

REGULAR MEETING  
OCTOBER 12th, 1965  
8:30 A. M.

PRESENT: Chairman M. A. Knight, James D. Compton, Neal Gale,  
Cormac McGarvey, W. Wright Parker and O. V. Shaw

ABSENT: Fred T. Davis and O. V. Shaw

ALSO PRESENT: County Administrator Howard J. Sears

A continued review was made regarding changes requested by the general public in the proposed new zoning ordinance, under consideration for adoption for Glynn County by the County Commission.

A number of requested changes has been submitted to the County Commission at the public hearing held on the proposed ordinance on September 2nd, 1965, at the Courtroom, Glynn County Courthouse, Brunswick, Georgia. As required by law, the requested changes were submitted to the Joint Planning Commission for review and recommendation.

At its meeting of September 14th, 1965, the Joint Planning Commission took final action on all except two requested changes. These items, ZH#3 and ZH#4, were deferred at that time for further information.

The Planning Commission this date proceeded to review and make recommendations on these two remaining items.

ZH#3. (Written request submitted.)

Present in Support of Request: None.

Present in Opposition to Request: None.

Property Involved: Reference: Zoning Map No. 75.

Property fronting 400 ft. on the west side of U. S. 17,  
depth: 200 ft., located approximately 0.75 mile north of  
Little Satilla River.

Submitted by: R. L. Spaulding, Jr., Route 1, Box 67, Brunswick, Ga.

Present Zoning: D Agricultural.

Proposed in New Ordinance: FA Forest - Agricultural.

Requested by Petitioner: HC Highway Commercial.

Basis for Request: Applicant proposes to purchase the property and use it for a truck stop, restaurant and service station, if rezoning is granted.

Owner of the property, C. K. Curry, was present at public hearing and expressed no objection.

In fact, no opposition of any type was present at public hearing held by Glynn County on September 2nd, 1965.

After the September 14th, 1965, meeting of the Joint Planning Commission, Mr. Curry was contacted with respect to his desire for the rezoning of not only this portion of his property but as well his entire frontage along U. S. 17.

Mr. Curry stated in a letter dated September 27th, 1965, he was interested only in the rezoning of the portion of his property being sold to Mr. Spaulding, as it was not his desire at this time to commercially develop the remainder of his property abutting U. S. 17.

Recommendation of Joint Planning Commission: That the change requested by the applicant, R. L. Spaulding, Jr., from FA Forest - Agricultural to HC Highway Commercial, be granted for the affected property.

The Planning Commission felt the change to be acceptable and in keeping with the objectives of the Comprehensive Plan for Glynn County.

Recommendation adopted upon a motion made by: Mr. Paulk.

Seconded by: Mr. McGarvey.

Vote: Aye: Messrs. Gale, McGarvey, Parker and Paulk.

Nay: Mr. Compton.

The Chairman declared the motion carried.

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ZH#4. (Written request submitted.)

Present in Support of Request: None.

Present in Opposition to Request: None.

Property Involved: Reference: Zoning Map No. 57.

Certain marsh areas along State Route 303 (formerly U. S. 17).

Provisions Involved: Article VIII, Section 818.

(All other items requested for change by petitioner were handled at September 14th, 1965, meeting.)

Submitted by: Edwin Fendig, Jr., Fendig Outdoor Advertising Company,  
P. O. Box 797, St. Simons Island, Ga.

Present Zoning: Areas of Scenic Beauty.

Proposed in New Ordinance: CP Conservation - Preservation (Areas of Scenic Beauty).

Requested by Petitioner: HC Highway Commercial.

Basis for Request: Requested HC Highway Commercial which would permit his existing signs to remain in place as conforming uses.

Recommendation of the Joint Planning Commission: That the requested change be denied for the reason that it is the Joint Planning Commission's understanding that the petitioner is not the owner of the property and, therefore, his request cannot be considered.

Recommendation adopted upon a motion made by: Mr. Parker.

Seconded by: Mr. Gale.

Vote: Unanimous.

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B-15-65 and B-16-65.

Because identical rezonings were being requested on two adjoining tracts of land, the applications for B-15-65 and B-16-65 were reviewed as one unit. Both applications contained a request for a rezoning from R-9 Residential to GI General Industrial.

B-15-65, submitted by the Atlantic Coast Line Railroad, involves an irregularly shaped 91.5 acre tract fronting approximately 1,630 ft. on the west side of Habersham Street and 3,420 ft. on the east side of the Atlantic Coast Line Railroad right of way.

B-16-65, submitted by Union Bag - Camp Paper Corporation, involves an irregularly shaped tract fronting approximately 1,470 ft. on the west side of Habersham Street, with an approximate depth of 1,150 ft., lying immediately south of the City Limit Line.

The northerly line of the A.C.L. property and the southerly line of the Union Bag property is the dividing line between the two properties.

