

SPECIAL MEETING  
DECEMBER 3rd, 1963  
8:30 A. M.

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PRESENT: Chairman M. A. Knight, James D. Compton, Fred T. Davis, C. J. Dubs, Cormac McGarvey, W. Wright Parker, and R. F. D. Paulk

ABSENT: Neal Gale

ALSO PRESENT: Planning Director Frederick K. Bell and County Administrator Howard J. Sears

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It was noted that the meeting this date was in lieu of the special meeting postponed from November 26th, 1963.

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As the first order of business, minutes of the regular meeting held on October 22nd, 1963, were approved upon a motion made by Mr. Davis and seconded by Mr. Paulk.

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Planning Director Bell advised that the proposed new zoning ordinance for the City of Brunswick will be delivered by Eric Hill Associates, the Planning Commission's consultants, during the current week. He proposed that a joint meeting with the City Commission be held in the near future to review the proposed regulations. Thursday morning, December 12th, 1963, was tentatively set for such a meeting at which time the ordinance will be reviewed for the City Commission and the Planning Commission by the Planning Director and a representative of the consulting firm.

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GC-38-63.

As the next order of business, the members considered a request, submitted by the Georgia Ports Authority, to place two 10½ ft. by 36 ft. signs on Colonel's Island approximately 65 ft. from the pavement line of U. S. Highway 17.

Messrs. A. M. Harris, Sr., member of the Authority, and Walter Browher, of Atlantic Neon Company, Inc., were present in behalf of the request. Mr. Harris stated that the purpose of the signs was to promote the industrial development of the island and that it was essential that the signs be placed in the most advantageous locations. Mr. Harris further stated that the Authority had conferred with the State Highway Department for its approval of sign location within the right of way, and that the Department, in turn, had referred the matter to the Federal Bureau of Public Roads. Mr. Browher indicated the locations requested for the erection of the two non-illuminated signs as being one on the north side of the highway in the western section of the island and one on the south side of the highway in the eastern section of the island.

During discussion it was brought out that the proposed locations are within the highway right of way and would be in conflict with current program for removal of signs from rights of way, and, as well, are contrary to two amendments to the Glynn County Zoning Ordinance adopted by the County Commission, i.e., the designation of the highway frontage on Colonel's Island as being an area of scenic beauty in which no signs are allowed (February 18th, 1952) and the establishment of

set-back requirements for the location of advertising signs along public rights of way (October 2nd, 1963).

The possibility of locating the signs outside of the highway right of way was discussed, but Mr. Harris did not feel that any suitable sites could be found there.

In behalf of the request, Mr. Parker argued that the Commission has a responsibility to act in the public interest and that, although the proposed request was in violation of several County regulations, the development of Colonel's Island was in the best public interests of the citizens of Glynn County and the use of these signs for the promotion of the island as an industrial site must be considered in this light. He, therefore, recommended approval of the proposal.

Mr. Compton moved to recommend denial of the request, but withdrew his motion for lack of a second.

Mr. Parker then moved that the Joint Planning Commission recommend the granting of an exception to the amendment of February 18th, 1952, pertaining to areas of scenic beauty, and an exception to the amendment of October 2nd, 1963, pertaining to the distance between advertising signs and public road rights of way lines, in order to allow the erection of the two requested signs 65 ft. from the pavement line of U. S. Highway 17 for a period not to exceed 5 years from the date of this action for the purpose of promoting the general welfare of the community through advertising the potential of Colonel's Island as an industrial site, and subject to approval of the location of the signs on public right of way by the State Highway Department and the Federal Bureau of Public Roads. This motion was seconded by Mr. Dubs.

Voting Aye: Messrs. Davis, Dubs, McGarvey, Parker, and Paulk.

Voting Nay: Mr. Compton.

The Chairman declared the motion carried.

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GC-39-63.

Messrs. R. H. Suddath and J. B. Hill of Suddath Co., Movers, and Bill Brown, realtor, were present in support of a request for an exception from Class D Agricultural District requirements in order to permit a warehouse in connection with the company's furniture moving services on portions of a tract fronting 400 ft. on the east side of U. S. Highway 17 North and having a depth of 500 ft. The site, containing approximately 4.5 acres, is a portion of that tract known as the Russell Paulk property.

Mr. Suddath stated that the proposed 7,500 sq. ft. warehouse would be located on the easternmost portion of the property (approximately 300 to 400 ft. from the highway) and served by an private access roadway. In addition, the warehouse site would include an equal amount of paved parking area, would be enclosed by a chainlink fence, and landscaped to provide screening for the property lying to the east of the site. The remaining portion of the tract abutting the highway would be retained tentatively for commercial use.

