

ATTACHMENT A – REZONING AMENDMENT APPLICATION

Application Date: 3/8/2023

Applicant/Agent: T&T Exley Properties/Thomas and Hutton Engineering

Applicant Email Address: forbes.k@tandh.com

Phone # 912-234-5300

Applicant Mailing Address: 50 Park of Commerce Way

City: Savannah State: GA Zip Code: 31405

Property Owner, if different from above: Tom Exley, Jr.
Include Signed & Notarized Authorization of Property Owner

Owner's Email Address (if known): tomexley2@gmail.com

Phone # 912-658-1625

Owner's Mailing Address: 996 Old Augusta Road

City: Rincon State: GA Zip Code: 31326

Property Location: West side of Hwy 21, North of the Georgia International Trade Center.

Proposed Road Access: New access road to be constructed to extend west from Hwy 21

Present Zoning of Property: PDMU Proposed Zoning: PDMU

Tax Map-Parcel # 0466D011
0466D009 Total Acres: 274 AC Acres to be Rezoned: 274 AC
0466D006
0466D001

Lot Characteristics: Mostly wooded with some wetlands areas.

WATER

SEWER

Private Well

Private Septic System

Public Water System

Public Sewer System

If public, name of supplier: Effingham County

Justification for Rezoning Amendment: An industrial zoning designation would match the adjacent property designation of GIRC which would allow warehouse or similar development in a common location.

List the zoning of the other property in the vicinity of the property you wish to rezone:

North Residential/Agricultural South Industrial East Industrial/Hwy 21 West Residential/Agricultural/Rail road

1. Describe the current use of the property you wish to rezone.

Property is undeveloped and part of PDMU. Property is consists mostly woods.

2. Does the property you wish to rezone have a reasonable economic use as it is currently zoned?

Yes, highway commercial and 1,350 residential units.

3. Describe the use that you propose to make of the land after rezoning.

Property will be used for industrial development. Buildings such as warehouses or manufacturing and ancillary truck trailer and container storage.

4. Describe the uses of the other property in the vicinity of the property you wish to rezone?

Property to the north is residential and west is currently residential and railroad.
Property to the south is industrial and east is Highway 21.

5. Describe how your rezoning proposal will allow a use that is suitable in view of the uses and development of adjacent and nearby property?

This zoning will allow additional warehouses to be located adjacent to existing warehouses to the south. Proposed use will provide a better visual buffer to the north than the high density residential that is currently approved.

6. Will the proposed zoning change result in a use of the property, which could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools?

No.

Applicant Signature:



Date

3/8/2023

EXLEY TRACT NORTH & SOUTH

PD-MU DEVELOPMENT TEXT

PREPARED FOR:
T&T EXLEY, LLC

SLC ACQUISITIONS, LLC
CHESTERFIELD LLC NEW SAVANNAH, LLC
SFI COMMERCIAL, LLC
SOUTH EFFINGHAM SAND, LLC

PREPARED BY:
THOMAS & HUTTON ENGINEERING CO.

Documents submitted:

1. Development Text – Approval of amended text below is requested.
2. Exley Tract North & South Planned Development District – Mixed Use District Exhibit, dated June 11, 2008, Modified May 8, 2018, further Modified ~~(Month) (Date), 2020~~ July 20, 2021 – Approval Requested
3. Sketch Plan – Project Master Plan — Exley Tract Industrial, dated May 8, 2018, Modified ~~(Month) (Date), 2020~~ July 20, 2021 — Sketch Plan Approval Requested

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This development text as amended below, the attached Exley Tract North & South Planned Development District – Mixed Use District Exhibit, dated June 11, 2008, Modified May 8, 2018, and further modified ~~(Month) (Date), 2020~~ July 20, 2021; and the Sketch Plan — Project Master Plan — Exley Tract Industrial, dated May 8, 2018, Modified ~~(Month) (Date), 2020~~ July 20, 2021 are submitted for approval by the Effingham County Board of Commissioners, in accordance with the Effingham County Zoning Ordinance. This project is being developed in phases according to the schedule included in section K of this document. **APPROVAL of the Exley Tract North & South Planned Development District – Mixed Use District Exhibit I, dated February 21, 2023 is requested based on the Land Use information shown on the master plan only.** The ~~Exhibits are master plan is~~ submitted at a scale of one-inch equals ~~400-300~~ feet to provide for a comprehensive view of the project on a manageable paper size.

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A. General Description

Project Name: Exley Tract North & South
 PIN #: ~~466D-1, 466D-6, 466D-9, 466D-11, 466D-10, 466D-4, 466D-16, 466D-15, 466D-5, 466D-17, 466D-18, 466D-3, 466D-14, 466D-7, 466D-8, 466D-12, 466D-13, 466D-1C-~~ ~~466-8, 466-8B, 466-10, 466-11, 467-1, 467-8A~~

Size: ±1,177-051 Acres
 Location: Highway 21
 Current Zoning: PD – MU
 Proposed Zoning: PD - MU



Developer: T&T Exley, LLC, Chesterfield LLC, and SLG Acquisitions, LLC; T&T Exley, LLC, T And T Exley Properties LLC, SFG CH Master Devco LLC, SFG CH GITC Master Devco LLC, Effingham County Industrial Development Authority, SFG CH GITC 1A LLC, DE Well Group LLC, LEX Savannah 1004 TCP LLC, BBK GA Trade Center LLC, Savannah Trade Center Ind II LLC, SFG CH GITC 3A LLC, SFG CH GITC 3B LLC

Exley Tract North & South is a PD–MU consisting of ~~Multi-family~~, Industrial, and Commercial developments and associated infrastructure. The property consists of approximately 1,047.051 acres, located on Highway 21 at the Effingham/Chatham County line.

B. Present Ownership and Property Location

The undeveloped property is currently owned by ~~SFG CH Master Devco, LLC, a special purpose entity, T&T Exley, LLC, and SLG Acquisitions, LLC, T&T Exley Properties, LLC, and SFG CH Master Devco LLC, SFG CH GITC 1A LLC, Effingham County Industrial Development Authority~~

The above said tract or parcel of land is bounded on the north by Goshen Villa Subdivision, Westwood Farms Subdivision, David Howes, F. Gibson Huger, Clint and Alice Hurst; (additional property owners north of the said tract or parcel can be found in Section VII); on the south by lands of ~~Thomas Exley and Margaret Roberts~~ SFG CH Chatham Tract, LLC, SFG CH Chatham Tract II, LLC, Rice Creek Investors No. 7, LLC, Rice Creek Investors No 2, LLC, R.C. Land Associates, LLC, Rice Creek Homeowners Association of Port Wentworth, Inc, and Sam L. Varnedoe, et.al.; on the east by lands of ~~Thomas Exley,~~ Verizon Wireless, and Highway 21, and on the west by CSX rail road, said tract or parcel of land containing 1,051.177 acres more or less.

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C. Proposed Land Uses and Development Standards

The following are the districts and permitted uses that are included within this project. These districts are established to establish uses allowed within this development.

Industrial Districts

Industrial uses shall be consistent with the uses outlined in this document. identified in the Effingham County Zoning Ordinance I-1 District with the exception of an increased square footage allowed for warehousing.

1. Assembly or fabrication of previously manufactured parts, including but not limited to the following:
 - a) Apparel and other textiles products;
 - b) Electronic and other electric equipment, electric generator, and distribution equipment;
 - c) Fabric samples;
 - d) Furniture and fixtures;
 - e) Industrial machinery and equipment;
 - f) Instruments and related products;

- g) Lumber and wood products, excluding the processing of material for the production of paper and allied products;
 - h) Metal products;
 - i) Plastic and rubber products;
 - j) Transportation equipment.
2. Boat sales.
 3. Automotive sales and repairs.
 4. Automotive sales and repairs.
 5. Automotive storage, excluding junk yards.
 6. Florist – retail and wholesale.
 7. Manufacturing (light) of, including but not limited to the following:
 - a) Bakery products;
 - b) Beverages, including alcoholic beverages;
 - c) Communication equipment;
 - d) Computer and office equipment;
 - e) Electrical lighting and wiring equipment;
 - f) Electronic equipment;
 - g) Fabricated metals, excluding use of blast furnaces and drop forges;
 - h) Grain mill products;
 - i) Audio and visual equipment;
 - j) Appliances;
 - k) Ice;
 - l) Meat products, excluding slaughtering, dressing, and rendering;
 - m) Medical instruments and supplies;
 - n) Pharmaceutical products.
 8. Offices.
 9. Printing and publishing.
 10. Recycling centers
 11. Repair of any goods, equipment, and vehicles of which the manufacture, assembly or sales are permitting in this district.
 12. Research facilities.
 13. Vocational schools.
 14. Utility operations centers
 15. Warehousing less than 2,000,000 square feet per building
 16. Ready-mix concrete facilities.
 17. Railroad side-tracks, spurs and appurtenance.
 18. Rail Spur – a sidetrack off of a mainline accessing industrial buildings for the purpose of loading and unloading goods.

~~18-19.~~ **Trailer storage.**

Highway Commercial

Commercial uses shall be consistent with the uses identified in the Effingham County Zoning Ordinance Highway Commercial District (B-3), as amended in this document as Land Use Highway Commercial.

Community Recreation

~~This designation allows for the recreational complexes and amenities to serve Exley Tract. Land uses may consist of private and semi-private recreation, indoor and outdoor lighted~~

~~and unlighted recreation facilities, establishments, and services which include active and passive sports, entertainment, and ancillary facilities such as restaurants and shops serving such public recreational facilities. Permitted uses include:~~

~~(a) Outdoor Recreational Facilities including but not limited to:~~

- ~~(1) Maintenance Facilities.~~
- ~~(2) Swimming Pools, Pool Bath Houses and Gazebos.~~
- ~~(3) Tennis Courts~~
- ~~(4) Lawn Games such as bocci, croquet, volleyball, etc.~~
- ~~(5) Multi-use fields~~
- ~~(6) Playgrounds~~
- ~~(7) Neighborhood Parks.~~
- ~~(8) Community Parks.~~
- ~~(9) Leisure Trails and Bike Trails.~~
- ~~(10) Boat Yard and RV Storage Area~~
- ~~(11) Other Recreational Uses.~~

~~(b) Recreational Building including but not limited to uses such as indoor recreation, meeting, assembly, banquet, fitness, and hobby space.~~

~~(c) Accessory Buildings.~~

~~(d) Community Offices/Administration Buildings.~~

~~(e) Maintenance and Storage Facilities.~~

~~(f) Community Offices/Administration Buildings.~~

- ~~(1) Public and/or Private Clubhouses.~~
- ~~(2) Pro shops, Snack Bars, Grills, Restaurants and Lounges associated with clubhouses.~~
- ~~(3) Ancillary uses associated with community recreation facilities such as craft centers, fitness centers, etc.~~

Multi-family Residential

~~This designation includes multi-family residential units. Multi-family residential consists of attached or detached residential including both short-term and long-term apartment rentals. Ownership may be either fee simple lots or as units of a condominium or other common legal structure with no minimum lot size, no maximum lot coverage, and no minimum street frontage.~~

Common Space

Common Space shall include ~~Recreational areas (including lands designated with land use Community recreation)~~ stormwater control measures (including, but not limited to, lagoons, swales, dry detention, infiltration areas, etc.), natural areas, lands to be donated, project buffers and/or setbacks, Public and private easements, and rights-of-way (excluding internal vehicular road rights-of-way). Common space shall be required to be

a minimum of ~~20 percent of the Upland area within Multi-family land use and~~ 10 percent within ~~all other~~ land uses, ~~excluding~~

Green Space

Green Space shall include wetlands and Common Space as defined above. The percentage of property in Green Space may be reduced based on permits to fill wetlands, however the percentage of Common Space cannot be reduced lower than the percentages described under the Common Space definition above.

Property owner's association and covenants shall be created for the Industrial park or a management company shall be designated to maintain common areas.

~~A property owner's association and covenants shall be created for the residential area and must include responsibilities for maintenance of common areas. Architectural guidelines and restrictive covenants, developed by T&T Exley, LLC and/or the successors, will establish design and construction materials guidelines for the residential portion that shall meet or exceed the Effingham County Subdivision Regulations as amended within this document. In addition, all deeds and leases in this residential portion shall make note of the existence of adjacent industrial park.~~

Site Development within this project will also be governed by the Effingham County Subdivision Regulations, as amended by this document and by restrictive covenants developed by T&T Exley, LLC, SLG Acquisitions, and Chesterfield LLC and/or Successors for the Industrial and Commercial areas. The covenants and restrictions will be submitted to Effingham County prior to or during Final Plat Approval.

Provisions for the development standards are summarized in Table C-1.

	Multi-Family	Community Recreational	Industrial	Highway Commercial
Lot Size				
Width**	N/A	N/A	N/A	N/A
Depth (Minimum)	N/A	N/A	N/A	N/A
Height (Maximum)	55'N/A	45'N/A	75'***	75'***
Setbacks (Minimum)				
Front	20'N/A	N/A+5'	25'	35'
Side	N/ASee note below*	See note below*N/A	See note below*	See note below*
Rear	20'N/A	N/A+10'	10'	10'
Gross Density	9 Units/AcreN/A		N/A	

* Distance between buildings shall be as required by Effingham County adopted building codes and available fire flow.

** Lot Widths are measured at the front setback line.

*** Building height shall be allowed to be a maximum of 75 feet if adequate fire flows and fire equipment are available to the site.

- This project shall not be held to maximum lot coverage on a lot-by-lot basis. The project will be held to the open space and setback standards as outlined in this document.
- ~~No building in the residential portion of the property may exceed 35 feet in height unless it is at least 175 feet from the northern property line.~~
- The industrial portion of the property shall not be used for a short line railroad switchyard without at least a 300-foot vegetated buffer to the nearest residential developed property.
- No railroad spur loading area shall be closer than 200 feet to a residential property line.
- ~~Any boat and RV storage area or other outdoor storage areas in the residential portion shall be screened with trees and shrubs.~~
- ~~The berm between the Industrial and Multifamily will be removed and replaced with a 100' undisturbed buffer and a 200' building setback, to total 400'.~~

The above said tract or parcel of land is bounded on the north~~west~~ by Goshen Villa Subdivision, ~~on the southeast by lands of Thomas Exley and Margaret Roberts,~~ Westwood Farms Subdivision, David Howes, F. Gibson Huger, Clint and Alice Hurst; (??additional property owners north of the said tract or parcel can be found in Section VII)??; ~~on the northeast by lands of Thomas Exley, Verizon Wireless, and Highway 21, and on the southwest by CSX railroad, said tract or parcel of land containing 1,047.44 acres more or less, on the south by lands of SFG CH Chatham Tract, LLC, SFG CH Chatham Tract II, LLC, Rice Creek Investors No. 7, LLC, Rice Creek Investors No 2, LLC, R.C. Land Associates, LLC, Rice Creek Homeowners Association of Port Wentworth, Inc, and Sam L. Varnedoe, et.al.; and on the east by lands of Verizon Wireless, and Highway 21, and on the west by CSX railroad, said tract or parcel of land containing 1,051 acres more or less.~~

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Based on the anticipated use of the land along the existing power and gas easements that bisect this project Effingham County shall impose no buffers to those easement boundaries. Effingham County shall impose a 50 foot buffer adjacent to highway 21 (to be landscaped in compliance with the Chamber of Commerce Gateway Program or approved by the zoning administrator if the program is not yet in place), a 10 foot buffer between the Industrial and commercial use and the communication tower property, a 20 foot buffer between the Highway and Industrial Uses within this project, a ~~30~~100 foot unpaved setback with a ~~15~~ 25 foot ~~tall undisturbed landscaped and irrigated Berm (see Exhibit II and berm description in Section D 1 below)~~ ~~buffer within the 100 foot unpaved setback~~ on the northern boundary adjacent to Goshen Villa and Westwood Farms Subdivision, and property owned by David Howes, ~~F. Gibson~~Elizabeth R. Huger, Clint and Alice Hurst, a 25 foot buffer along the railroad property per the ~~2018 PD Exley Tract North & South Planned Development District – Mixed Use District Master Plan Exley Tract North & South Planned Development District – Mixed Use District~~ Exhibit, dated June 11, 2008, Modified May 8, 2018, ~~Modified~~ . Setbacks will apply to the perimeter of the property based on Table C-1 and the use approved for this project, or the buffers as stated above and shown on the PD-MU District Master Plan, whichever is greater. The perimeter buffers may include the use of berms, fencing, plantings or a combination of these methods as determined by the Developer, ~~subject to approval by County Manager or designee~~. In the event a railroad sidetrack is installed within the 25-foot buffer adjacent to the Railroad the 25-foot buffer shall be placed east of the new sideline. Railroad and road crossings across this buffer to access sidelines shall be considered an allowed use within the buffer. All tree plantings shall be in accordance with the buffer ordinance.

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D. Exceptions Requested and Previously Approved

The information included in this Development Text shall govern the Zoning and Subdivision regulations for this project. In the event of any conflict this document shall govern. (See Section C for additional exceptions)

Due to the nature of this development, the applicant shall reserve the right to negotiate shared parking facilities between similar uses. The benefits of reducing parking areas include:

- minimizing stormwater runoff from parking areas, thus reducing potential water quality impacts;
- Varying time periods of use;

Changes to the street layout, building size and shape ~~as shown on Project Master Plan– Exley Tract Industrial SKETCH PLAN Chatham & Effingham Counties/GA dated ??May 8, 2018??~~ shall be at the sole choice of the Developer.

