITY	CURRENT STATUS OR COMMENTS
SECTION III - EDUCATION:	
Estimated increase in school students within impact area as result of the Kings Bay facility is 713 by 1981.	Navy does not plan to build a school on base. Local school classroom capacities and school bus systems will need to be expanded to handle the increased load.
Forecast incremental growth in school population from military dependent school students only is as follows: 1979: 141 to 282 1980: 300 to 456 1981: 419 to 587	Base related civilian population growth will account for the additional school population growth estimated at a total of 713 by 1981.
SECTION IV - HEALTH & WELFARE	
Increased workload on community health and mental health facilities, and on Family and Children's Service Centers is foreseen.	
Some increased demand for food stamp issuance and child day care assistance is foreseen.	The streamlined, efficient system established between Ft. Stewart and Liberty County authorities could serve as a good example in this instance.
Current shortage of dentists in Camden County and lack of present plan by Navy to provide on-base dental care for military dependents could pose dental health problem in area.	Could create need and opportunity for expanded local practice.
SECTION V - FIRE & POLICE:	
Impact area population growth will create need for some increase in local fire department equipment and personnel.	Local fire departments could benefit from mutual assistance agreement with Navy's on-base fire department. St. Marys, Kingsland and Woodbine have all volunteer fire departments, cites need for ten full-time personnel. CETA possible source of assistance on personnel needs; EDA Public Works and CPRC possible sources of facility/equipment funding needs.

ACTIVITY	CURRENT STATUS OR COMMENTS
SECTION V - FIRE & POLICE (continued):	
Requirement foreseen for approximately nine (9) additional, uniformed local law enforcement officers in impact area.	The total of 9 additional officers is based on maintaining the present ration of 2 officers per 1,000 population. Note is made that LEAA funding for law enforcement staff/equipment has been significantly reduced. Use of CETA positions in non-badge (clerical/dispatcher) roles is sometimes advantageous as means of freeing uniformed officers from desk duties.
Need cited for expansion of present Camden County jail facility.	No statistical data available on degree of expansion warranted or jsutifiable as base buildup impact related. DCA Criminal Justical Technical Assistance Unit is also available on request to assist local law enforcement units in assessing needs, 404-656-3851.
SECTION VI - RECREATION	
Need for increase in number/type community recreational facilities foreseen	City of St. Marys presently has only one public recreational facility - a boat ramp. City officials are studying specific needs to include a general purpose community park facility. Navy plans for on-base recreational facilities unknown at this time due to postponement/cancellation of on-base housing construction. Attention should be given to potential opportunity for commercial recreational business growth, i.e., cinema, bowling, etc. in the impact area.

ACTIVITY	CURRENT STATUS OR COMMENTS
SECTION VI - RECREATION (continued)	
Impact on Crooked River State Park, St. Marys' Historic District and McIntosh Sugar Works Historic Site foreseen due to area population growth.	
Siting of the Navy facility at Kings Bay may draw wider national attention to Cumberland Island Nation Seashore.	
SECTION VII - TRANSPORTATION:	
Considerable increase in highway traffic density foreseen in vicinity of base with corresponding demands for road improvements, increased maintenance, sign-posting and traffic control measures.	Forecasted points of heaviest density are cited in Draft and Final EIS on Kings Bay. DOD - MTMC should be approached for Military Highway Access Program funding assistance for m-jor impacted roads based on EIS/State DOT density forecast data to permit engineering/ construction to take place before severe traffic congestion develops.
Local Govt. Coordinating Committee cites need for a viable public transportation system within impact area.	No statistical data provided to date to support this need, its impact relationship or economic viability.
City of St. Marys indicates need to improve municipal airport.	Impact relationship needs to be defined. Navy states no plans for any significant base related utilization other than possible recreational use by military personnel who are flight/parachute enthusiasts.
Need cited for construction of a road from Woodbine Interchange of I-95 east to vicinity Union Carbide property thence south across Harrietts Bluff Rd. and Crooked River into St. Marys. (See also Section VIII - Labor.)	Impact relationship would appear to principally be economic growth (job opportunities) for military dependents and local area population, plus opening new areas for housing development.
SECTION VIII - LABOR:	
There will be some need for CETA positions to expand local govt. capabilities during the build-up phase.	Cited example for CETA position: Building Inspections Officer. (See also items 1 and 2 under Section V - Fire and Police.)

ACTIVITY	CURRENT STATUS OR COMMENTS
SECTION VIII - LABOR (continued):	
An increased requirement for technically specific job skills is foreseen for the area.	
There will be a surge in construction related employment during the construction of the facility in 1978-81 period. Much of this will be transient work force hired by contractors.	This work force normally brings or generates mobile home requirements to an area. (See also comments under Section I - Housing.)
SECTION IX - GENERAL ECONOMY:	
Despite expected overall boost to the impact area economy, local government expenditures are likely to exceed new revenues because of "front end" costs of meeting the service needs of an expanding population.	(See previous Sections for citation of specific problems and needs as determined or foreseen as of this time.)
Need indicated for establishment of an Industrial Authority within the impact area to attract light industry and provide for economic base diversification.	
SECTION X - LOCAL GOVT. OPERATIONS:	
Need cited for revised comprehensive plan and updated zoning ordinance including provisions for mobile home regulations.	Current plans and developemnt controls do not reflect Kings Bay growth impacts.
Camden County or its municipalities should consider adoption of the 3% Hotel-Motel Tax as authorized in general state law.	Local governments in impact area need to utilize available revenue options to aid in absorbing front end costs of added services delivery during buildup.