Among those present in support of the A.C.L. application were Messrs. J. M. White, representing the A.C.L., B. N. Nightingale, Attorney for A.C.L., Monte Korb, representing the Brunswick Area Office of Georgia Tech's Industrial

Development Division, Joseph A. Whittle, G. K. Singletary, A. M. Harris, G. W. Brown, Herbert Altman, Sam Altman, Buell Brown, James L. Whaley, John C. Cowden, Jr., Albert McInnis, Jr., John R. Minter, Carley Zell, and W. E. Becker.

Mr. White presented a plot plan and a rendering of the proposed industrial use of the A.C.L. property and stated that it was his company's desire to promote an industrial park on the property involved, which has excellent potentials for such use because of its accessibility to existing railroad facilities. He further stated that their proposal would provide for warehousing and light industrial sites.

Mr. Richard Scarlett was present in support of the Union Bag application and stated that company had similar plans for the development of its property involved.

Mr. Singletary, representing the local Chamber of Commerce, and Mr. Whittle, representing the Brunswick and Glynn County Development Authority, spoke on behalf of the requested rezonings and stressed the need for industrial areas in order to compete with other communities in securing industrial plants.

The Planning Commission expressed concern as to the inadequacy in width of Habersham Street to service the proposed industrial uses. It was brought out that the existing width of 60 ft. might not qualify for State funds for the improving of this access road.

Protection to residential development in the vicinity was also a matter of concern to the members. It was felt that a GI General Industrial classification would be too broad in use for the property abutting residential properties to the south of the A.C.L. property and to the east across Habersham Street. It was noted that the City Zoning Ordinance did not contain a Light Industrial zoning classification but did provide for a PD-I Planned Development Industrial classification.

After lengthy consideration and study, a motion was made by Mr. Parker, seconded by Mr. Compton, and unanimously adopted to recommend to the City Commission that the applications of B-15-65 (submitted by the Atlantic Coast Line Railroad involving its property abutting the westerly right of way line of Habersham Street) and B-16-65 (submitted by Union Bag - Camp Paper Corporation involving its property abutting the westerly right of way line of Habersham Street lying within the City of Brunswick) be granted upon the following conditions:

1. that the applicants provide sufficient property to widen Habersham Street a minimum of 80 ft. in width of right of way to the northern City Limit Line;
2. that the property for a distance of 350 ft. west of the new (after the widening to 80 ft. of Habersham Street) westerly right of way line of Habersham Street and extending from the south property line of the Atlantic Coast Line property (at the northern lot lines of lots facing Clairmont Lane in Highland Manor Subdivision) to the northern City Limit Line be required to qualify for a PD-I classification (Planned Development Industrial District) so that there will be a controlled transition area between the residential area on the east side of Habersham Street and the General Industrial District (as provided in 3. below) lying west of the Planned Development District; and

3. that the balance of the tracts of land requested for rezoning under B-15-65 and B-16-65 be rezoned as GI (General Industrial).

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GC-30-65.

Next considered was a request, submitted by Union Bag - Camp Paper Corporation, for the rezoning, from Class D Agricultural to Class F Basic Industrial (GI General Industrial under the proposed new County Zoning Ordinance), on two tracts of land fronting on the west side of Habersham Street. The southerly tract contains 6.75 acres and fronts 615 ft. on Habersham Street. The northerly tract contains 6.87 acres and fronts 1,411 ft. on Habersham Street. These tracts lie immediately north of the City Limit Line and, as well, immediately north of the Union Bag property requested for rezoning under Application B-16-65.

Mr. Richard Scarlett was present in support of this rezoning request and stated that Union Bag desired to develop these tracts, in conjunction with the property involved under B-16-65, for industrial purposes. He noted that the area separating the two tracts covered by GC-30-65 had been rezoned to Class F Industrial by the County Commission on December 16th, 1964.

Again the Planning Commission expressed concern as to the inadequacy in width of Habersham Street to service the proposed industrial uses. It was brought out that the existing widths of 30 ft. and 50 ft. of this portion of Habersham lying north of the City Limits would not be sufficient to qualify for State funds for improving this access road.

It was noted that the two tracts under consideration for rezoning lie within an area recommended in the proposed new County Zoning Ordinance for a BI Basic Industrial classification. It was brought out that these tracts lie contiguous to those recommended for rezoning under Applications B-15-65 and B-16-65 and that all should carry a like industrial classification, with the exception of the 350 ft. strip recommended under B-15-65 and B-16-65 for a PD-I Planned Development Industrial classification.