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1. ~~Berms: T&T Exley, LLC, New Savannah, LLC, SFI Commercial, LLC, and South Effingham Sand, LLC, acknowledge and agree that each party shall construct a berm having a maximum height of 25' in the areas indicated on the Site Plan dated February 21, 2023. Each party shall be responsible for constructing and maintaining the required berms in accordance with Exhibit IV: Berm Exhibit attached to the end of this document, dated April 7, 2023, as it corresponds to its respective property. Without limiting the foregoing, Berm A shall be installed and completed in connection with the construction of Building 1, Berm B shall be installed and completed in connection with the construction of the corresponding Building 1 trailer parking lots, Berm C shall be installed and completed in connection with the construction of Buildings 2 or 3, whichever is to be constructed first, and Berm D shall be installed and completed in connection with the construction of the corresponding Buildings 2 or 3 trailer parking. The berms, when constructed, shall be compacted to a maximum of 25' in height with a minimum 2:1 side slope, stabilized with vegetative cover, and otherwise completed in accordance with the berm specifications hereto as Exhibit "G". The berm shall be completed in phases, substantially depicted as Berm A, Berm B, Berm C, Berm D on the Berm Exhibit, in each case on or before the issuance of the certificate of occupancy with respect the corresponding building, so that each completed building is screened from the neighboring properties to the north that are not zoned for industrial use.~~

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Article VII. Section 7.1.13 – Street right-of-way widths.

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The table shown below replaces the requirements of section 7.1.13:

Curb & Gutter Streets:

	Street Classification	Pavement Width	Right-of-Way Width
(a)	Local Street		
	2-lane	22'	50'
	2-lane with parking (1-side)	31'	50'
	2-lane with parking (2-sides)	40'	60'
(b)	Collector Street		
	2-lane	24'	60'
	2-lane with left turn	36'	60'
	2-lane Blvd. Section	12' lanes 8' median	60'
	4-lane Blvd. Section	24' of lanes (2 @ 12' each) 8' median	80'
(c)	Arterial Street	N/A	N/A

Roadside Swale:

	Street Classification	Pavement Width	Shoulder Width	Ditch	Right-of-Way Width
(a)	Local Street				
	2-lane	22'	4'	12'	60'
(b)	Collector Street				
	2-lane	24'	6'	16'	80'
	4-lane	48'			104'
(c)	Arterial Street	N/A			N/A

Restatement of approved PD-MU Waiver of the Water Resources Protection Ordinance

Section 3. Waivers to Stormwater Management Requirements:

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All of the conditions listed in section 3 of the Water Resource Protection Ordinance are waived on the sole basis of section 3.1b. This section allows for the County or its Agent to waive the requirements of the Water Resource Protection Ordinance and the Stormwater Management Local Design Manual and replace them with alternative minimum requirements for on-site management of stormwater discharges.

The Stormwater Management Local Design Management Design Manual for Exley Tract North and South is included as Exhibit III in this PD Zoning application package as the alternate minimum requirements for on-site management of stormwater discharges. This document takes precedent over Effingham County's current Water Resource Protection Ordinance and Stormwater Management Local Design Management Design Manual. In event of a conflict between any of the documents the governing document shall be in the following order: governing – Stormwater Management Local Design Management

Design Manual for Exley Tract North and South, 2nd –Water Resource Protection Ordinance and 3rd – Stormwater Management Local Design Manual.

E. Percentage of Land Uses

Table E-1 indicates acreages of land uses planned for Exley Tract North and South.

TABLE E-1: LAND USES					
	TOTAL ACRES	UPLAND ACRES ± Wetland Impacts	COMMON SPACE ACRES	TOTAL GREEN SPACE ACRES	PERCENT OF TOTAL ACRES IN GREEN SPACE*
Industrial	7961115.04	592823.43	59426.45 (3810%)	204718.06	64%26%
Multi-family	183N/A	N/A122	26 (20%)N/A	N/A54	30%N/A
Highway Commercial	7170.19	64.1743	4 (+10%)12.83** (20%)	12.83**28	2039%**
***Highway Commercial/Industrial	24.5	17.06	4.9	4.9	20%
Future Highway 21 Connector	N/A	N/A	N/A	N/A0	0%N/A
Total	10501185.23	887.6757	439.28	730.89	61%

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* Values are based on current planning and may vary based on Green Space definition as outlined in Section C.

** Common space and green space is currently assumed to be 20% of total acreage until proposed site development plans for these areas are proposed. The 20% assumption is to anticipate appropriate detention and/or drainage infrastructure areas.

*** 24.5 acres north of the existing cell/Verizon cell tower of the total 62.14 commercial frontage along Highway 21 to be commercial or industrial uses.

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F. Proposed Maximum Units and Building Square Footage

Table F-1 summarizes the maximum building square footage and project gross density are listed at the bottom of the table.

TABLE F-1: Maximum Units and Building Square Footage	
Land Use	Units or Building Square Footage
Multi-family	1,350 UnitsN/A
Highway Commercial	630,000 sf
Industrial	7,300,000-9,250,000 sf

G. Proposed Dedication of Public Use

Streets and Utility Easements:

All streets and utility easements will be presented to the Effingham County Board of Commissioners for acceptance as public streets and easements or dedicated to the Property Owners Association. Street dedications shall be at the discretion of the Effingham County Board of Commissioners.

H. Open Space, Courts, Walks, and Common AreasWetlands

Wetlands will be owned by the developer until presented to Effingham County for dedication or dedicated to the Property Owners Association. Acceptance of these dedications shall be at the discretion of the Effingham County Board of Commissioners. No machine clearing, or logging shall be allowed in the preserved wetland portion of the property without the expressed written approval of the zoning administrator.

Lakes

Lakes will be located throughout Exley Tract to manage stormwater runoff for both quantity and quality. The lakes will be designed to aid in attenuating the design storm events to pre-development flow rates. Lakes shall be owned and maintained by the developer until such time as these facilities are dedicated to the Property Owners Association or Effingham County. Acceptance of these dedications shall be at the discretion of the Effingham County Board of Commissioners.

I. Utilities

Water and sewer will be provided by Effingham County. These utilities within this development will be installed by the developer and dedicated to Effingham County upon acceptance by the Board of Commissioners or designee.

Stormwater management will be handled through a series of detention ponds. These ponds shall be designed based on the Stormwater Management Local Design Manual included as Exhibit III to this application. All plans will be reviewed and approved by the Effingham County Engineer prior to construction.

J. Access, Parking, Signs and Buffers

Access to the site will be from Highway 21. Improvements required to provide access to the project will be permitted, designed, and constructed by the Developer. ~~The Residential portion of the property shall have access from 2 curb cuts through the commercial area to Highway 21. The access shall be open no later than the issuance of the 500th residential units Certificate of Occupancy.~~

A tenant/property owner identification sign shall be located at the entrance of the industrial park. The sign shall be in place no later than the occupancy of the last available parcel.

As mentioned in section D, shared parking is anticipated among the uses in order to decrease the amount of unproductive surface parking needed. These shared parking arrangements will be presented in conjunction with subsequent development plans.

Any lighting used for this development will be designed in a manner to avoid any negative impacts to adjacent properties. All pole lighting shall be shielded, downward facing, no taller than the nearest building and maximum height of 35 feet.

Proposed buffers for the project are shown on Exley Tract North & South Planned Development District – Mixed Use District Exhibit, dated June 11, 2008, Modified ~~??May 8, 2018??~~ District Master Plan included with this application and in Section C of this document.

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K. Development Schedule

Based on historical sales in surrounding areas, it is anticipated this project will be built out ~~in-by~~ approximately ~~8 years-2030~~ for Industrial, ~~and 10 years for Multi-Family~~ excluding commercial. This schedule is based on current market conditions and may vary over time.

L. Installation of Improvements

The developer of any parcel within this PD–MU shall be responsible for improvements (excluding any utilities specifically agreed to be installed by Effingham County) required to develop the parcel consistent with this application. This requirement shall be met as market conditions warrant and are not set to a specific timetable.

REVISED PLANNED DEVELOPMENT TEXT INCLUDING ____ EXHIBITS is hereby Approved this ____ day of _____, 202____ by the Board of Commissioners, Effingham County, Georgia.

Lamar Allen Wesley Corbitt
Chairman, Effingham County Commission

Stephanie D. Johnson
Effingham County Clerk

465D-1,6,9,11



3/19/2023

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Tax Parcel Labels Roads Efn_fin_cache

□ Tax Parcels

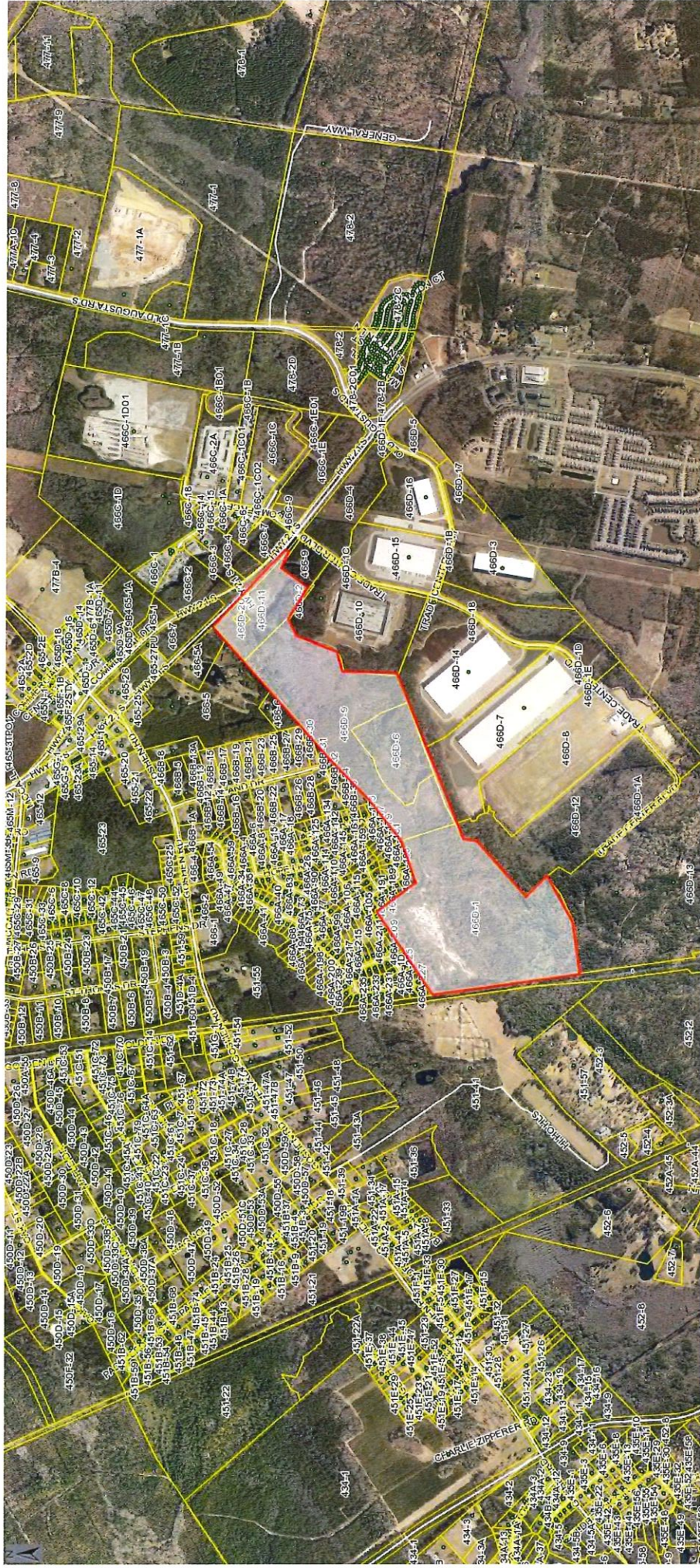
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■ Green: Band_2

0 0.15 0.3 0.55 0.6 mi

0 0.28 0.55 1.1 km

Effingham County BOC, Savannah Area GIS, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA







466D-1,6,9,11



INDUSTRIAL LEGEND

-  INDUSTRIAL BOUNDARY AREA
-  INDUSTRIAL WETLANDS
-  INDUSTRIAL BUILDING/PAVING
-  POND
-  INDUSTRIAL ROAD
-  INDUSTRIAL SPACE
-  INDUSTRIAL/COMMERCIAL SPACE

COMMERCIAL LEGEND

-  COMMERCIAL BOUNDARY AREA
-  COMMERCIAL LOTS
-  COMMERCIAL BUILDING/PAVING
-  COMMERCIAL WETLAND
-  COMMERCIAL SPACE
-  INDUSTRIAL/COMMERCIAL SPACE

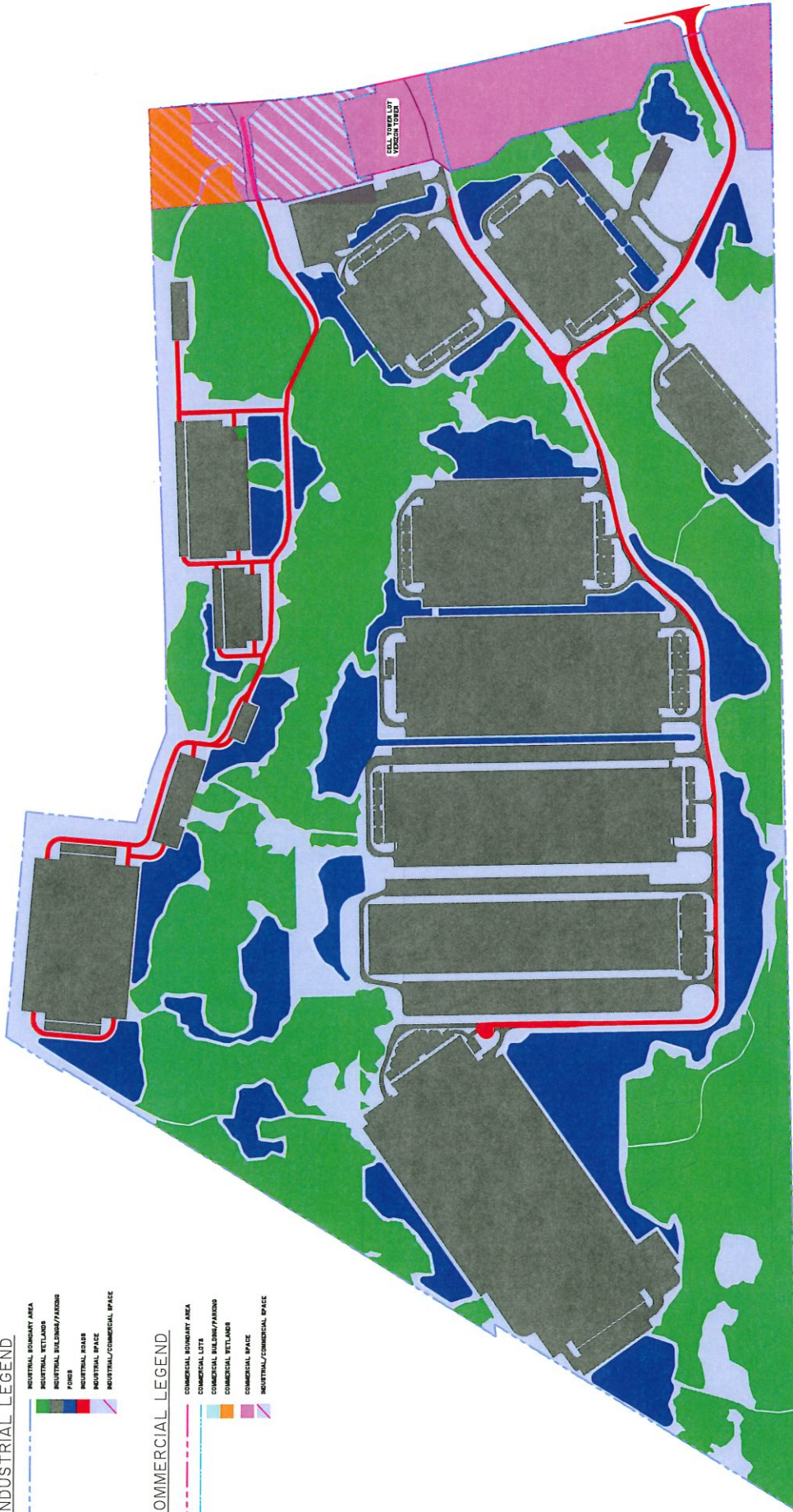


EXHIBIT
GTC & EXLEY NORTH
 EFFINGHAM COUNTY, GA
 PREPARED FOR:
 ATLANTIC INVESTORS
 PREPARED BY:
THOMAS HUTTON
 401 Atlantic Boulevard, Suite 100
 Atlanta, Georgia 30348
 www.thomashutton.com

DATE:	02/28/2011
SCALE:	AS SHOWN
DRAWN BY:	JK
CHECKED BY:	JK
DATE:	02/28/2011
SCALE:	AS SHOWN
DRAWN BY:	JK
CHECKED BY:	JK