REQUESTS FOR FEDERAL ASSISTANCE FROM KINGS BAY IMPACT COMMUNITIES

(PENDING APPROVAL)

Federal Agency	Applicant	Project Description	Date Submit	Federal Share	Local Share	Camden County Allocation	Current Status	Funding Decision Date
Dept. of HEW Office of Human Development	Coastal Area Community Mental Health	Child Abuse and Neglect Prevention and Treatment	7/10/78	$130,000			Pending	9/78
National Council on Aging	Coastal APDC	Title IX	6/13/78	$113,000		$3,583	Pending	
Department of Agriculture: Farmers Home Administration								
(1.) Section 515 Rural Rental Housing Loan Program	Private	70 Units in Kingsland	5/1/78	$1.4 mil.			Pending	
(2.) Section 515 Rural Rental Housing Loan Program	Private	70 Units in St Mary's	5/1/78	$1.4 mil,			Pending	

REQUESTS FOR STATE ASSISTANCE FROM KINGS BAY IMPACT COMMUNITIES

(PENDING APPROVAL)

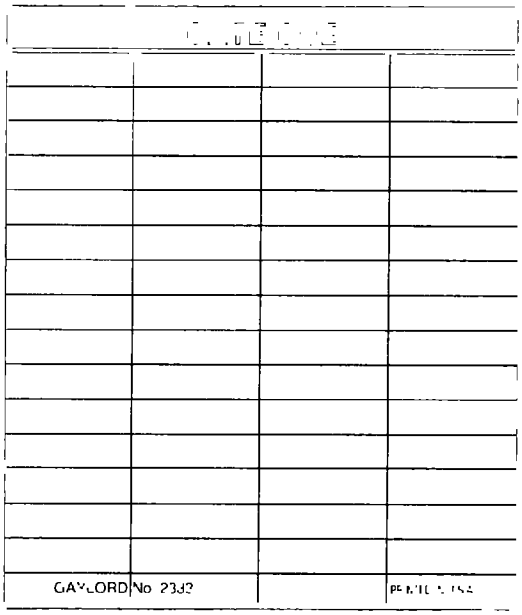
Federal Agency	Applicant	Project Description	Date Submit.	Federal Share	Local Share	Camden Co, Allocation	Current Status	Funding Decision Date
GA. Dept. of Natural Resources (state)	Camden Co./ Cities	Solid Waste Collection Equipment/ Landfill site Preparation	6/78	$50,000	$50,000		Pending	
Dept. of Human Resources: Aging Administration	Coastal APDC	Title VII	4/]/78	$249,200 $ 16,896	fed.) state)	$21,000	Pending	
(2.) Aging Administration (DHR)	Coastal APDC	Title III	4/]/78	$220,071 $190,000	fed)	$8,349	Pending	
State Historic Preservation Office	City of St. Mary's	Restoration of Orange Hall	9/77	$15,000	$15,000		Pending	

REQUESTS FOR FEDERAL AND STATE ASSISTANCE FROM THE KINGS BAY IMPACT COMMUNITIES
(FUTURE GRANTS)

FEDERAL AGENCY	APPLICANT	PROJECT DESCRIPTION	FISCAL YEAR	FEDERAL SHARE	LOCAL SHARE	CAMDEN CO. ALLOCATION	CURRENT STATUS	FUNDING DECISION DATE
HERITAGE -CONSERVATION & RECREATION								
Recreation - Land & Water Conservation Fund		development of swimming area; outdoor courts & fields	Fiscal Year 80	$100,000		$100,000		
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT								
(1) Community Development Block Grant	Kingsland	Sewer System Expansion	Fiscal Year 1979	$500,000				
(2) Community Development Block Grant	St. Marys	Community Center drainage, sewerage: off-street parking contingencies	Fiscal Year 79	$250,000				
(3) Community Development Block Grant	Camden County	Housing Rehab/ street paving/ recreation facilities	Fiscal Year 79	$370,000				
(4) Community Development Block Grant	Woodbine	Water, sewer, improvements/ housing rehab.	Fiscal year 79	$395,000				
(5) Section 8	Camden	Housing assistance; new construction 85 units	Fiscal year 79	$1.3 million				

FEDERAL AGENCY	APPLICANT	PROJECT DESCRIPTION	FISCAL YEAR	FEDERAL SHARE	LOCAL SHARE	CAMDEN CO. ALLOCATION	CURRENT STATUS	FUNDING DECISION DATE
FARMERS HOME ADMINISTRATION	Kingsland- St. Marys, Woodbine	Sewer System Expansion	1979	?				
OFFICE OF COASTAL ZONE MANAGEMENT								
Waterfront Development Planning	St. Marys	waterfront development	1979	$20,000				

STATE AGENCY	APPLICANT	PROJECT DESCRIPTION	FISCAL YEAR	FEDERAL SHARE	LOCAL SHARE	CAMDEN CO. ALLOCATION	CURRENT STATUS	FUNDING DECISION DATE
GA. DEPARTMENT OF NATURAL RESOURCES								
(1) Recreation and Parks Assistance Fund	Camden County	establishment of recreational dept.	1979	$20,000		$20,000		
SOLID WASTE MANAGEMENT								
(2) Solid Waste Grant	Camden County	Landfill, equipment & preparation	1979	$50,000		$50,000		



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