A discussion ensued with respect to two different use classifications being proposed for the one tract. In addition, the benefits of a rezoning to Class G

Industrial as compared to the granting of an exception was discussed. The Planning Director stated that if a rezoning is pursued, the nature of the proposed use would require the "G" classification.

After deliberation, it was determined that the request be deferred until the applicant can submit a plot plan showing the property dimensions, location of proposed buildings, and other relative features of the projected development, and until the applicant can decide whether to pursue the request for an exception to Class D regulations or change the request to an application for rezoning to a Class G Industrial.

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GC-40-63.

The Planning Commission next considered a request submitted by Mr. Thos. J. Dickey, Jr., attorney, in behalf of Moore Homes, Inc., for the rezoning from Class D Agricultural to Class E Business in order to permit the erection of an office building on property identified as a portion of Lot 100, Brunswick Farms Subdivision, fronting 230.7 ft. on the west side of Altama Avenue and 207 ft. on the north side of Sixth Street. Mr. Wilson Carmichael, Vice-President of the company, was present in support of the request.

Consideration was given to the fact that, as a result of recent actions, a large number of properties along Altama had been rezoned for commercial purposes. The Planning Director expressed regret at the trend, saying that the chances of protecting Altama Avenue from strip commercial development similar to that along Norwich Street were continually being reduced.

After review and discussion of the characteristics of the proposal, a motion made by Mr. Parker was seconded by Mr. Davis and unanimously adopted to recommend approval to the Glynn County Planning Board of the request to rezone the property under discussion from Class D Agricultural to Class E Business, subject to a public hearing.

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B-24-64.

A request, submitted by Mr. Joseph A. Whittle, attorney, on behalf of the Brunswick Nursing and Convalescent Center, Inc., was next considered. Accompanying Mr. Whittle in support of the petition were Messrs. Albert Shelander and Malcolm Seckinger, realtors, and Messrs. Robert M. Kelley and Rodney Luna of Associated Nursing Services, who will staff and operate the nursing center. Mr. Whittle stated that the request for the rezoning of a triangular tract of property fronting on the east side of Hampton Avenue opposite Starling Street from R-3 to C-1 would enable the applicant to exchange a portion of the tract for property already zoned for commercial uses. Such exchange would give the nursing home site its required square footage in an undivided area, the City having agreed to relocate an easement traversing the property.

Planning Director Bell advised that the triangular tract was automatically zoned R-3 when it was recently annexed into the City, and, further, that the tract is included within the area proposed for inclusion in the MED District of the recommended new zoning ordinance for the City of Brunswick. The problem would be resolved when the City's new ordinance was adopted, however, the Planning Director did not anticipate that this would happen before March of 1964. He recommended, therefore, favorably for the request since the present zoning was

illogical and since the developers were working against certain deadlines that could not be met if action were delayed until the new zoning ordinance were adopted.

A motion was made by Mr. Compton, seconded by Mr. Dubs, and unanimously adopted that the Joint Planning Commission recommend to the City Commission that the strip of property under discussion be rezoned from R-3 Residential to C-1 Commercial and that a public hearing be held.

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B-23-63.

As the final order of business, the Planning Commission reviewed a request, submitted by Mr. Eugene Bennett, for an exception from R-2 regulations in order to permit a carport to remain in front of the average building line at 3309 Reynolds Street. The carport was erected, without a permit from the City, in front of the garage portion of Mr. Bennett's residence, and the City had referred the matter to the Planning Commission for recommendation.

The Planning Director stated that, although Mr. Bennett was not present at today's meeting, he had appeared on November 12th, 1963. On that meeting date, The Planning Commission was unable to take any official action due to the lack of a quorum. However, Mr. Bennett has been given an opportunity to explain his request to the members present. Mr. Bennett stated at that time that the carport had been erected over the paved driveway to his garage for storage of his automobile, and that the garage was being used for the storage of his boat.

The general feeling among Commission members was that Mr. Bennett could make suitable arrangements for storing both his car and his boat without violating the City's zoning ordinance, as was presently the case. Therefore, there was not sufficient justification for permitting an exception in this case.

A motion was made by Mr. Compton, seconded by Mr. McGarvey, and unanimously adopted that the Joint Planning Commission recommend to the City Commission that the request be denied and that Mr. Bennett be required to remove the mobile carport to conform to City zoning regulations.

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Meeting Adjourned at 10:00 A. M.