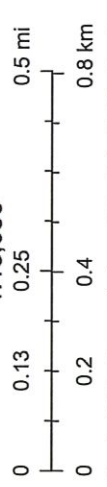
HWY 21



5/18/2023

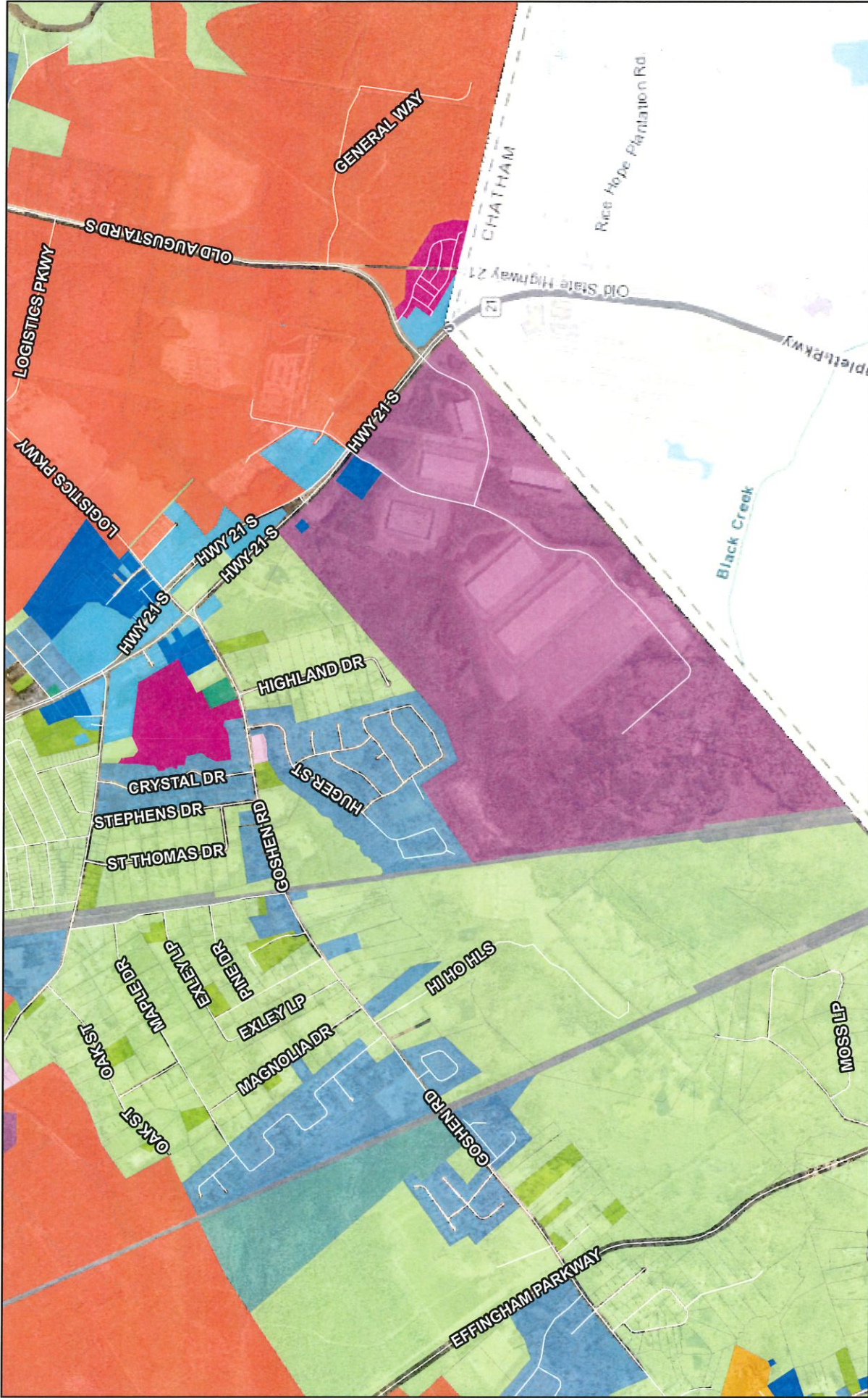
- Tax Parcel Labels
- Tax Parcels
- Roads
- Wetlands
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- FEMA Flood Zone
- A

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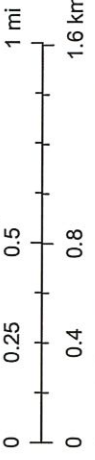
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HWY 21



5/18/2023

1:36,112



- Tax Parcel Labels Effingham County Zoning
- AR-1
 - AR-2
 - R-1
 - R-2
 - R-3
 - R-4
 - R-6
 - B-1
 - B-2
 - B-3
 - B-1
 - PD
 - Other
 - I-1

Effingham County BOC, Savannah Area GIS, Esri, HERE, Garmin, INCREMENT P, USGS, METINASA, EPA, USDA

Exley North Tract, Effingham County GA

Noise Analysis Report

June 12, 2023 | Terracon Project No. JN237177

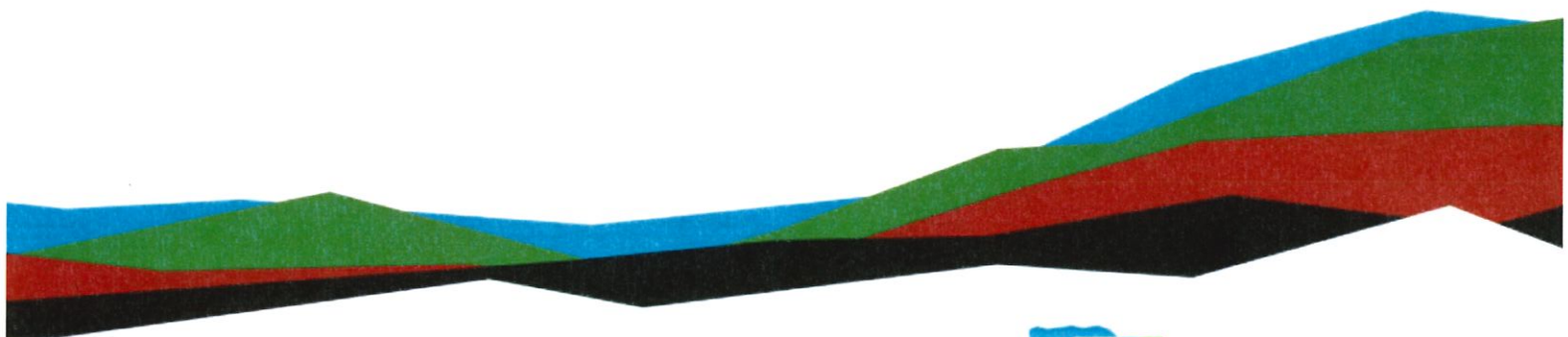
Prepared for:

T&T Exley Properties, LLC
PO Box 14544
Savannah, GA 31416

Prepared by:

SKELLY AND LOY

A  Terracon Company



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June 12, 2023

T&T Exley Properties, LLC
PO Box 14544
Savannah, Ga 31416

Attn: Thomas L. Exley, Jr.

Re: Noise Analysis Report
Exley North Tract
Effingham County, GA
Terracon Project No. JN237177

Dear Mr. Exley:

We have completed the scope of Noise Analysis services for the above referenced project in general accordance with Terracon Proposal No. PJN237177 dated April 14, 2023. This report presents the findings of the noise analysis and berm height evaluation prepared using the conceptual site plans for Exley North Tract.

We appreciate the opportunity to be of service to you on this project. If you have any questions concerning this report or if we may be of further service, please contact us.

Sincerely,

Skelly and Loy/Terracon



Bill Kaufell
Acoustics Group Leader



Paul DeAngelo
Senior Principal/Environmental Manager

Explore with us

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Report Summary

Topic	Overview Statement
Project Description	<p>The project site is approximately 265 acres in size. The development includes warehousing and commercial buildings and associated internal roadways and parking facilities. The site is currently undeveloped and adjacent to residential areas located to the north and industrial warehouses to the south. A sound level evaluation was completed to assess the background ambient conditions and future sound level associated with the 2 development concepts considered. Sound modeling was completed to assess the development using a 115' setback with a 25' berm, as well as a 300' Setback without a berm.</p>
Ambient Site Conditions	<p>Existing sound levels in the project area are primarily related to transportation sources, natural sounds (birds) and community activity that vary depending on the time of day. Ambient sound measurement sites representative of adjacent residential areas averaged 45-46 dBA and typical for suburban residential land use.</p>
Construction Noise	<p>Construction noise is considered a short-term impact. The degree of construction noise may vary for different areas of the project site and vary depending on the construction activities. Noise levels associated with the construction will also vary with the different phases of construction. Construction noise impacts are not anticipated. Any increase in noise associated with construction would be temporary.</p>
Operational Noise	<p>The results of the modeling presented in the section entitled Operational Noise indicate most of the sound emitted on the site (parking area, vehicle loading/unloading, truck deliveries, movement of vehicles internally) is primarily contained within the property with the 115' setback. Offsite noise at the sensitive receptor locations would be minimal with this concept due to the berm attenuation and the project is not anticipated to have a significant impact on surrounding community noise levels or sensitive receptors assuming at least a 25' berm (2:1 slope). The 300' Setback concept yielded increases in sound levels above the measured ambient conditions.</p>

Introduction

This report presents the results of our Noise Analysis services performed for the proposed Exley North Tract located in Effingham County, Georgia. The purpose of these services was to provide an estimate of the existing baseline ambient conditions and the operational noise conditions of the development, including:

- Ambient background sound measurements
- Operational Noise Estimate
- Berm Evaluation

Project Description

Our initial understanding of the project was provided in our proposal and was discussed during project planning. Figure 1 outlines the conceptual plans for the property. Project-related noise sources include internal roadways, parking lot movements, and loading dock activities.

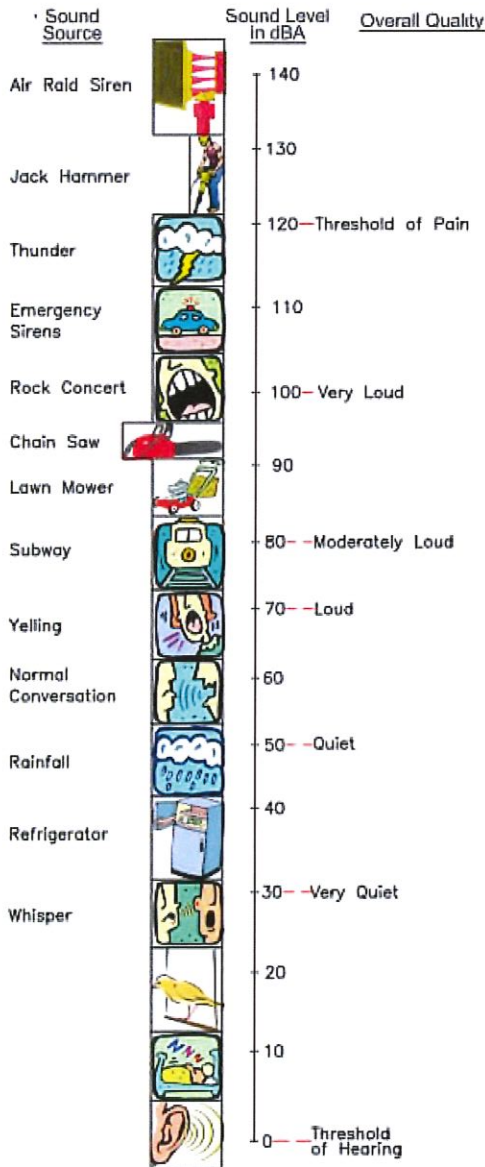
Item	Description
Plans Provided	Project Conceptual Layout (115' Setback), prepared by Thomas & Hutton, dated February 21, 2023. Berm Exhibit, prepared by Thomas & Hutton, dated April 2023 Project Conceptual Layout (300' Setback), prepared by Thomas & Hutton, dated June 8, 2023
Project Description	The project site is 265 acres in size. The development includes warehousing and commercial buildings with associated internal roadways and parking facilities. The site is currently undeveloped and adjacent to residential areas located to the north and industrial warehouses to the south. A sound level evaluation was completed to assess the background ambient conditions and future sound level associated with the 2 development concepts considered. Sound modeling was completed to assess the development using a 115' Setback with a 25' berm, as well as a 300' Setback without a berm.

Fundamentals of Noise

Noise is defined as "unwanted sound." Therefore, it can be considered a psychological phenomenon and not physical. The roar of race cars adds to the excitement of spectators and hence would be considered sound. This same roar may annoy nearby neighbors, thereby becoming noise. Similarly, the roar of a waterfall at 70 dBA may be pleasing to the ear and perceived as sound, while sound produced by traffic or industrial activities at that same intensity could justifiably be considered noise. Factors playing a role in the perception of sound include magnitude, amplitude, duration, frequency, source, and receiver. Nevertheless, researchers have established a fair correlation between the measurement of sound, the A-weighted decibel (dBA), and its associated perceived human response. The graphic below outlines common noise sources with associated sound levels in dBA.

Noise Analysis Report

Exley North Tract | Effingham County GA
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The A-weighted scale refines the sound measurement unit of decibels to match the response of the human ear. It accounts for the fact that sounds of equal amplitude, but different frequencies are not necessarily perceived to be equally loud. While the human ear can detect sounds from about 20 Hz to 20,000 Hz, it is more sensitive to middle and high range frequencies (i.e., 2,000 Hz). To account for this occurrence, the A-weighted scale has been developed to place an emphasis on those frequencies that are more detectable to the human ear. The A-weighted scale, which has been in existence for over 40 years, is generally used in community and city noise ordinances and is expressed in units of dBA (decibels in the A-weighting).

Because sound is actually an energy level, it must be recorded on a logarithmic scale and expressed in logarithmic units called decibels (dB). Given this scale, a doubling of amplitude will result in a three-decibel increase in total level. Typically, a change in sound level between 2 and 3 dBA is barely perceptible, while a change of 5 dBA is readily noticeable by most people. A 10

dBA increase is usually perceived as a doubling of loudness; conversely, noise is perceived to be reduced by one-half when a sound level is reduced by 10 dBA.

Sound is also variable with the passage of time. When sound emission levels change (i.e., volume increased or decreased) or source/receptor relationships change (i.e., vehicle approaches and passes) over time, sound levels sensed at a given point can vary considerably. To account for this occurrence, several noise descriptors have been developed. Due to the fluctuations over time, environmental noise descriptors are generally based on averages, rather than instantaneous sound levels. The equivalent level or Leq is most commonly used in community noise studies. The Leq is the constant, steady-state sound level that, over a given period of time, would have the same acoustic energy as the actual varying level. In a sense, it is the average level, recognizing that the decibel is derived logarithmically. The Leq is reported for a given period of time, usually one hour, expressed Leq(h). In addition, Day-Night average sound level (Ldn) is used on community studies to describe the cumulative noise exposure during an average day. Ldn is often used by the US DOT in rail and air traffic noise studies.

As sound waves propagate from a source to a receiver, the level changes in magnitude and frequency content. Sound propagates outward spherically from a point source and decreases by 6 dB for each doubling of distance. When the propagation path is close to the ground, ground absorption affects the attenuation. Acoustically hard sites (pavement) would have minimal ground absorption while a soft site (grass) would further reduce the sound at a rate 1.5 dB per doubling of distance. Additional sound reductions occur as a result of atmospheric effects and shielding (barrier in path of source/receiver).

Regulatory Setting

The project is located within Effingham County, Georgia which does not have a quantitative noise ordinance which stipulates noise impact thresholds for compliance. While there are no state or local noise ordinances stipulating quantitative sound level impact thresholds, often local municipal noise ordinances use similar thresholds to establish impact and annoyance. Generally speaking, a common threshold is to use 60 dBA during the daytime and 55 dBA during the nighttime hours, typically represented as Leq(t) in dBA. As comparison, the FHWA and GA DOT uses 66 dBA Leq(h) as an impact threshold for highway projects.

