

CALLED MEETING  
THE BRUNSWICK - GLYNN COUNTY JOINT PLANNING COMMISSION  
WITH  
THE BOARD OF COMMISSIONERS ROADS AND REVENUE, GLYNN COUNTY  
AND  
THE MAYOR AND COMMISSIONERS OF THE CITY OF BRUNSWICK

JUNE 6th, 1966

8:30 A. M.

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PRESENT:

From the Brunswick - Glynn County Joint Planning Commission:

Chairman W. Wright Parker, James D. Compton, Neal Gale,  
Otto Johnson, Jr., M. A. Knight and R. F. D. Paulk

From the Board Commissioners Roads and Revenue, Glynn County:

Chairman A. A. Alaimo and Commissioners M. A. Copeland,  
James D. Paulk and Alton J. Wooten

From the Mayor and Commissioners of the City of Brunswick:

Mayor Ralph V. Croft and Commissioners Lewis Blackshear  
and R. L. Holtzendorf

ALSO PRESENT: Lewis Dismukes of Eric Hill Associates, Inc., County  
Administrator Howard J. Sears, City Manager J. E. Hulse,  
Jr., County Attorney Edward B. Liles and Monte Korb,  
Director of the Brunswick Area Office of the Georgia  
Tech Industrial Development Division

ABSENT:

From the Brunswick - Glynn County Joint Planning Commission:

Fred T. Davis and Cormac McGarvey

From the Board Commissioners Roads and Revenue, Glynn County:

Commissioner W. G. (Jack) Moran

From the Mayor and Commissioners of the City of Brunswick:

Commissioners Harry D. Long and Clyde A. Taylor

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Chairman Parker of the Joint Planning Commission stated that the purpose of the meeting was to receive and discuss a report resulting from a special study made by Eric Hill Associates, Inc., consultants of Atlanta, Georgia, at the request of the Joint Planning Commission.

Chairman Parker introduced Mr. Lewis Dismukes who was in attendance at this meeting for the purpose of submitting the firm's recommendations with respect to this study concerning land use, setbacks, and other needed standards for the protection of areas contiguous to interchanges and access roads for Interstate Highway 95 in Glynn County.

Mr. Dismukes distributed copies of a "Report on Special Study of Zoning and Land Use Controls for Selected Areas to be Influenced by Future Major Highway Development" as prepared by his firm. In the course of his presentation, Mr. Dismukes gave a concise resume of the standards recommended by Eric Hill Associates for the orderly development of areas in the vicinity of the I-95 interchanges and access roads.

One of the principal standards recommended was for the creation of two new zoning districts. One of these, an FC Freeway Commercial classification, would primarily provide on a conditional basis for highway-oriented type businesses normally utilized by the travelling public, such as motels, restaurants, and

service stations. The proposed new FC classification would protect these areas from undesirable development, would protect freeway ramps and feeder roads from traffic congestion, and would present to the travelling public pleasant entrances into the urban and beach areas of the community.

The other standard recommended the creation of an HC-A Highway Commercial District. This, in effect, would require that the existing HC Highway Commercial District be redesignated as HC-B Highway Commercial. The recommended HC-A District would differ from the existing highway commercial district (to be renamed HC-B), first, by omitting certain open and unnecessary uses even as conditional uses when they would tend to be inappropriate due to the character of the neighborhoods and, secondly, by instituting new conditions of use which would aid in more attractive and appropriate commercial development.

Mr. Dismukes, by use of zoning maps, illustrated to those present the proposed I-95 route location and the design of its interchanges. These aspects for the I-95 Alternate route were likewise illustrated.

The consultants had also made recommendations as to zoning, including boundaries, at each interchange and access points to both I-95 and its alternate route.

Basically, the firm had recommended the property contiguous to the I-95 interchanges and accent roads be zoned to either FC Freeway Commercial or HC-A Highway Commercial, the two new zoning classifications they advise for inclusion in the County Zoning Ordinance.

Further suggested was that the County's Zoning Ordinance provisions for PD Planned Development Districts be required whenever a buffer area is deemed to be adviseable in the vicinity of the I-95 interchanges and access roads.

Mr. Dismukes stressed that a more accurate and detailed future land use plan should be prepared so as to provide a guide for long range development in relation to the impact of the construction of I-95 through Glynn County.

He also stated that the existing zoning maps, through the means of an overlay procedure, could be utilized in the preparation of such a plan.

After a general discussion, it was deemed adviseable that no action be taken until the consultant's recommendations have been thoroughly analyzed.

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Chairman Parker advised that he had received a letter from Mr. James B. Williams, who is suggesting that the date of his reporting for his duties as Planning Director be changed from August 1st, 1966, to July 1st, 1966, in order that he might attend a very important ceremony in honor of his brother on October 4th, 1966, at Los Alamos, New Mexico.

The Chairman further advised that he had polled a majority of the members of the Joint Planning Commission who had all indicated approval of Mr. Williams' proposal, and that he, in turn, had so notified Mr. Williams writing.

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A short discussion was held with respect to areas in Brunswick and Glynn County which should possibly be zoned under a GC Core District zoning classification, particularly the Pier Section on St. Simons Island.

~~No~~ Action was taken on this matter.

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The Acting Planning Director advised that individual copies of a proposed provision for mobile homes existing on individual lots on the effective date of the Glynn County Zoning Ordinance would be mailed to each member in order that they might review and study same. The copies would also contain comments in this respect made by Frederick K. Bell, former Planning Director to the Joint Planning Commission.

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Meeting Adjourned at 11:30 A. M.