After lengthy consideration and study, a motion was made by Mr. Compton, seconded by Mr. Parker, and unanimously adopted to recommend that the zoning on the subject property, consisting of two tracts, be changed from Class D Agricultural to Class F Basic Industrial (GI General Industrial under proposed new County Zoning Ordinance) upon the following condition: that the applicant provides additional land to permit the widening of Habersham Street to a minimum of 80 ft. in width from the City Limit Line to the southern right of way line of Community Road; and, further, that all the property lying west of Habersham Street from the City Limit Line to Poplar Street (if extended westerly), which is north of Community Road, be rezoned from its existing zoning classifications to Class F Basic Industrial (GI General Industrial under proposed County Zoning Ordinance) instead of the BI Basic Industrial classification originally recommended under the proposed new County Zoning Ordinance, the property herein recommended for rezoning being generally bounded as follows: on the south by the City Limit Line, on the west by the A.C.L. Railroad right of way, on the north by Poplar Street (if extended westerly) which lies north of Community Road, and on the east by Habersham Street.

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GC-31-65.

Mr. Jack Rogers, of Diamond Oil Company, Macon, Georgia, appeared in support of his request for the rezoning of a triangular tract containing .581 acres fronting 243.25 ft. on the west side of Altama Avenue, 293.45 ft. on the east side of Colson Street, and 165.73 ft. along the southern boundary of the Bowlarena property. Mr. Rogers stated that he is requesting a rezoning from Class D Agricultural to Class E Business (LC Local Commercial under proposed new County Zoning Ordinance) in order that his company might construct a service station on the property. Mr. Rogers submitted a plot plan for the proposed station and photographs of the type of station to be built if the property is rezoned.

A motion was made by Mr. Compton and seconded by Mr. Gale to recommend approval of the requested rezoning, from Class D Agricultural to Class E Business (LC Local Commercial under proposed new County Zoning Ordinance) on the triangular tract described above.

Voting Aye: Messrs. Compton, Gale, McGarvey and Paulk.

Abstaining from Voting: Mr. Parker.

The Chairman declared the motion carried.

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Mr. Bruce Murray appeared before the Commission and requested that he be considered as an applicant in the filling of the position of Planning Director. Mr. Murray stated that he was a graduate of Auburn University and had for a considerable number of years served as a member of the Glynn County Planning Board.

Mr. Murray was advised that consideration would be given to his application.

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Upon a motion made by Mr. Compton and seconded by Mr. McGarvey, the minutes of the meeting held on September 14th, 1965, were approved.

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B-13-65.

The Chairman advised that a letter, under date of October 11th, 1965, had been received from the City Commission requesting that the Joint Planning Commission again give consideration as to the zoning of the Glynn Ice & Coal Company property and certain areas abutting Gloucester Street. In its letter, the City Commission stated that this matter was being referred back to the Planning Commission for reconsideration as to more restrictive zoning than the HC Highway Commercial classification recommended by the Joint Planning Commission at its meeting of August 10th, 1965.

The City Commission had on October 6th, 1965, held a public hearing on these recommendations, at which time a considerable representation of Windsor Park residential property owners had appeared in opposition, particularly with respect to the HC recommendation for property bounded by Gloucester Street on the north, Windsor Park on the east, Monck Street on the south, and Cochran Avenue on the west, and including Lots 24 and 25 of Windsor Park Subdivision.

The Chairman stated that the letter had requested that representatives of the Windsor Park area be notified as to date and time of meeting by the Planning Commission for such reconsideration.

The Chairman suggested that this matter be discussed only with respect to the proper handling of the request. He further suggested that the matter be held in abeyance until such time as another Planning Director is employed in order that a further survey might be made of the area.

However, the Planning Commission felt that the matter should not be delayed any further than necessary. Therefore, a re-study of the zoning in the affected area was made.

A motion was made by Mr. McGarvey, seconded by Mr. Parker, and unanimously adopted, that in view of the City Commission's request, the Joint Planning Commission has re-examined the rezoning previously recommended to the City for the area bounded on the north and south by Gloucester Street, between Cochran Avenue on the west side and Goodyear Avenue on the east, and takes the following action:

1. recommends that the area north of Gloucester Street between Cochran Avenue on the west and Goodyear Avenue on the east be rezoned as HC Highway Commercial as previously recommended;
2. reaffirms its recommendation of HC Highway Commercial for the area south of Gloucester Street between Cochran Avenue on the west and Windsor Park on the east, and including Windsor Park Lots 24 and 25 which abut Gloucester Street and which were zoned commercial under the previous City Zoning Ordinance, unless the City Commission determines that, because of the substantial opposition which was voiced at the recent public hearing, the HC Highway Commercial boundary should not be extended to Monck Street but should terminate at the rear of the lots actually abutting the south side of Gloucester Street; and
3. strongly reaffirms its recommendation that the old Glynn Ice & Coal Company property be rezoned as HC Highway Commercial for the reasons that under the previous Zoning Ordinance this property was light industrial and this property should not be rezoned industrial but should be rezoned as some type of commercial property for consistency of use, a HC commercial classification being the nearest thing to Neighborhood Business classification as was provided in the City's previous Zoning Ordinance.

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The meeting concluded with a discussion with respect to the hiring of a Planning Director.

It was suggested that a listing might be placed in the American Society of Planning Officials' "Jobs in Planning".

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Meeting Adjourned at 12:15 P. M.