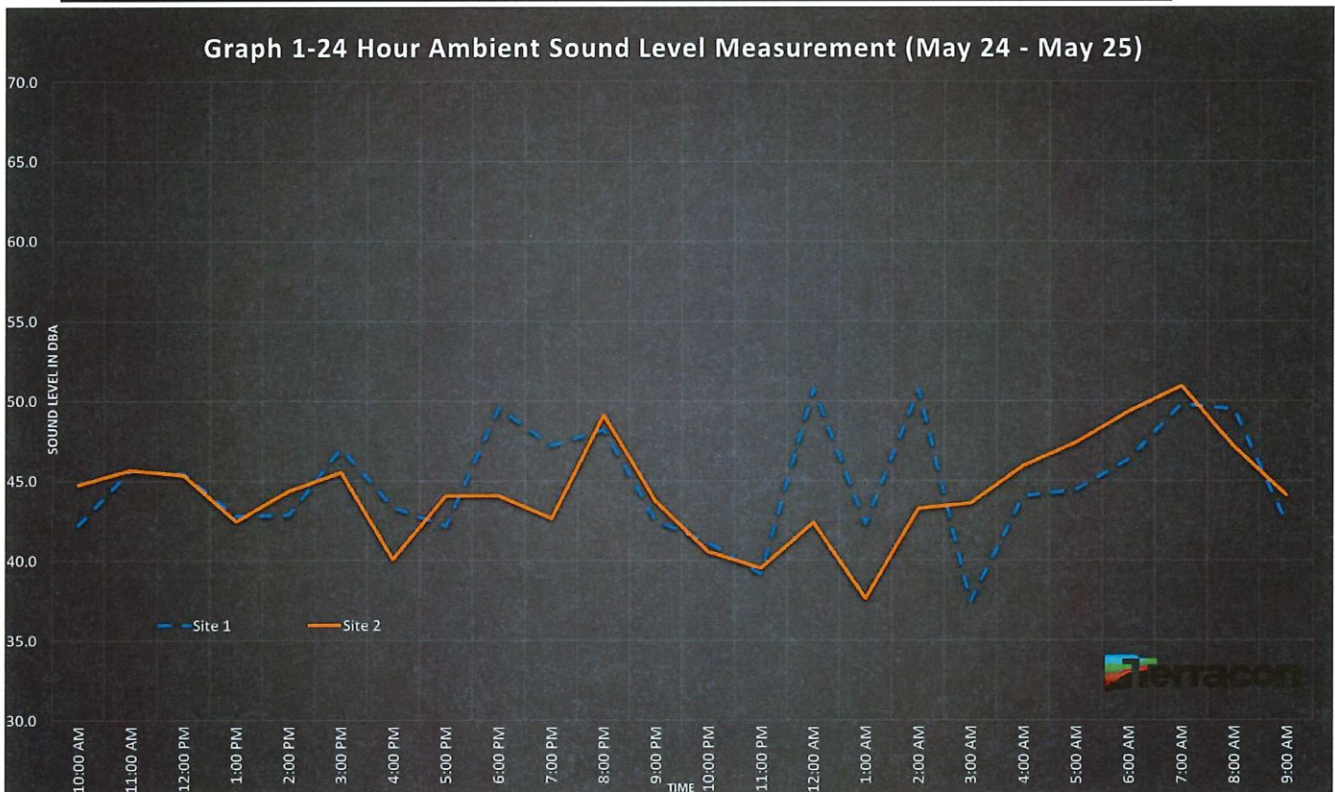
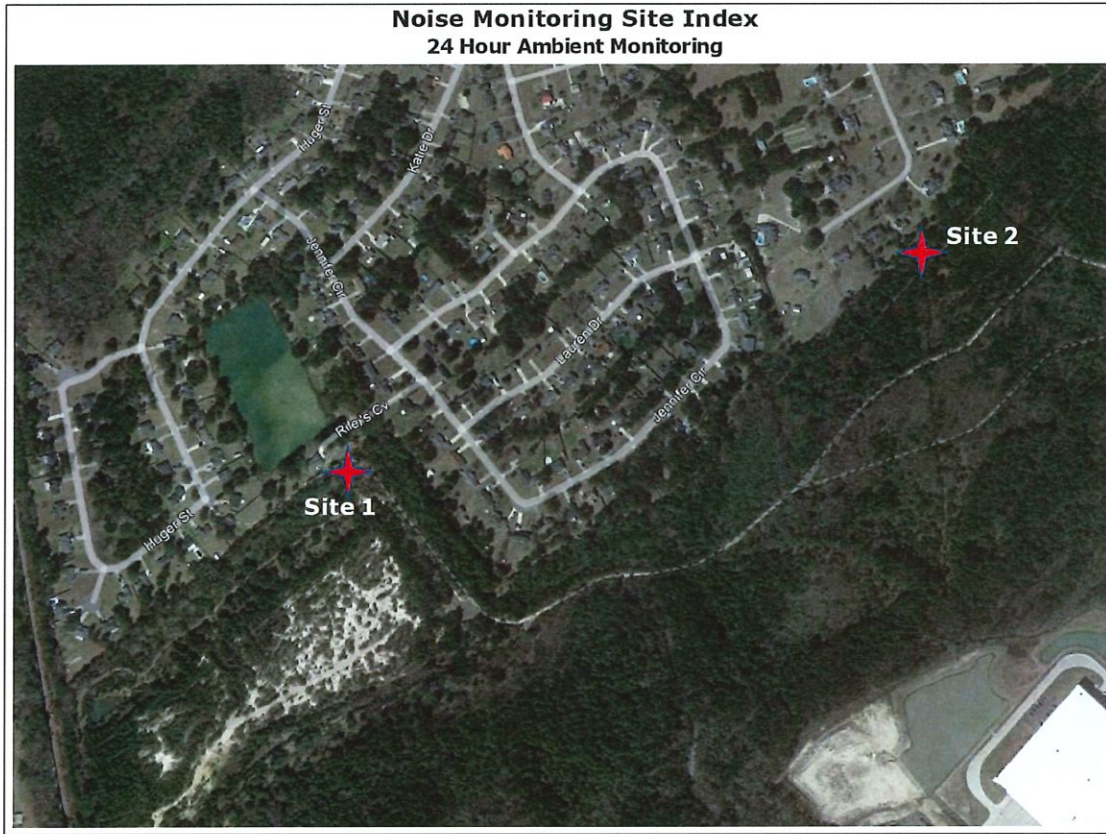
Existing Site Conditions

The project is located on an undeveloped parcel of property west of Highway 21 and south of Goshen Road in Effingham County, Georgia. Residential land uses are present to the north of the property and are comprised of single-family units in the Goshen Hills Plantation development and homes on Highland Drive. Ambient sound monitoring was completed on the project site to document the existing ambient sound levels. Two (2) Rion NL52 Type 1 Sound Level Analyzers were used to document the background sound levels over a 24-hour duration on May 24 through May 25, 2023. The locations of the measurements, as outlined on the noise monitoring site index below, correspond to the adjacent residential land uses that abut the project. A time-history of the measurements results for each location are presented in Graph 1 below.

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The existing acoustical environment is primarily influenced by local transportation noise sources, existing warehouse activities and community activity as well as the natural soundscape (birds). The daily fluctuation in sound over the 24-hour period was minimal and resulted in an average of 45-46 dBA at both locations. Ambient sound measurements are summarized in the table below.

Ambient Sound Measurement Summary

Sound Measurement Site	Day Sound Level Leq in dBA ¹	Overnight Sound Level Leq in dBA ²	24 Hour Sound Level Leq in dBA ³
M1	46.2	46.2	46.2
M2	46.0	44.7	45.4

¹ Day = 6AM to 10 PM
² Overnight = 10 PM to 6 AM
³ 24 Hour = 12PM to 12 PM

Operational Noise

The future operating acoustical environment for each proposed conceptual layout was simulated using the SoundPLAN v.5.1 software. SoundPLAN implements International Organization for Standardization (ISO) ISO-9613-2 1996 (Attenuation of sound during propagation outdoors – Part 2: General method of calculation), which is an international standard method for calculating sound during propagation outdoors to predict the levels of environmental noise at a distance from a variety of sources. A three-dimensional model was created to assess the sound propagation of the proposed facility. A digital terrain model was created using existing ground elevations and contours obtained from topographic mapping derived from USGS mapping at 1-meter intervals. The proposed grading for the site was incorporated into the overall terrain model.

The conceptual development site plans are outlined on Figure 1a (115’ Setback) and Figure 1b (300’ Setback). The sound model for the facility included all proposed buildings, internal roadways, proposed employee parking areas, truck parking facilities, loading docks and anticipated vehicle movements on the site (employee and trucks). Worst case operational assumptions were made based on overall parking capacity of the employee and truck parking facilities, unloading docks and internal roadways (peak hour traffic). The site traffic was provided by Thomas & Hutton and is summarized in the table below. The distribution of the traffic on the site roadways was based on the warehouse building locations and assumed PM peak as the worst case. Site traffic was assumed to be a mix of trucks (20%) and employee vehicles (80%) traveling 15 mph on the main internal roadway, and 10 mph on individual building roadways.

Exley Tract North ITE Traffic Estimates - Overall Trip Totals							
Bldg.	Total SF	AM Peak Total			PM Peak Total		
		AM Peak Total	Enter (77%)	Exit (23%)	PM Peak Total	Enter (27%)	Exit (73%)
1	521,640	88	68	20	90	24	66
2	95,000	37	28	9	39	11	28
3	277,000	59	45	14	61	16	45
4	7,800	26	20	6	29	8	21
5	119,700	40	31	9	42	11	31
Total:	1,021,140	250	193	58	261	70	191

SoundPLAN is capable of either predicting A-weighted sound levels at discrete receptors (single locations) or calculating sound contours given the three-dimensional terrain. Sound level projections were calculated for sensitive receptor locations (35 receptors) within close proximity of the project boundaries for each concept design. In addition, sound contour modeling was used for the proposed site to graphically display the future acoustical environment and illustrate the influence of the facility on adjoining properties. The sensitive receptor modeling locations, source locations and calculation area are located on Figure 2. The combined operational sound level projections for each of the sensitive receptors outlined on Figure 2 are found in the table below entitled Sound Modeling Summary. This table includes the estimated sound levels influence for each project concept, the increase over existing ambient sound levels, berm performance, and the overall sound level difference between the project concepts.

Sound level contributions at the sensitive receptor locations associated solely with the project site activities ranged from 37 to 53 dBA for the 300' Setback concept, and 32 to 44 dBA for the 115' Setback concept with berm. Considering the ambient background in the area is 45 dBA, up to an 8 dBA increase in sound was predicted at the closest locations to the facility for the 300' Setback concept. The sound levels for the 115' Setback concept with berm are predicted to be below the 45 dBA background. The 25' berm provides up to a 14 dBA reduction in sound levels, which is approaching the upper limit for sound attenuation (reduction) associated with noise mitigation. Additional analysis using a 3:1 slope concluded no material gain in acoustical performance while consuming more developable space.

The visual results (sound contours) of the sound dispersion model for the maximum worst-case operating condition scenario is depicted on Figure 3 for each concept. Figures 4a-1 through 4a-4 includes focus areas for the 115' Setback concept, while Figures 4b-1 through Figures 4b-4 include the focus areas for the 300' Setback concept.

Sound Modeling Summary - Exley North Property

Receiver	300' Setback Concept		115' Setback Concept with Berm			Sound Level Difference 300' Setback vs 115' Setback
	Sound Level	Increase over Ambient (45 dBA)	Sound Level w/ Berm	Increase over Ambient (45 dBA)	Berm Sound Level Reduction	
1	48	3	38	0	13	10
2	42	0	35	0	9	7
3	51	6	42	0	14	9
4	51	6	42	0	14	9
5	51	6	42	0	14	10
6	49	4	41	0	14	9
7	44	0	37	0	9	7
8	45	0	38	0	11	8
9	46	1	37	0	14	9
10	44	0	38	0	10	6
11	46	1	39	0	12	8
12	49	4	40	0	12	9
13	50	5	40	0	13	10
14	53	8	44	0	14	9
15	52	7	43	0	14	8
16	51	6	42	0	13	9
17	49	4	41	0	10	9
18	48	3	42	0	5	6
19	46	1	39	0	5	7
20	42	0	35	0	5	7
21	43	0	38	0	8	5
22	43	0	38	0	8	6
23	38	0	36	0	3	3
24	38	0	35	0	3	3
25	47	2	37	0	8	10
26	49	4	38	0	11	11
27	49	4	37	0	12	12
28	47	2	36	0	12	11
29	42	0	35	0	4	6
30	40	0	33	0	6	7
31	41	0	33	0	8	8
32	40	0	32	0	8	8
33	42	0	35	0	12	7
34	37	0	35	0	4	2
35	41	0	37	0	7	4

Conclusion

The results of the modeling presented in the preceding section entitled Operational Noise indicate most of the sound emitted on the site is primarily contained within the property for the 115' Setback with 25' berm concept. Offsite noise at the sensitive receptor locations with a berm would be below measured ambient conditions and the project is not anticipated to have a significant impact on surrounding community noise levels or sensitive receptors with a berm. The 300' Setback concept yielded a noticeable increase in sound over the measured baseline conditions (up to 8 dBA). The berm concept would provide a more favorable acoustical condition over the 300' Setback concept based on comparing the projected increase over existing sound levels.

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Figure 4a-3 – Sound Contours – 115' Setback 25' Berm – Area 3

Figure 4a-4 – Sound Contours – 115' Setback 25' Berm – Area 4

Figure 4b-1 – Sound Contours – 300' Setback No Berm – Area 1

Figure 4b-2 – Sound Contours – 300' Setback No Berm – Area 2

Figure 4b-3 – Sound Contours – 300' Setback No Berm – Area 3

Figure 4b-4 – Sound Contours – 300' Setback No Berm – Area 4

***DEVELOPMENT OF REGIONAL IMPACT
REPORT***

**Prepared for
Effingham County, Georgia
DRI #3966
Exley North
May 10, 2023**



*Prepared by:
Coastal Regional Commission
1181 Coastal Dr. SW
Darien, GA*

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1. APPLICATION INFORMATION

1.1 Jurisdiction

Effingham County, Georgia DRI # 3966

Exley North

1.2 Developer/Applicant

T&T Exley, Atlantic Investors (agent)
912-658-4292
murraymarshall@comcast.net

2. PROJECT DESCRIPTION

2.1 Summary

DRI# 3966 Exley North, is a proposed project to entail industrial development on the Exley North property located off Hwy 21, just north of the Georgia International Trade Center (GITC) development. The proposed project will also entail commercial development along the Hwy 21 frontage. The project size is described as three buildings totaling approximately 900,000 SF of warehouse distribution. Two buildings totaling approximately 127,500 SF of commercial use buildings and trailer storage for approximately 220 trailers.

3. PARCEL DATA

3.1 Size of Property

The project site consists of four parcels of land 0466D011 (24.22 acres), 0466D009 (90.18 acres), 0466D001(132.42 acres),and 0466D006 (27.18 acres).

3.2 General Location

Latitude: 32.244631 Longitude: -81.206191-located on Exley North property located off Hwy 21 just north of the Georgia International Trade Center.

4. LAND USE INFORMATION

4.1 Site Map

The site plan for use of the property is attached.

4.2 Built Features

The site is currently vacant.

4.3 Future Development Map Designation (Character Area)

The Future Land Use Map from Effingham County's comprehensive plan indicates that the project site is designated as Industrial with a portion of the property designated as Agricultural.

4.4 Zoning District

The site is currently zoned PDMU-Planned Development Mixed Use. The applicant is seeking to amend the PDMU zoning to replace multifamily residential development with warehouses. Commercial development is still planned.

5. CONSISTENCY AND COMPATIBILITY ANALYSIS

5.1 Consistency with the Comprehensive Plan

The Effingham County Comprehensive Plan was adopted in 2019. The Future Land Use Map designates the DRI property as Industrial and a portion of parcel 466D-1 as Agriculture. The Regional Future Development Map designates the proposed site as developed, developing, and rural. The ARSA Map has the project area as an area in need of redevelopment, an area of rapid development, and an area of significant natural resources. The Green Infrastructure Map of the area shows core and corridor areas on and around the project site. Additional maps from the Development of Regional map include Wetlands, Rivers, and FEMA information. The maps are attached at the end of the report.

6. CONSISTENCY WITH REGIONAL PLAN OF COASTAL GEORGIA

6.1 Regional Development Map and Defining Narrative

The Regional Development Map illustrates the desired future land use patterns from the regions' Areas Requiring Special Attention and the regions' Projected Development Patterns using the following categories:

- a. Conservation
- b. Rural
- c. Developed
- d. Developing

The Regional Future Development Map illustrates the area as developed. Developed areas currently exhibit urban type development patterns, and currently have access to urban services. These areas typically include higher density residential areas, along with industrial and commercial developments.

6.2 Guiding Principles of the Regional Plan

Guiding Principles identify those overarching values which are to be utilized and evaluated for all decisions within the region. This section provides the analysis of the consistency between the proposed DRI and the Guiding Principles in the Regional Plan.

6.3 Guiding Principles for Water and Wastewater

Seven guiding principles are identified in the Regional Plan for water and wastewater:

1. Require the use of green building strategies to minimize water demand.
2. Promote the use of a standardized protocol to forecast water needs to meet reasonable future water needs throughout region.
3. Promote use of purple pipe and grey water techniques and use of surface water in addition to groundwater where appropriate.
4. Promote water conservation through use of a tiered rate system.
5. Promote the use of the best available technology, dependent on soil type, for wastewater treatment.
6. Large areas of Coastal Georgia are beyond the reach of urban wastewater infrastructure, or centralized wastewater treatment facilities. To ensure sustainable communities, require proper siting, design, construction, use, and maintenance of decentralized wastewater treatment, or ISTS (Individual Sewage Treatment Systems).
7. Pursue regional coordination in provision of water and wastewater facilities.

6.4 Guiding Principles for Stormwater Management

Five guiding principles are identified in the Regional Plan for Stormwater Management:

1. Encourage development practices and sitings that do not significantly impact wetlands and habitat areas or allow for the preservation and conservation of wetlands and habitat areas through appropriate land use practices.
2. Promote the use of coast-specific quality growth principles and programs, such as the Green Growth Guidelines, Earthcraft Coastal Communities and the Coastal Supplement to the Georgia Stormwater Management Manual, to guide site planning and development.
3. Minimize impervious coverage wherever possible. The level of impervious cover in a development, rather than population density, is the best predictor of whether development will affect the quality of water resource.
4. Develop stormwater programs across the region.
5. Pursue State-level funding for regional water quality monitoring activities due to the statewide importance of coastal waters and estuaries.

6.5 Guiding Principles for Transportation

Seven guiding principles are identified in the Regional Plan for Transportation:

1. Provide the forum and the support to coordinate regional multi-modal transportation, including rail, airports, and public transportation, and also the planning and development of street connectivity and transit-oriented developments.
2. Promote the establishment of regional transportation compact(s) to provide a forum for local governments and MPO's to communicate and discuss transportation issues and decisions in the Coastal Region. These compacts do not replace the existing federal and State processes mandated in law, but provide a forum to communicate issues, ideas and discussions.
3. Promote coordination among agencies and jurisdictions in development of a region-wide, multi-modal transportation network, including transit, where applicable.
4. Encourage the coordination of transportation network improvements and land use planning.
5. Promote coordinated public infrastructure and school location planning with land use planning.
6. Maintain a human scale environment with context sensitive design practices.
7. Work to establish dedicated revenue source(s) for transportation improvements.

