

## Staff Report

**Subject:** Amendments to Article II – Definitions, Article III - *Section 3.3* Accessory Structures in Residential Districts, Article V - *Section 5.12* Industrial Districts, and new *Section 3.16A* Shipping Container Facility.

**Author:** Teresa Concannon, AICP, Planning Manager

**Department:** Development Services

**Meeting Date:** January 3, 2023

**Item Description:** Consideration of the second reading to amend Article II – Definitions, Article III- *Section 3.3* Accessory Structures in Residential Districts, Article V - *Section 5.12*. I-1 Industrial districts, and add a new *section 3.16A* Shipping Container Facility.

**Summary Recommendation:** In order to accommodate development proposals while promoting growth that is orderly and predictable, with the least amount of disturbance to landowners and to the citizens of the county, staff recommends approval of the revised Definitions, Section 3.3 Accessory Structures, Section 5.12 Industrial District, and the new Section 3.16A Shipping Container Facility.

### Executive Summary/Background:

- The revisions include an update and expansion of Zoning Ordinance Definitions, to include shipping containers and shipping container facilities; revisions to *section 5.12 I-1 Industrial districts*, to clarify procedures; revisions to *section 3.3 Accessory structures*, to clarify permitted uses of shipping containers as accessory structures; and, a proposed new *section 3.16A Shipping Container Facility*, which includes requirements for site planning.
- The Port of Savannah is home to the largest single terminal container facility of its kind in North America, encompassing 1,345 acres. The site has 36 container cranes and 158 rubber-tired gantry cranes to handle containers on-site. \$8m in federal funding was used to modify three existing intermodal railyards in the southeast, and to establish two local truck-served yards in Statesboro and Savannah to accept containers for storage. These facilities have reduced the number of containers stored at the port by 25%, and cut the backlog of ships waiting for berth space. Use of intermodal rail facilities has reduced congestion and improved highway safety. However, there remains a steady demand for shipping container storage facilities on sites close to the port, and an excess supply of containers available for use as accessory structures.
- The proposed revisions will provide guidance and standards for staff and applicants who are seeking to use a single shipping container for personal storage, or to develop a shipping container yard.

### Alternatives for Commission to Consider

1 – Approve amendments to Article II – Definitions, Article III- *Section 3.3* Accessory Structures in Residential Districts, Article V - *Section 5.12*. I-1 Industrial districts, and add new *Section 3.16A* Shipping Container Facility.

2 – Take no action.

**Recommended Alternative: 1**

**Other Alternatives: N/A**

**Department Review:** Development Services

**Funding Source:** N/A

### Attachments:

1. Proposed revisions to Definitions
2. Proposed revisions to *Section 3.3* Accessory Structures in Residential Districts
3. Proposed revisions to *Section 5.12*. I-1 Industrial districts
4. Proposed *Section 3.16A* Shipping Container Facility.