

SPECIAL MEETING

OCTOBER 17th, 1967

8:30 A. M.

PRESENT: Chairman Neal Gale, James D. Compton, Otto Johnson, Jr.,
M. A. Knight, Cormac McGarvey, R. F. D. Paulk and
James L. Wiggins

ABSENT: Brantley O'Quinn

ALSO PRESENT: Planning Director James B. Williams, County Administrator
Howard J. Sears and City Manager J. E. Hulse, Jr.

Brunswick Junior College:

President Earl F. Hargett of the Brunswick Junior College appeared before the Planning Commission to discuss the master plan of the College and express concern over development trends in the vicinity of the College. It was announced that the College is growing as anticipated and has a good possibility of becoming a four-year institution in the near future. However, with this growth also comes problems. Of major importance at this time is the need for additional private housing, especially dormitory units, for out-of-town students. As the College is not permitted to construct its own housing facilities, many fine out-of-town students are, of necessity, turned away each year.

According to President Hargett, the growth of the College will soon make it necessary to set aside more land area for future expansion of College facilities. It was suggested that the only feasible avenue for expansion beyond the present boundaries would be to the east in the area now occupied by the Airpark. President Hargett stated that he hoped the Planning Commission would include this alternative in its long-range comprehensive plan for the area.

Another matter discussed by President Hargett was the ever-growing commercial strip on the west side of Altama Avenue immediately across from the College. While he felt that it may perhaps be too late to prevent this trend, he did feel that the Planning Commission should exert its influence to see that the development is kept in the best interests of the College, and perhaps in the future restricted to basically college-oriented uses.

After the President's fine presentation, the Planning Director showed the Commission a rendering of a proposed land use plan for the area in the vicinity of the College. Of special interest were provisions that called for future College expansion into the Airpark property, greater emphasis on providing areas for student housing, and the development of a tract of land along Back River for a Marine Research Division of the College.

Upon completion of the presentations by the President and the Planning Director, and after lengthy discussion, a motion was made by Mr. Compton, seconded by Mr. Knight and unanimously adopted to have the Planning Director present to the Commission by January 1st, 1968, his recommendations as to plans and policies that should be adopted by the community.

Airport Facilities:

The Planning Director presented a summary of the County's airport problems and outlined several possible steps that could be taken to correct them.

By 1969, Delta Airlines will have converted its passenger fleet to jet airplanes that require greater runway length than is presently available. In addition, the existing airport is virtually incapable of accommodating peripheral air-oriented industrial development.

In turn, six possible sites were discussed in terms of their advantages and disadvantages for future airport development. These sites included the existing facilities at St. Simons and Jekyll, and the Airpark, as well as potential new sites on Colonel's Island, near Glynco, and in the northern part of the county near Hunter.

It was generally believed by those present that the existing facilities were ill-suited for expansion either to accommodate jet traffic or industrial development. Also, it was felt that the site in the northern part of the county was too isolated from the rest of the community.

It was agreed that additional study should be given to the desired scope of future air traffic in Glynn County and the most suitable site for any necessary development.

Sea Palms Subdivision:

The Planning Director reviewed recent developments at the Sea Palms Subdivision and expressed concern over several changes that were made that were not reflected in the approval and adopted development plan. Of particular concern was the redesign of the area designated for a motor inn to include a condominium development.

It was brought out that at the time the subdivision plans were prepared for adoption there were no working drawings available for the motor inn project, so, of necessity, the development standards had to be applied by the County Commission, rather than be the design of the developer, as the Planned Development District intended. The standards imposed by the County Commission were the same as the standards for Local Commercial Districts; however, these standards applied only to the designated motor inn tract. Also, these standards applied only to the development of a motor inn on that tract, as that was the planned and approved use. Neither the Planning Commission nor the County Commission intended for that area to be a separate local commercial zone that would allow any or all of the permitted and conditional uses included in such a zone. This interpretation would be contrary to the essential spirit and intent of Planned Development Districts as a whole.

The developers of the subdivision agreed that this was a reasonable interpretation of the matter and submitted a revised plan for the motor inn area which included an area specifically designated for condominium units.

A motion was made by Mr. Compton, seconded by Mr. Paulk and unanimously adopted to recommend the approval of the change in the approved plat, as shown on the submitted plans, provided that the units are designed and constructed in accordance with the standards required for similar units in a General Residential Zoning District, this provision being necessary because adequate site plans were not available for approval.

Col. Richard M. Ludlow, developer of the adjacent Black Banks residential subdivision, next expressed his concern over the recent commercial rezoning of 2.6 acres located in the southwest portion of Sea Palms. He felt that unplanned commercial development could adversely affect the residential character of his

subdivision and would certainly not be in keeping with the objectives of planned development. County Administrator Sears agreed with Col Ludlow and felt some revision to the ordinance or clarification of the Joint Planning Commission's recommendations and the County's action should be made.

Col. Ludlow stated that perhaps a wide buffer strip could be required in the rezoned commercial area or else plans for any commercial use should definitely be reviewed by the Planning Commission and the County Commission so as to assure future development compatible with existing nearby residential use. The Planning Director stated that he would make every effort to work out the problems that have arisen as a result of this initial use of a planned development classification.

Proposed Major Thoroughfare Plan:

The Planning Director presented a revised copy of a thoroughfare plan that was previously reviewed by the Commission.

During the discussion of the elements of the plan, it was pointed out that the Chamber of Commerce recently adopted a resolution advocating the construction of two additional lanes on the existing St. Simons Causeway to solve immediate serious traffic problems. The resolution also proposed a future northern causeway to the island in a location corresponding to the road shown on the adopted Major Thoroughfare Plan.

A motion was made by Mr. McGarvey and seconded by Mr. Johnson that the Joint Planning Commission go on record as endorsing the resolution adopted by the Chamber of Commerce with respect to widening the existing St. Simons Causeway and the eventual construction of the proposed Northern Causeway to the Island.

Voting Aye: Messrs. Johnson, Knight, McGarvey, Paulk and Wiggins.
Abstaining from Voting: Mr. Compton.

The Chairman declared the motion carried.

Budget Revision:

The Chairman stated that Mr. Williams, the Planning Director, has now been employed by the Commission for over a year and it would be in order to review his compensation. After discussion of the matter, a motion was made by Mr. Compton, seconded by Mr. McGarvey and unanimously adopted that the compensation of Planning Director James B. Williams be increased from \$8,000 per annum/as established under Step No. D of Range No. 32 of the Joint Planning Commission's Personnel System and that the automobile allowance for the Planning Director be increased from \$480 per year to \$600 per year, both increases to be effective as of October 1st, 1967.

Meeting Adjourned at 10:45 A. M.