6.6 Guiding Principles for Historic and Cultural Resources

Eleven guiding principles are identified in the Regional Plan for Historic and Cultural Resources:

1. Encourage local governments to examine proposed development areas prior to development approval and require mitigation to significant resources.

2. Encourage development practices and sitings that do not significantly impact cultural and historical areas.
3. Maintain viewsheds of significant cultural and historic assets.
4. Maintain a range of landscapes and environments that provide diversity of habitats, species, resources and opportunities for recreation, commerce, community enjoyment and cultural practices.
5. Designate culturally and/or archaeological and/or historically significant resource management areas for potential acquisition and/or protection.
6. Educate residents and visitors regarding the statewide importance of this region's cultural and historic resources.
7. Encourage utilization and cooperation of museums, universities, foundations, non-government organizations, professional associations, and private firms to advise and monitor management.
8. Promote the establishment of partnerships for the development and utilization of incentives to restore, remediate or reuse cultural resources as appropriate.
9. Compile the traditional lore and knowledge of local people and integrate their understandings and practices into planning and development.
10. Encourage coordination among agencies and jurisdictions in developing and funding heritage conservation land uses and ensuring public access to publicly held and supported conservation areas.
11. Promote designation of Main Street and Better Home Town Communities.

6.7 Guiding Principles for Natural Resources

Twenty guiding principles are identified in the Regional Plan for Natural Resources:

1. Promote the protection, restoration, enhancement and management of natural resources.
2. Continue the traditional use of land and water (such as farming, forestry, fishing, etc.) as feasible, provided that any significant impacts on resources can be prevented or effectively mitigated.
3. Protect and enhance Coastal Georgia's water resources, including surface water, groundwater, and wetlands and ground water recharge areas.
4. Protect and enhance water quality, quantity and flow regimes.
5. Commit to investing in the protection of natural resources before any restoration and/or remediation is needed.
6. Encourage the restoration and protection of wetlands to provide flooding, storm and habitat protection.
7. Maintain viewsheds of significant natural resources.
8. Enhance access to natural resources for recreation, public education, and tourist attractions as appropriate within the protection mission.
9. Encourage utilization of universities, foundations, and non-government organizations to advise, monitor, and enhance management.

10. Promote the establishment of partnerships and funding mechanisms for the development and utilization of incentives to restore, rehabilitate, protect or reuse natural resources as appropriate.
11. Encourage development practices and sitings that do not significantly impact environmentally sensitive areas.
12. Promote low impact design practices that protect natural resources.
13. Promote to local governments a program of monitoring installation and impacts of individual and community docks along the coast.
14. Promote the monitoring of cumulative impacts of waterfront development along the coast.
15. Maintain a range of landscapes and environments that provide diversity of habitats, species, resources and opportunities for recreation, commerce, community enjoyment and cultural practices.
16. Encourage the development and use of a method to place a value on ecosystem services.
17. Promote the identification of innovative funding sources and development of ecosystem services markets (e.g. carbon, storm buffers, traditional land and water uses).
18. Promote the Adopt-a-Wetland program in areas that can be used as reference sites and that are within projected development areas.
19. Encourage coordination among agencies and jurisdictions in developing and funding conservation land uses and ensuring public access to publicly held and supported conservation areas.
20. Encourage coordination among agencies in studying the impacts of climate change and sea level rising.

6.8 Guiding Principles for Regional Growth Management

Twenty-three guiding principles are identified in the Regional Plan for Growth Management:

1. Encourage development that enhances the desired character of each of the region's cities and towns.
2. Avoid establishment of new land uses which may be incompatible with existing adjacent land uses.
3. Protect our military installations from land use changes that jeopardize their mission through creation or implementation of Joint Land Use Studies (JLUS).
4. Promote growth in those areas that can be efficiently served by infrastructure, such as water, wastewater and transportation.
5. Encourage infill development as an alternative to expansion.
6. Focus new development in compact nodes that can be served by public or community infrastructure providers.
7. Maintain and enhance the scenic character of our rural highways and county roads.
8. Encourage clustered developments, particularly in areas that are suitable and proposed for development, that maximize open spaces, protect natural, cultural and historic resources, preserve wildlife habitat, and include green, low impact development strategies.

9. Encourage local governments to allow green, low impact developments as an alternative to traditional development standards and develop incentives encouraging their use.
10. Limit development in sensitive areas located near marshes and waterways, to low impact development that maintains our coastal character, while recognizing and protecting the sensitive environment.
11. Strongly encourage that new developments have minimal impacts on vital wetlands, coastal hammocks, marshes, and waterways.
12. Discourage lot-by-lot water and wastewater treatment systems for multiple lot developments.
13. Promote green building techniques to maximize energy efficiency and water conservation and minimize post construction impacts on the environment.
14. Encourage the development of a “transfer of development rights” (TDR) program.
15. Encourage development and compliance with minimum uniform land use and development standards for all local governments to adopt within the region.
16. Encourage coordination among agencies and jurisdictions in land use planning, regulation, review and permitting.
17. Promote affordable housing options.
18. Encourage the placement of new schools near existing infrastructure.
19. Partner with state, federal, non-governmental organizations and local governments to provide guidance on critical natural areas, land conservation efforts, and land use practices within each jurisdiction. Provide assistance in all outreach efforts forthcoming from this initiative.
20. Pursue opportunities for continuing education as it relates to regional issues.
21. Encourage enactment of impact fees to defray costs of new development.
22. Consider planning and/or managing a catastrophic event.
23. Promote reduction, reuse and recycle practices.

6.9 Guiding Principles on Business and Industry

Fourteen guiding principles are identified in the Regional Plan for Business and Industry.

1. Promote strategic distributions of business and industry across the region consistent with natural, cultural, historic and industrial resource strategies and encourage partnerships and collaboration between economic development agencies.
2. Investigate ways to share costs and benefits across jurisdictional lines for both regional marketing and project support.
3. Incorporate community plans for the strategic use of land for manufacturing, distribution, etc., while recognizing and respecting natural resources and the unique differences between communities.
4. Coordinate with the Georgia Ports Authority (GPA) to identify their needs and identify mechanisms for the economic development industry

- to strengthen the GPA and its presence in logistics, distribution, and workforce development.
5. Leverage and incorporate the region's military installations (Fort Stewart Army Base, Hunter Army Airfield and Kings Bay Naval Base) and the Federal Law Enforcement Training Center to recruit economic development projects.
 6. Incorporate Herty Advanced Materials Development Center's experience and position as a development center for the commercialization of materials and create incentives to retain a portion of pilot plant opportunities as new Georgia industries and to assist development authorities in increasing recruitment win rates.
 7. Promote the historic nature, natural beauty and successful past and present performance of Coastal Georgia as a location site for film and clean high-tech industry and as a recruitment tool for opportunities.
 8. Incorporate the Center of Innovation's (COI) statewide logistics plan into a regional strategy to assist in the recruitment of companies and leverage as support for industry.
 9. Coordinate federal, State and local economic development funding programs and initiatives that affect the coast.
 10. Enhance workforce development by collaborating with business, industry, and planning of educational entities that provide necessary workforce skills.
 11. Increase existing industry retention and expansion rates.
 12. Promote downtown revitalization efforts to enhance job creation and location of business and offices within downtown areas.
 13. Incorporate current and future needs for housing, infrastructure, and natural resource protection into economic development initiatives.
 14. Encourage international economic developments that support strategic industry sectors.
 15. Enhance economic development and tourism opportunities by increasing cross functional communication.

6.10 Guiding Principles for Agricultural Lands

Ten guiding principles are identified in the Regional Plan for Agricultural Lands.

1. Strongly discourage the conversion of prime farmland to urban uses as it represents a loss to the region's landscape.
2. Wise use and protection of basic soil and water resources helps to achieve practical water quality goals and maintain viable agriculture.
3. Viable agriculture is the backbone of a functioning network of agriculture, open space, and natural areas and a range of strategies should be used to ensure the value of agricultural land.
4. Promote learning about culinary traditions and culture.
5. Encourage agricultural biodiversity.
6. Promote local food traditions and provide opportunity for education of where food comes and how our food choices affect the rest of the world.
7. Promote connecting producers of foods with consumers through events and farmers markets.

8. Promote biodiversity through educational events and public outreach, promoting consumption of seasonal and local foods.
9. Promote community gardens within urban settings.
10. Encourage regional tasting events of local foods, music, talks, forums, workshops, and exhibitions in favor of local agricultural products.

6.11 Guiding Principles for Communities for a Lifetime - Livable Communities

Twelve guiding principles are identified in the Regional Plan for Communities for a Lifetime/Livable Communities:

1. The CRC promotes the concept of Lifelong Communities – places where people of all ages and abilities have access to the public landscape and services which enable them to live healthy and independent lives.
2. For a Lifelong Community to be truly successful it must be a complete community. Complete communities include the direct characteristics that at a minimum meet the needs of the user population, but also provided for a greater civic good by including elements that are beneficial to the environment, sensitive to a broad population and embrace economic/financially feasible regimes.
3. The region will encourage and promote the underlying issues that must be included in a Lifelong Community. The seven (7) basic tenets of a Lifelong Community are:
 - a. Connectivity – the physical connection of streets, pedestrian networks and public spaces that promote ease of access, a direct coexistence with the existing urban fabric and barrier free mobility for all.
 - b. Pedestrian access and transit – focuses on the access to public or privately supported methods of mass transit-oriented forms of mobility and focuses on pedestrian forms of mobility as a primary or equal method of transportation when compared to conventional vehicular modes.
 - c. Neighborhood retail and services – proximity to vital and relevant supporting uses and services are necessary for a successful Lifelong Community. Mixture of uses, walkable streets and services oriented to a range of population needs is the context of this issue.
 - d. Social interaction – social interaction with the full range of the population is a proven requirement of lifelong communities. Pedestrian accessible streets and dwellings, a full stratum of dwelling types, community programming elements and careful placement of improvements are key components in creating a socially vibrant community.
 - e. Dwelling types – a range of dwelling types within a walkable range is crucial to meet the social, economic and physical goals of a lifelong community. Creative architectural and planning solutions, a strong but flexible regulatory framework and policies that promote efficient and sustainable methods of construction are among the crucial requirements of this issue.

- f. Healthy living – accessibility to fitness, education, cultural and health maintenance programming elements are vital to a successful lifelong community and are the primary concerns of this issue.
 - g. Environmental and Sustainable Solutions – the creation of a complete community includes provisions for the appropriate preservation of natural and cultural resources. Promotion of sustainable construction techniques, preservation of natural and cultural resources, innovative methods of power generation and integrated food production are among some of primary components related to successfully executing this issue.
4. The region will determine its “aging readiness” to provide programs, policies and services that address the needs of older adults.
 5. The region will determine its “aging readiness” to ensure that communities are “livable” for persons of all ages.
 6. The region will harness the talent and experience of older adults
 7. To determine “age readiness,” local comprehensive plans should review:
 - a. Demographics;
 - b. Quantity, quality, and type of existing housing stock;
 - c. Land use patterns; and
 - d. Quantity, quality, and type of recreational needs.
 8. Comprehensive plans will promote development patterns and design features to meet the needs of seniors.
 9. Comprehensive plans and ordinances will promote Universal Design/Accessible Building Standards for buildings as well as recreational areas.
 10. Comprehensive plans will include goals and objectives that specifically address the aging population.
 11. Consider seniors and the elderly when reviewing site plans for new construction and/or renovations.
 12. The region will ensure comprehensive plans permit basic services within walking distance recognizing it is a great convenience for all residents but an absolute necessity for an aging population.

6.12 Guiding Principles for Coastal Vulnerability and Resilience

Three guiding principles are identified in the Regional Plan for Coastal Vulnerability and Resilience.

1. The region believes that a community’s resilience is measured by its sustained ability to prepare for, respond to, and fully bounce back from crises.
2. The regions strength is in our community’s resilience and in understanding the region’s vulnerabilities, and in taking positive collective actions to limit the impact of a disruptive crisis, and recovering rapidly from disasters.
3. The region believes in collaborating with a wide range of community resilience experts, community leaders and private sector partners to work together to increase collective capacities to respond to adversity with increased resources, competence, and connectedness to one another.

7. REGIONAL RESOURCE PLAN AND RIR

7.1 The Regional Resource Plan

The Regional Resource Plan (RIR) identifies Cultural and Historic and Natural Resources of regional importance. The Regional Resource Plan provides recommended best development practices, protective measures and policies for local governments to use within one mile of a regionally important resource. The project site includes wetlands and floodplains. It is suggested that the proper steps are taken regarding wetland impacts and that any wetland impacts be permitted by the USACE.

7.2 Area Requiring Special Attention

The Areas Requiring Special Attention map designates the site as an area in need of redevelopment, an area of rapid development, and an area of significant natural resources. The previous DRI submissions for this area of land prompted the ARSA map to assign such development patterns. The land is currently vacant.

7.3 Natural Resources

Green Infrastructure

The U.S. Environmental Protection Agency defines Green Infrastructure as management approaches and technologies that utilize enhance and/or mimic the natural hydrologic cycle processes of infiltration, evapotranspiration and reuse. This management approach attempts to keep stormwater onsite. It incorporates vegetation and natural resources as much as possible in development and redevelopment.

Green Infrastructure has a number of benefits, including reduced runoff, groundwater recharge, higher air quality, better aesthetics, reduces costs, lowers impacts on climate change, and provides environmental benefits that surpass improved water quality.

Coastal Georgia's Green Infrastructure network is defined as a natural life support system of parks and preserves, woodlands and wildlife areas, wetlands and waterways, greenways, cultural, historic and recreational sites and other natural areas all with conservation value. A potential impact as a result of premature or poorly planned conversion of land to other uses is the failure to adequately protect and conserve natural resources such as wetlands, flood plains, native vegetation, lakes, streams, rivers, natural groundwater aquifer recharge areas, and other significant natural systems. The river corridors, floodplains and tributary streams are considered to be critical green infrastructure components, as they supply key social, economic and environmental benefits for local communities and provide important habitats for wildlife.

Green infrastructure planning provides an alternative to what is common practice in many communities: conserving land on a piecemeal basis without the benefit of a large framework plan that allows a comprehensive approach to land conservation. Areas of protected open space should follow natural features for recreation and conservation purposes, including greenways that link ecological, cultural and recreational amenities.

Green Infrastructure shall be considered first in the planning process and in reviewing comprehensive plans, zoning, development review processes and performance standards.

Principles for green infrastructure include identifying what is to be protected in advance of development; providing for linkage between natural areas; and designing a system that operates at different functional scales, across political jurisdictions, and through diverse landscapes. Additional principles include sound scientific and land use planning practices, providing funding upfront as a primary public investment (for example, through a dedicated tax or other funding mechanism), emphasizing the benefits to people and nature, and using the green infrastructure as the planning framework for conservation and development. The concept of green infrastructure planning is based on a strategic approach to ensuring environmental assets of natural and cultural value are integrated with land development, growth management and built infrastructure planning at the earliest stage.

Greenspace or greenway land needs to be set aside for pedestrian, equestrian, and bicycle connections between schools, churches, recreation areas, city centers, residential neighborhoods, and commercial areas. Open-space, parks, trails, greenways, and natural undeveloped land are not individual but an integrated and organized system. Green infrastructure is as an interconnected system. Key physical, natural, ecological, landscape, historical, access and recreational assets contribute to the functionality of the green infrastructure network. The green infrastructure network weaves together a network of recreational and nature areas. Properly planned greenways provide efficient pedestrian linkages that can serve as alternative transportation to and from work, to services and other daily destinations. Greenway linkages serve as outdoor recreation for biking, walking, and jogging. Green infrastructure encourages the creation of transportation corridors and connections, which can foster ecotourism, tourism and outdoor recreation. It is recommended that the developer identify the most efficient solutions that will negate or limit the impact on the areas of significant natural resources that lie within the development site.

7.4 Wetlands

According to the applicant/developer, the project site contains wetlands and a wetlands study will be required during development plan review process. Any wetlands impacts will be permitted by the USACE.

8. COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDDS)

8.1 Population and Employment Trends

County	2000	2010	2020	2030
Effingham	37,535	52,250	80,563	112,062

Source: U.S. Census; Georgia Office of Planning and Budget

The county's population is expected to grow from its 2000 level of 37,535 to 112,062 by 2030, according to the US Census and the Governor's Office of Planning and Budget. The Coastal Region's population in 2030 is projected to be 962,956, which is an increase from the 2000 level of 558,350.

Effingham County, is a growing county in the region and had a 2019 population estimate of 64,296 according to the US Census. The 2010 Census population of Effingham County in 2000 was 37,535.

The Coastal Georgia region supported 312,400 jobs in 2000, and is expected to support 435,050 jobs in 2030. The Effingham County unemployment rate in 2017 was 4.1 percent.

9. CRC Resources

9.1 Coastal Stormwater Supplement

The CRC applauds Effingham County for adopting the CSS Ordinance and/or ensuring the Coastal Stormwater Supplement (CSS) is implemented for stormwater management.

9.2 Regional Design Guidelines

The CRC recommends that the Effingham County ensure that new development creates an environment that contributes to the region's character. The *Georgia Coastal Regional Character Design Guidelines* for the development are appropriate to implement quality growth. The CRC also recommends that Effingham County and the developer/applicant continue to work with the City of Savannah regarding the municipal water supply agreement and affects that developments may have if this water supply is utilized.

**SITE PLAN
PROVIDED BY THE APPLICANT**

INDUSTRIAL LEGEND

- INDUSTRIAL BOUNDARY AREA
- INDUSTRIAL WETLANDS
- INDUSTRIAL BUILDINGS/PARKING
- PODS
- INDUSTRIAL ROADS
- INDUSTRIAL SPACE
- INDUSTRIAL/COMMERCIAL SPACE

COMMERCIAL LEGEND

- COMMERCIAL BOUNDARY AREA
- COMMERCIAL LOTS
- COMMERCIAL WETLANDS
- COMMERCIAL SPACE
- INDUSTRIAL/COMMERCIAL SPACE

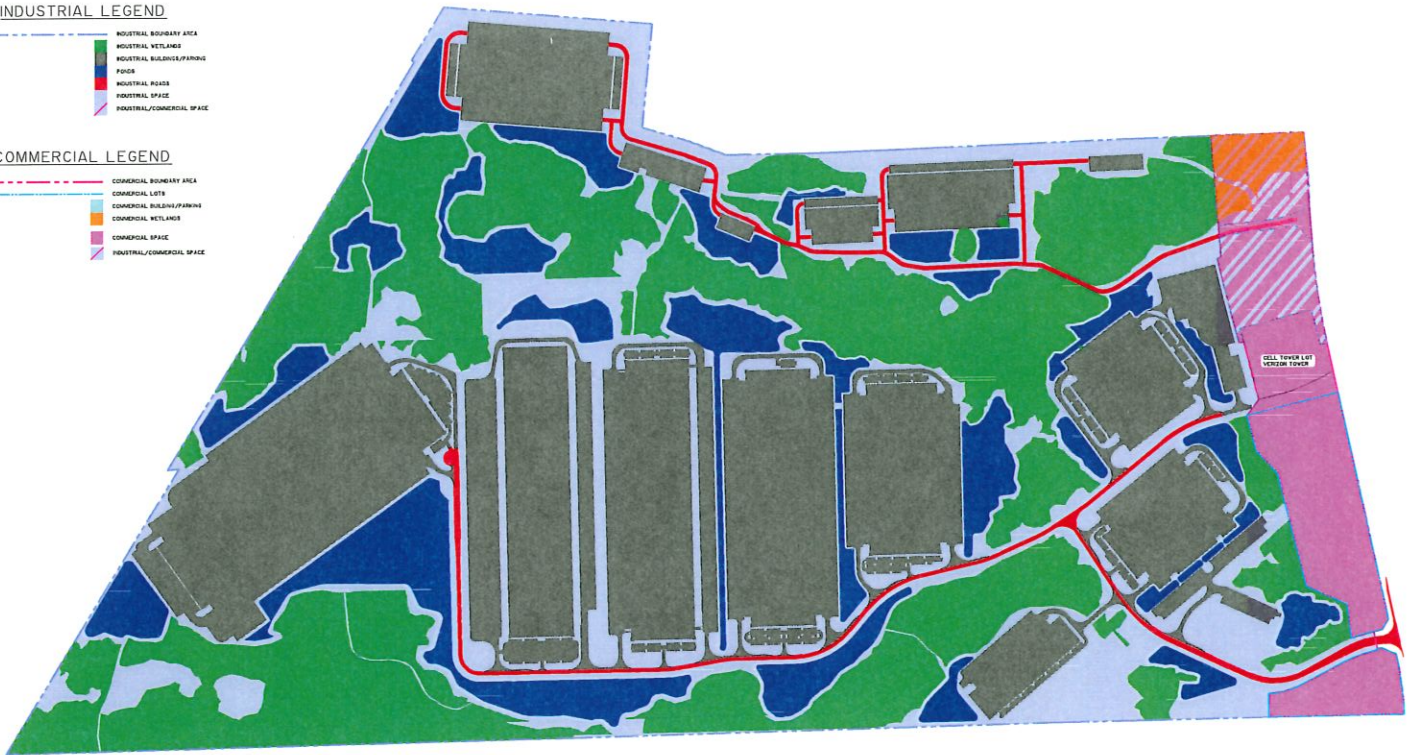


EXHIBIT
GIC & EXLEY NORTH
ETTINGHAM COUNTY, GA
PREPARED FOR:
ATLANTIC INVESTORS
PREPARED BY:
THOMAS HUTTON
ARCHITECTS AND ENGINEERS
1000 W. BROAD ST., SUITE 1000
ATLANTA, GA 30334
www.thomashutton.com

DATE	10/20/10	SCALE	AS SHOWN
DESIGN	10/20/10	DATE	10/20/10
REVISION		BY	

**EFFINGHAM COUNTY
FUTURE LAND USE MAP
& ZONING DISTRICTS MAP**

DRI #3966 – Exley North - PD Amendment (Parcels 466D-1,6,9,11)

Effingham Future Land Use Map (with location of DRI shown)

- **Attached**

A location map / exhibit of the project

- **All maps show location of parcel in relation to major roads.**

A site plan / conceptual drawing of the proposal

- **Attached**

What is the future land use map designation of the DRI site in the comp plan?

- **Industrial**

Industrial	
This category is for land dedicated to manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities, mining or mineral extraction activities, or other similar uses.	Light Industrial (I-1)
	General Industrial (I-2)

What is the current zoning of the DRI site?

- **Zoning exhibit attached. Parcels 466D-1,6,9,11 are zoned PDMU-Planned Development Mixed Use. The original proposal (DRI# 1864) included warehouses, commercial development, and multifamily residential development.**

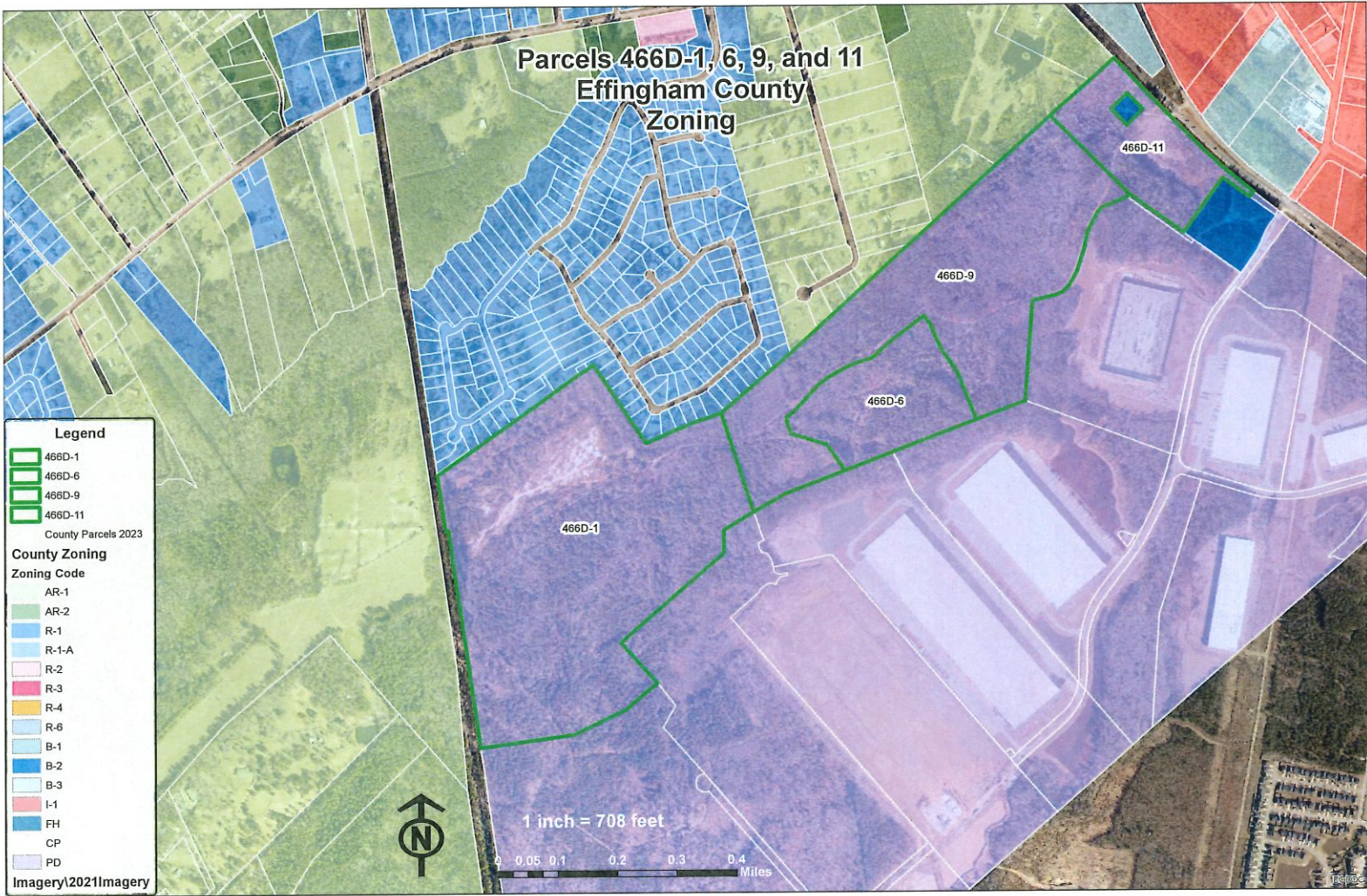
What is the proposed zoning for the DRI site?

- **Applicant seeking to amend the PDMU zoning to replace multifamily residential development with warehouses. Commercial development is still planned.**

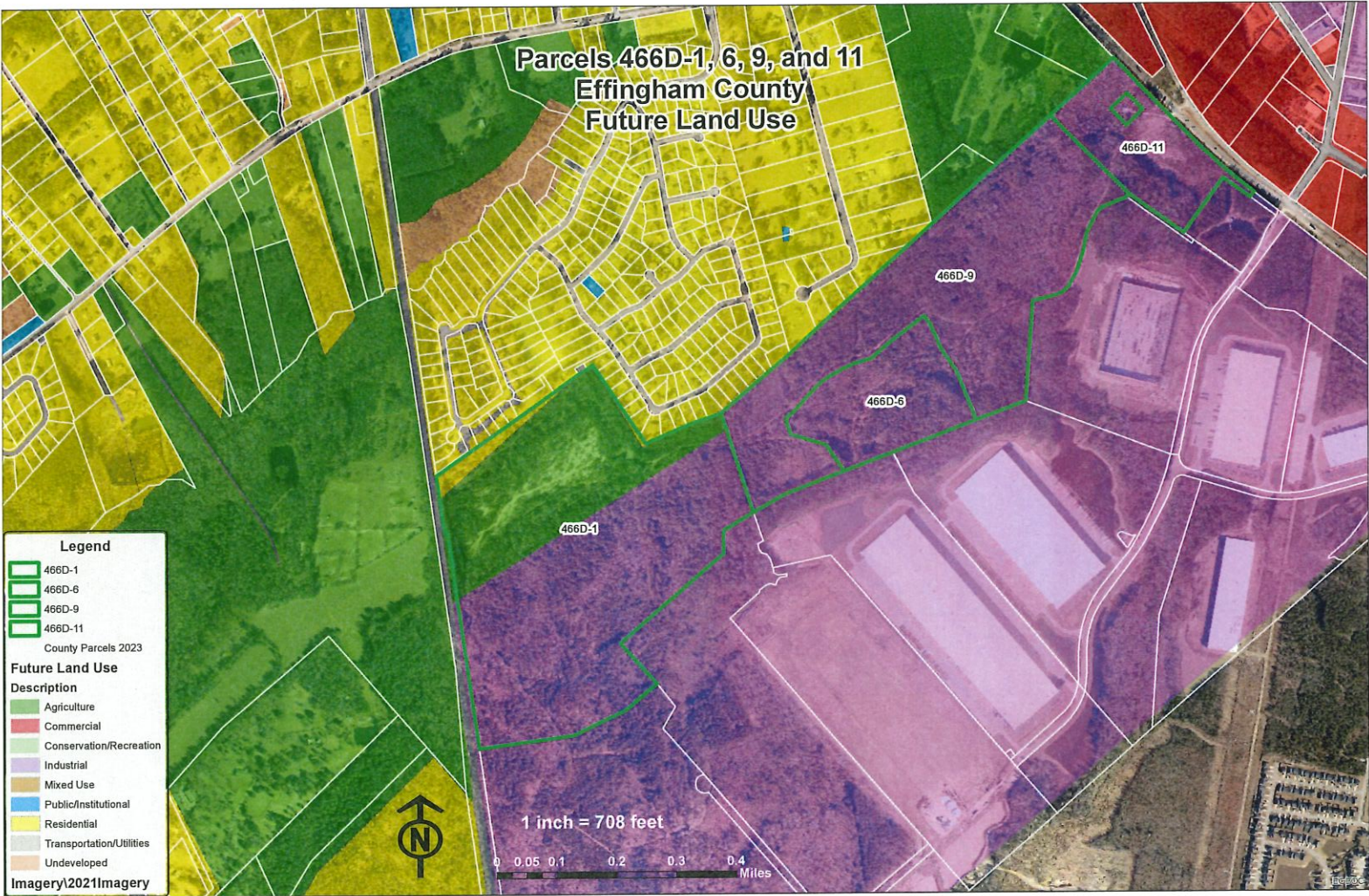
Is the site of the DRI currently vacant?

- **The site is currently vacant.**

Parcels 466D-1, 6, 9, and 11 Effingham County Zoning



Parcels 466D-1, 6, 9, and 11 Effingham County Future Land Use



Legend

- 466D-1
- 466D-6
- 466D-9
- 466D-11

County Parcels 2023

Future Land Use

Description

- Agriculture
- Commercial
- Conservation/Recreation
- Industrial
- Mixed Use
- Public/Institutional
- Residential
- Transportation/Utilities
- Undeveloped

Imagery2021Imagery




DEVELOPMENT OF REGIONAL IMPACT MAPS

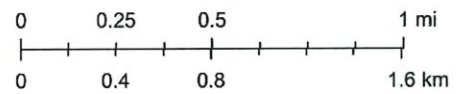
DRI Regional Map



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- | | |
|--|---|
|  DRI - 2001-2017 Submission |  DRI - 2022 Submission |
|  DRI - 2020 Submission |  Counties |
|  DRI - 2021 Submission | Cities |









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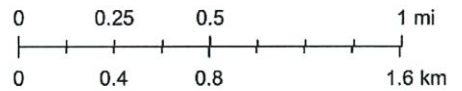
DRI Map



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|  DRI - 2020 Submission |  DRI - All Submissions |
|  DRI - 2021 Submission |  Rivers |



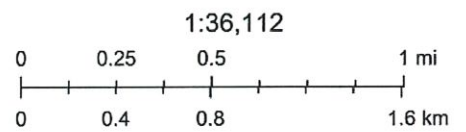
Esri, NASA, NGA, USGS, FEMA, Savannah Area GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

Regional Future Development Map



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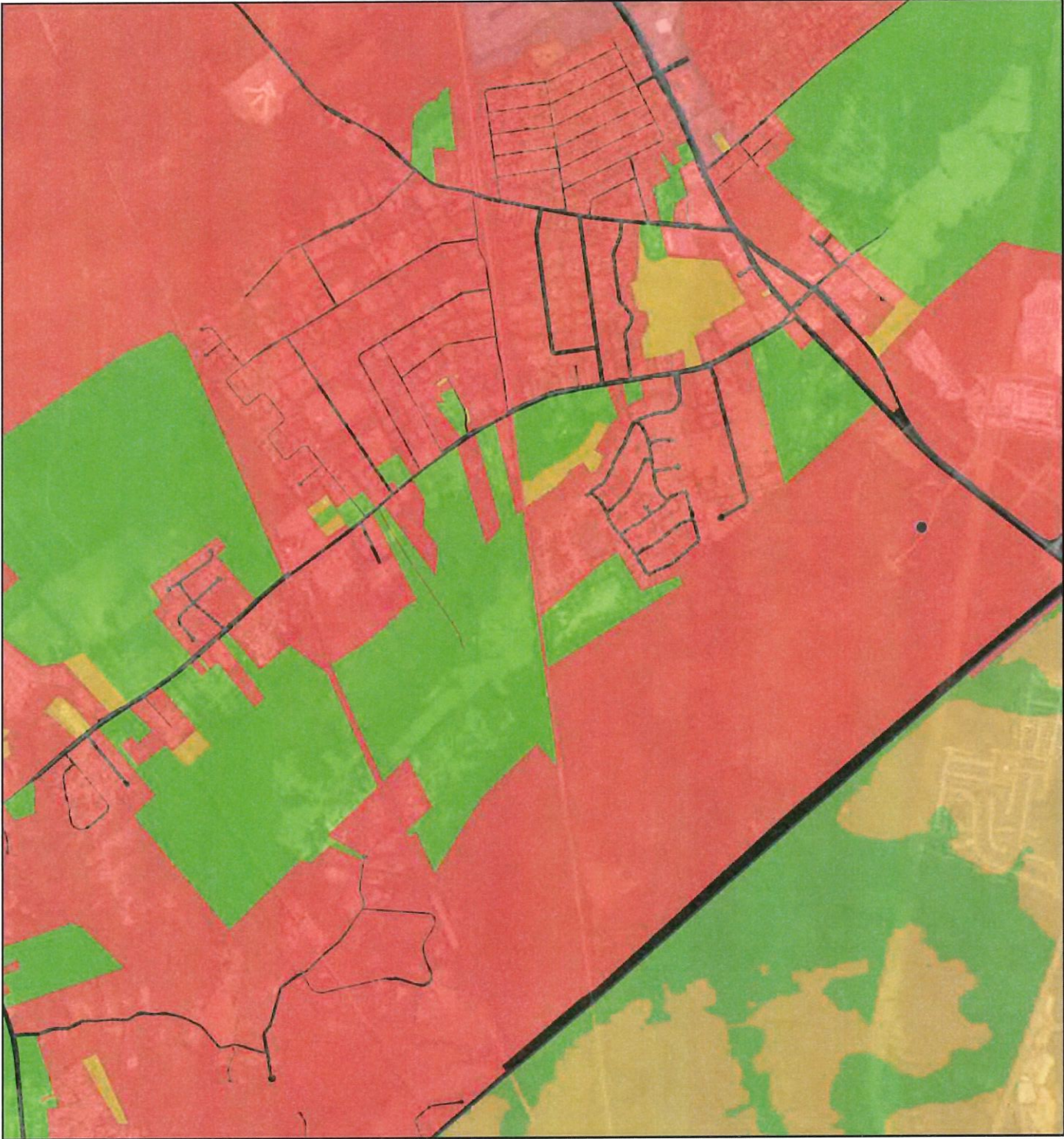
-  Counties
-  Developing
-  Rural
- Future Development**
-  Developed



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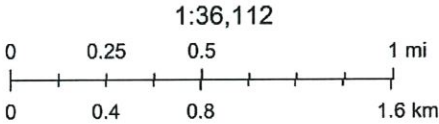
Regional Future Development Map



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- Counties
- Cities
- Developing
- Rural

- Future Development
- Developed




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ARSA Regional Map



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ARSA - Areas Requiring Special Attention

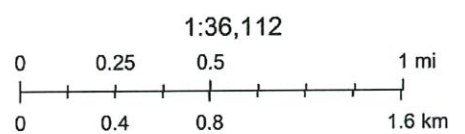
 Areas in Need of Redevelopment

 Areas of Rapid Development

 Areas of Significant Natural Resources

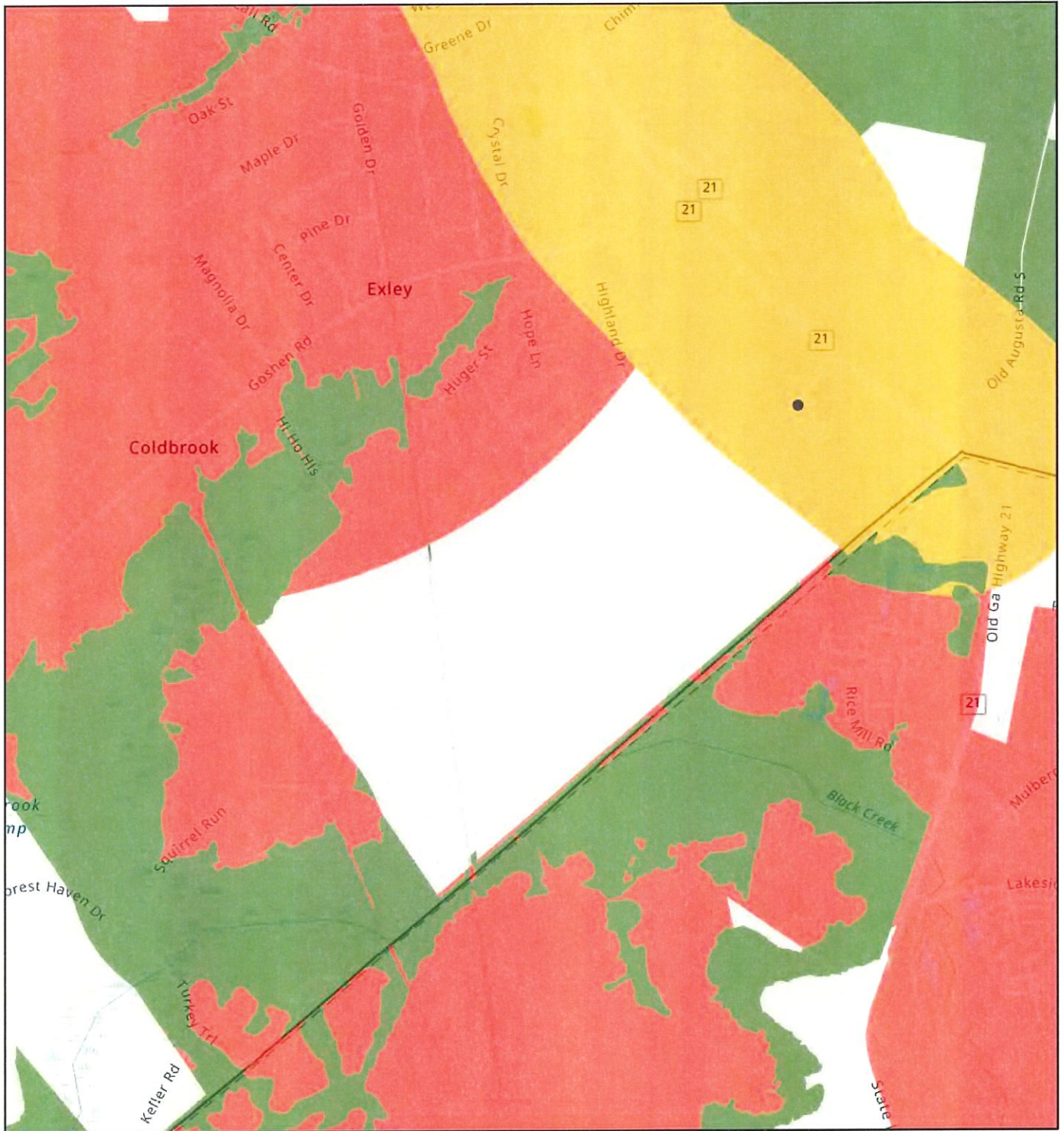
 Counties

Cities



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ARSA Regional Map



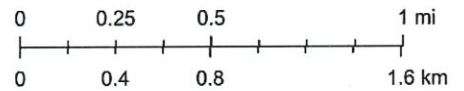
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ARSA - Areas Requiring Special Attention

- Areas in Need of Redevelopment
- Areas of Rapid Development
- Areas of Significant Natural Resources
- Counties

Cities

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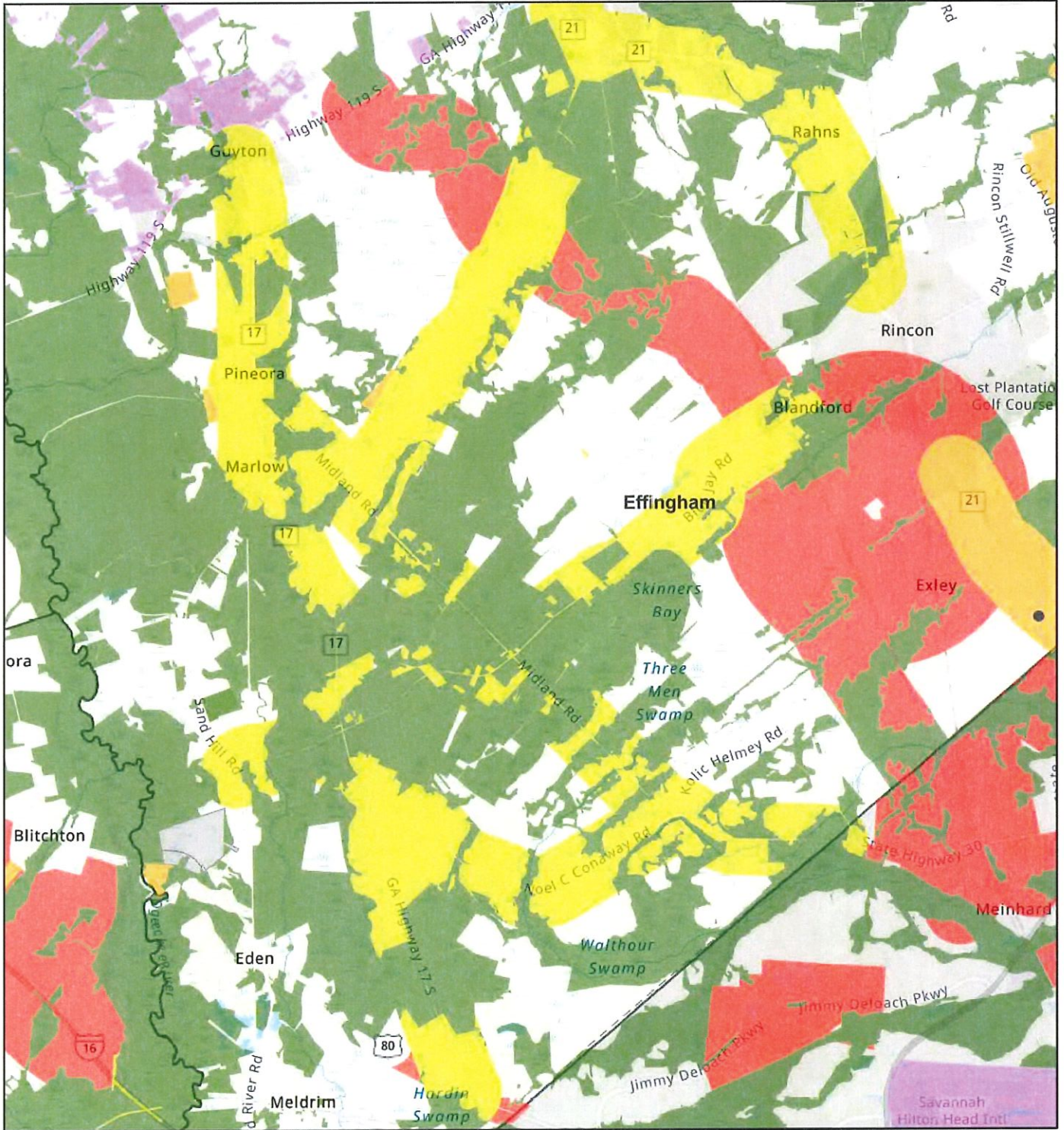


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CRC, DCA

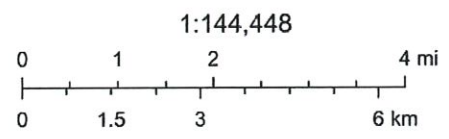
Esri, NASA, NGA, USGS, FEMA | Esri Community Maps Contributors, Savannah Area GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census

ARSA 3 Regional Map



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- ARSA - Areas Requiring Special Attention
- Areas in Need of Infrastructure
- Areas in Need of Redevelopment
- Areas of Rapid Development
- Areas of Significant Infill
- Areas of Significant Natural Resources
- Large Abandoned Structures or Sites
- Counties
- Cities






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FEMA Regional Map



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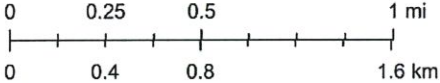
FEMA Flood Zones

-  1% Annual Chance Flood Hazard
-  1% Annual Chance Flood Hazard
-  0.2% Annual Chance Flood Hazard

 Counties

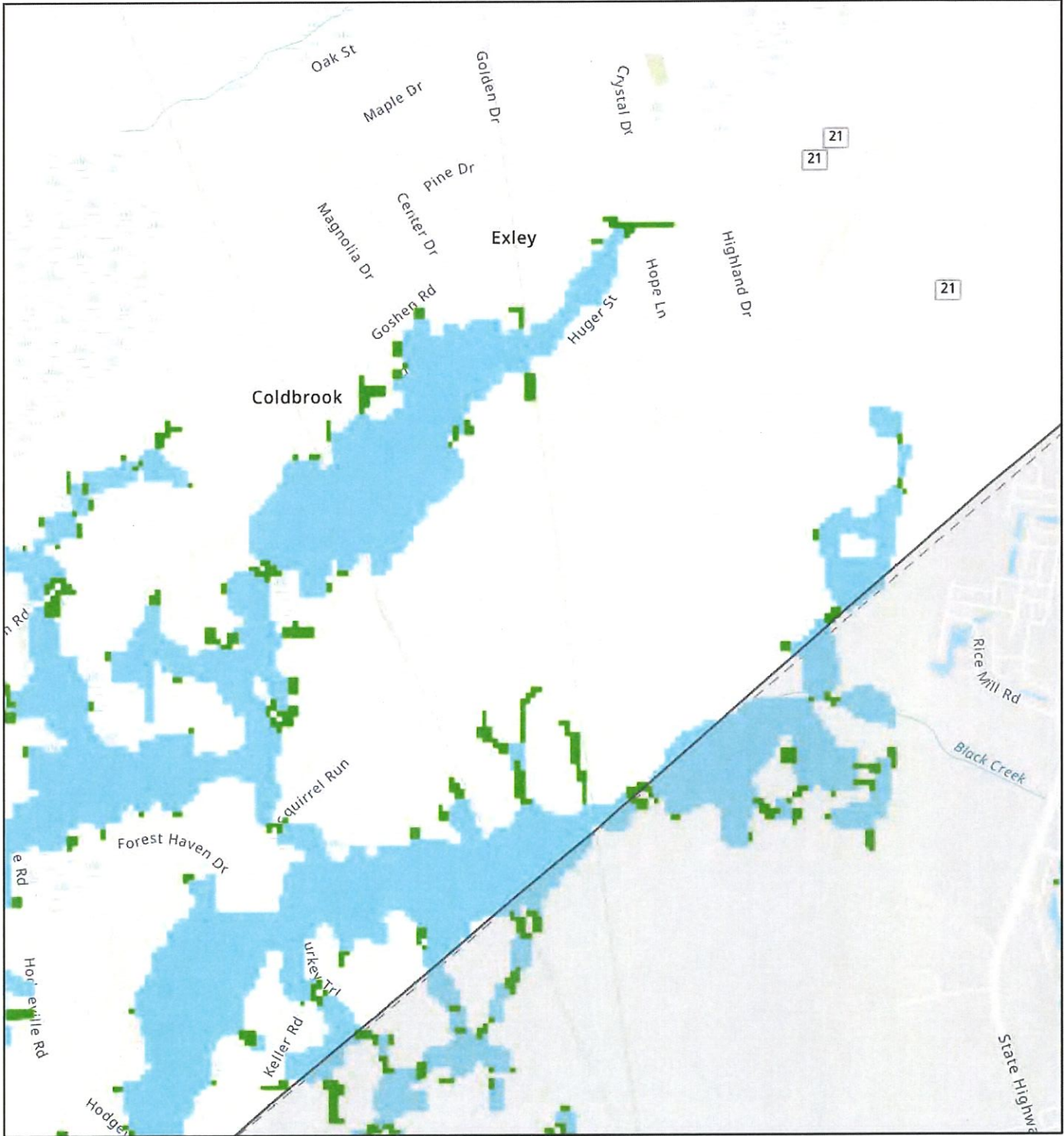
Cities

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Green Infrastructure

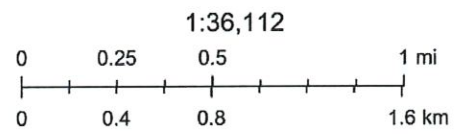


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Green Infrastructure Class

- Core
- Corridor
- Multi-Use Buffer Areas

- Sites
- Counties
- Cities



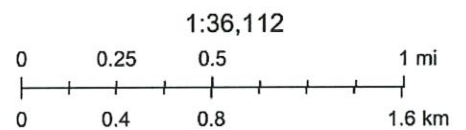
CRC, Georgia Forestry, Esri, NASA, NGA, USGS, FEMA, Savannah Area GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

Wetlands & Rivers Regional Map



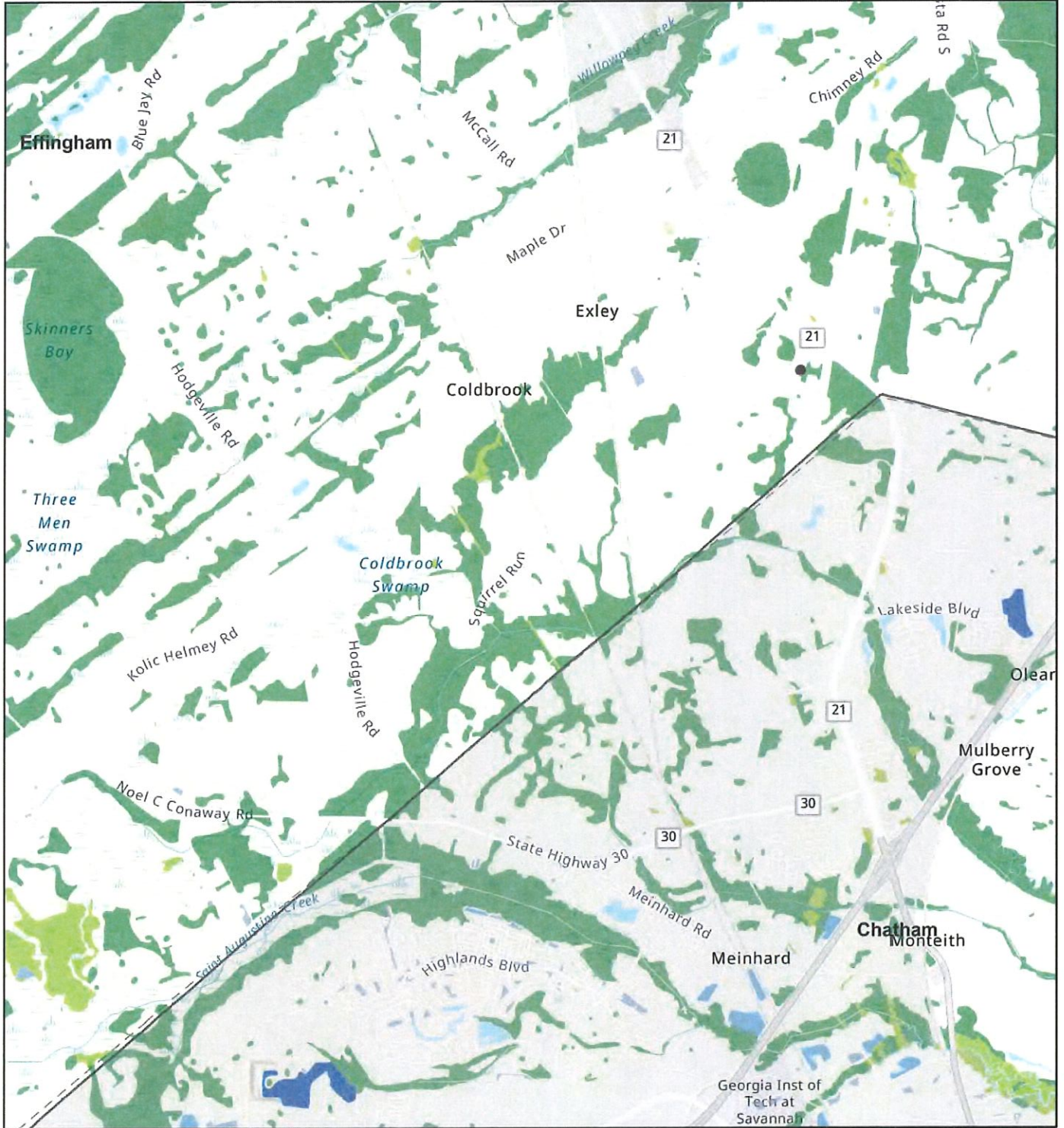
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- | | |
|--------------------------------|-----------------------------------|
| Counties | Freshwater Forested/Shrub Wetland |
| Cities | Freshwater Pond |
| Wetlands | Lake |
| Estuarine and Marine Deepwater | Other |
| Estuarine and Marine Wetland | Riverine |
| Freshwater Emergent Wetland | Rivers |



Esri, NASA, NGA, USGS, FEMA, Savannah Area GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

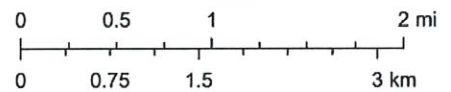
Wetlands Regional Map



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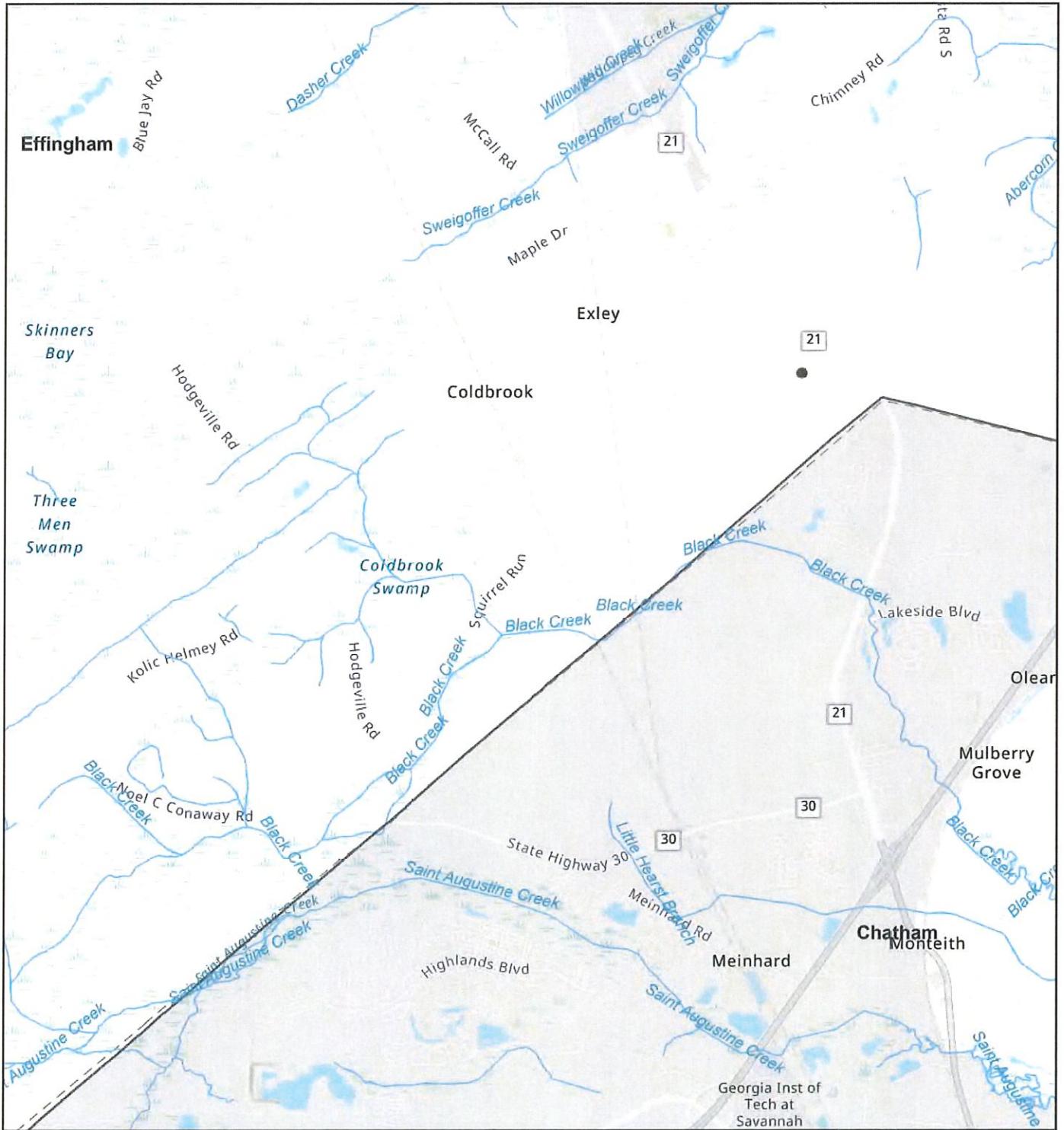
- | | |
|--------------------------------|-----------------------------------|
| Counties | Freshwater Forested/Shrub Wetland |
| Cities | Freshwater Pond |
| Wetlands | Lake |
| Estuarine and Marine Deepwater | Other |
| Estuarine and Marine Wetland | Riverine |
| Freshwater Emergent Wetland | |



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CRC, DCA

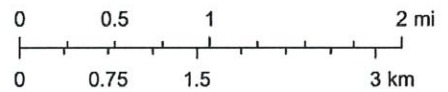
Rivers Regional Map



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- Counties
- Cities
- Rivers

1:72,224



Esri, NASA, NGA, USGS, FEMA, Savannah Area GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA

CRC, DCA

PUBLIC COMMENTS

From: [Cornelia Reed](#)
To: [Karen Saunds](#)
Subject: City of Savannah Response for DRI #3966 - Effingham, Exley North property located off Hwy 21
Date: Friday, May 5, 2023 10:48:02 AM

Hello Karen. Unfortunately, I was out of the office and hope this comment could be included in your final report. I am sure it will be fine since there is an agreement in place regarding the comment/response to this DRI.

"Effingham County should coordinate with the City of Savannah since it does utilize City of Savannah water through a municipal water supply agreement."

Brion

Ms. Brion Ehret
Administrative Assistant, City of Savannah
Water/Sewer Planning and Engineering
20 Interchange Drive
☎: 912-651-6573 ext.2522
behret@savannahga.gov

With best regard

Cornelia M. Reed, M.A.
Program Coordinator
Planning and Urban Design Department
Physical Location Address Change
Office Moved Effective 9/13/2021
20 Interchange Drive, Administration Building
Savannah, GA 31415
P.O. Box 1027, Savannah, GA 31402
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Office: 912.525-3100, ext. 1161
Department: 912-525-2783

SAVANNAH
savannahga.gov 

From: Ronald Feldner <Ronald.Feldner@Savannahga.Gov>
Sent: Wednesday, May 3, 2023 4:57 PM
To: Brion Ehret <BEhret@Savannahga.Gov>
Cc: James Laplander <JLaplander@Savannahga.Gov>; Cornelia Reed <CReed@Savannahga.Gov>
Subject: Re: Time-Sensitive Request for Review on or before Noon, Wednesday, May 3rd, for DRI #3966 - Effingham, Exley North property located off Hwy 21

The appropriate language would be as follows:

"Effingham County should coordinate with the City of Savannah since it does utilize City of Savannah water through a municipal water supply agreement."

Cornelia, please edit our response accordingly.

Thanks, Ron

Get [Outlook for iOS](#)

From: Brion Ehret <BEhret@Savannahga.Gov>
Sent: Wednesday, May 3, 2023 4:49 PM
To: Ronald Feldner <Ronald.Feldner@Savannahga.Gov>
Cc: James Laplander <JLaplander@Savannahga.Gov>
Subject: FW: Time-Sensitive Request for Review on or before Noon, Wednesday, May 3rd, for DRI #3966 - Effingham, Exley North property located off Hwy 21

Ron,

You asked me to send you Jim's comments on all DRI petitions. Here are his comments from this afternoon:

"Effingham County must meet with the City of Savannah since it does utilize City of Savannah water through a municipal water supply agreement."

Brion

Ms. Brion Ehret

Administrative Assistant, City of Savannah
Water/Sewer Planning and Engineering
20 Interchange Drive
☎: 912-651-6573 ext.2522
behret@savannahga.gov



From: Cornelia Reed <CReed@Savannahga.Gov>
Sent: Tuesday, April 18, 2023 3:10 PM
To: herntona@thempc.org; wangw@thempc.org; Cheryl Mason <CMason@Savannahga.Gov>; Eric Chin <EChin@Savannahga.Gov>; Martha Davidson <MDavidson@Savannahga.Gov>; Frederick Anderson <fanderson@Savannahga.Gov>; Thomas Bolton <tbolton@Savannahga.Gov>; Michele Strickland <MStrickland@Savannahga.Gov>; Peter Ghilarducci <PGhilarducci@Savannahga.Gov>; William Buckley <William.Buckley@Savannahga.Gov>; Marcus Lotson <lotsonm@thempc.org>; Leah Michalak <michalaki@thempc.org>; Thomas Cawthon <TCawthon@Savannahga.Gov>; Brian Brainerd <BBrainerd@Savannahga.Gov>; Jackie Jackson <jacksonj@thempc.org>; Brion Ehret <BEhret@Savannahga.Gov>; Tammy Faughey <TFaughey@Savannahga.Gov>; Pamela Everett <everettp@thempc.org>; Barry Lewis <BLewis01@Savannahga.Gov>; Quhannah Andrews <QAndrews@Savannahga.Gov>; Martha Davidson <MDavidson@Savannahga.Gov>;

moranok@thempc.org; Laura Walker <LWalker@Savannahga.Gov>; John Anagnost <John.Anagnost@Savannahga.Gov>; Kenneth Cullens <Kenneth.Cullens@Savannahga.Gov>
Cc: Martin Fretty <MFretty@Savannahga.Gov>; Stephen Henry <SHenry@Savannahga.Gov>; Gordon Denney <GDenney@Savannahga.Gov>; Julie McLean <JMcLean@Savannahga.Gov>; Bridget Lidy <blidy@Savannahga.Gov>; David Keating <DKeating@Savannahga.Gov>; James Laplander <JLaplander@Savannahga.Gov>; Melanie Wilson <wilsonm@thempc.org>; Cornelia Reed <CReed@Savannahga.Gov>; Ronald Feldner <Ronald.Feldner@Savannahga.Gov>
Subject: Time-Sensitive Request for Review on or before Noon, Wednesday, May 3rd, for DRI #3966 - Effingham, Exley North property located off Hwy 21

Hello All. We received the below request from the Coastal Regional Commission for review regarding project in Effingham, Exley North property located off Hwy 21 (see site plan(s) and other related links providing specific development information below). The City Manager's office has requested that applicable city departments review this request, including the project map, and other documentation provided in the links below and **provide your feedback to me on or before noon, Wednesday, May 3rd**, regarding any concerns, objections, and/or any conditions related to this proposed development project that **may** affect Savannah utilities, property, and/or any other city operations.

No response is needed when your department does not have comments/no objection(s). And, although project location may not be located in Savannah, please note that we are required to forward for review all project notices received by the Coastal Regional Commission.

Please feel free to forward this message to anyone you may believe would need to review this request for comment and ensure they forward input to me by the deadline. Please pardon the inconvenience if you no longer review these requests.

Review Requested for DRI #3966



DRI 3966: Exley North

DRI# 3966 Exley North, is a proposed project to entail industrial development on the Exley North property located off Hwy 21, just north of the Georgia International Trade Center (GITC) development. The proposed project will also entail commercial development along the Hwy 21 frontage. The project size is described as three buildings totaling approximately 900,000 SF of warehouse distribution. Two buildings totaling approximately 127,500 SF of

commercial use buildings and trailer storage for approximately 220 trailers. This project will replace the multifamily residential development that was originally proposed (DRI 1864). The project site consists of four parcels of land 0466D011 (24.22 acres), 0466D009 (90.18 acres), 0466D001(132.42 acres),and 0466D006 (27.18 acres) all owned by T & T Exley Properties, LLC and zoned PD (planned development). The action being taken at this time is rezoning and the development type is Industrial.

Economic Development

The estimated value of the project at build-out is +/- \$90,000,000, and the annual estimated tax revenue likely to be generated by the proposed project has been listed as "*to be determined*". The developer indicates that the regional workforce is sufficient to serve this development and that no existing uses will be displaced.

Water Supply

Effingham County is the named water supply provider for this project site. The estimated water demand to serve the proposed project is 0.03MGD. Sufficient water supply capacity is available to serve the proposed project, however a water line extension will be required. Water line to be extended from GA International Trade Center, which is immediately to the south and the line extension is stated to be less than one mile.

Wastewater Disposal

Effingham County will be the wastewater treatment provider for this proposed project and 88 ERUs (Equivalent Residential Units) is the stated estimated sewage flow to be generated by the project. The DRI application states that there is sufficient wastewater treatment capacity available to serve this proposed project and that additional sewer line extension is required. A sewer line will need to be extended from GA International Trade Center, which is immediately to the south. A line extension of less than one mile will be required to serve this project.

Transportation

A traffic study has not been performed. The estimated traffic demand is anticipated to be +/- 1800 trips per day. Transportation improvements will be required to serve this project. It is anticipated acceleration and/or deceleration lanes will have to be installed at park entrances. Left turn lanes could be required upon the results of a traffic impact analysis.

Solid Waste Disposal

An estimated +/-1400 tons of solid waste will be generated annually and current landfill capacity is sufficient to serve the project. Hazardous waste will not be generated by the development.

Stormwater Management

25% of the project site is expected to be impervious surface once the proposed development has been constructed. The project is proposing a series of detention ponds. In addition, county buffer requirements include up to 300' vegetative strip for stormwater filtration.

Environmental Quality

The project site includes wetlands and floodplains that may possibly be affected by the development. Approximately 1.46 AC of wetlands are shown to be impacted in the proposed site plan. These impacts will be mitigated and permitted via the proper nationwide permits in coordination with a wetland consultant.

Local Planning Considerations

The Future Land Use Map from Effingham's comprehensive plan designates the project site as industrial. Effingham's current zoning map marks the project site as PDMU- Planned Development Mixed Use. The original proposal for this property was DRI#1864 which included warehouses, commercial development, and multifamily residential development.

Regional Planning Considerations

The land is currently vacant for the proposed DRI, however, there have been previous developments of regional impact submitted for the same area. [DRI 1864 Exley Tract N&S](#) (Mixed Use), [DRI 3130 Old Augusta Industrial Park](#), [DRI 1672 Exley Tract N&S](#), and [DRI 663 Exley Tract North and Exley](#) with no development completed. The [Regional Future Development Map](#) designates the proposed site as developed, developing, and rural. The [ARSA Map](#) has the project area as an area in need of redevelopment, an area of rapid development, and an area of significant natural resources. The [Green Infrastructure Map](#) of the area shows core and corridor areas on and around the project site. Additional maps from the Development of Regional map include [Wetlands](#), [Rivers](#), and [FEMA](#) information.

For more information on this development, please see the information forms [here](#) and [here](#).

[2022 Coastal Georgia Regional Plan](#) and the [2020-2040 Effingham County 2020-2040 Joint Comprehensive Plan](#) can be accessed here.

Also included in this email are the: [Site plans & Land Use](#), [Property Record Cards](#), [Effingham Zoning Map](#), [Additional Information](#), [Effingham County Future Land Use Map](#) and [Regional Maps of the project site](#).

Thank you.

-
Cornelia M. Reed, M.A.

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Department: 912-525-2783



EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL X DISAPPROVAL _____

Of the rezoning request by applicant **T&T Exley Properties – (Map # 466D Parcel # 1,6,9,11)** from **PD** to **PD** zoning.

- Yes No 1. Is this proposal inconsistent with the county’s master plan?
- Yes No 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?
- Yes No 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?
- No 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?
- Yes No 5. Does the proposed change constitute “spot zoning” which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?
- Yes No 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?
- No 7. Are nearby residents opposed to the proposed zoning change?
- Yes No 8. Do other conditions affect the property so as to support a decision against the proposal?

BKS, 6/13/23.

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D B

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myself / recused

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RT

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