

BRUNSWICK - GLYNN COUNTY JOINT PLANNING COMMISSION

MARCH 2, 1982 9:00 a.m.

Present: Johnie O. Boatright, Chairman
Gerald Atkinson
Margaret A. Brown
George Counts
Harry I. Driggers
Bill Hicks
Dennie McCrary

Absent: W. W. Crosby

Also Present: Craig B. Mahlman, Executive Director
Deborah B. Chapman, Zoning Administrator

Chairman Boatright called the meeting to order. Invocation was then given by Mr. Counts.

Chairman Boatright introduced and welcomed Mr. Dennie McCrary, new county appointed member.

CUP - 2 - 82

Request for a Conditional Use Permit in a GC General Commercial Zoning District, on a tract of land containing 5,923.87 square feet being located at the intersection of Palm Street and Sylvan Drive with frontage of 83 feet on Palm Drive and 83.09 feet on Sylvan Drive, St. Simons Island, for the location of a mixed residential and commercial structure.

Mr. Kent Taylor, applicant, was present for review.

Mr. Mahlman pointed out that the subject property is located east of Glynn Haven Subdivision. He stated that the subject property has been zoned GC General Commercial for several years. He explained that the proposed use is for a residential and commercial structure, now under construction.

Mr. Mahlman explained that the staff report suggested that 6 parking spaces would be needed, however after talking with Mr. Taylor about the proposed useage it is felt that 4 parking spaces will be adequate.

It was noted that no one was present to express opposition.

The site plan was submitted for review. Motion was made by Mr. Driggers, seconded by Mrs. Brown and unanimously adopted to approve the conditional use permit.

GC - 6 - 82

Request to rezone from FC Freeway Commercial to R-12 One-Family Residential, a tract of land containing 15,000 square feet fronting 100 feet on the north side of Parland Road, approximately 200 feet west of the Sharon Drive and Parland Road intersection, being a portion of Blythe Lake Subdivision, Blythe Island.

and

GC - 13 - 82

Request to rezone from MR Medium Residential to GC General Commercial, a tract of land containing 1.2 acres fronting 217.72 feet on the north side of Demere Road, approximately 531 feet from the Demere Road and Frederica Road intersection.

Chairman Boatright stated that the above request, GC-6-82 and GC-13-82, have been deferred till the next Planning Commission meeting.

GC - 7 - 82

Request to rezone from FC Freeway Commercial to R-6 One-Family Residential, Lots 51, 52, 53, 54, 55, 86 and 87 of Glynn Heights Subdivision, subject lots having a total of 48,000 square feet.

Mrs. Emily Polmanteer was present for discussion of the above request.

Mr. Mahlman stated that the Polmanteers and the surrounding property owners, Horace Gilbert and Mrs. Olen Poppell, wish to have their properties, which contain three single-family residences, rezoned back to the original zoning classification of R-6 One-Family Residential. Mr. Mahlman explained that the homes involved were part of a larger rezoning in 1972 changing the then single-family zoning to commercial. He explained that the 1972 rezoning was approved to accommodate the nearby motel and to allow commercial development in the area. However, as a result the single-family homes became non-conforming uses.

Mr. Mahlman stated that the staff feels that there is no reason to maintain the existing zoning of commercial and recommends approval of the above request.

It was noted that no one was present to object.

Motion was made by Mr. Hicks, seconded by Mr. Counts and unanimously adopted to recommend approval of the above request.

GC - 9 - 82

Request to rezone from R-9 One-Family Residential to M-20 One-Family Residential (mobile home), three areas as follows, in the Dock Junction area:

Area A - A lot containing 25,144.5 square feet being located at the intersection of Austin Street and Railroad Avenue, with frontage of 150.03 feet on Austin Street and 166.04 foot frontage on Railroad Avenue.

Area B - A lot containing 24,906 square feet located approximately 166.04 feet from the intersection of Austin Street and Railroad Avenue, located between Area A and C, with frontage of 166.04 feet on Railroad Avenue.

Area C - A lot containing 24,906 square feet located at the intersection of Boone Street (unopened) and Railroad Avenue, fronting 166.04 feet on Railroad Avenue and 150 feet on Boone Street.

Mr. Bill Brewer, agent, was present for discussion of the above request.

Mr. Mahlman pointed out the subject properties on the map. He stated that the entire tract would consist of 3 large lots having access via Roadway Street. He then pointed out that there is mobile home zoning to the north and south of the subject property.

It was noted that no one was present to express opposition.

Motion was made by Mr. Hicks, seconded by Mr. Atkinson and unanimously adopted to recommend approval of the above request.

GC - 10 - 82

Request for a Hardship Permit for the location of a Mobile Home in an R-9 One-Family Residential Zoning District, subject property contains 20,400 square feet being located at the northern 136 foot by 150 foot portion of the property of Mrs. M.H. Emanuel located 170 feet north of Goodbread Road, approximately 850 feet north of the intersection of that road with Walker Road and bounded on the north and east by Glynco; access to said portion of land being via a 50 foot easement over other property of Mrs. Emanuel.

Mr. James Howard Emanuel, applicant, was present for review.

Mr. Mahlman stated that this request is for a 2 year hardship permit to locate a mobile home. He stated that a letter has been submitted from Mrs. Emanuel's doctor stating the need for care. It was pointed out by Mr. Mahlman that the mobile home would be situated to the rear of the applicant's single-family home, which contains enough square footage to allow both uses.

It was noted that a petition has been submitted stating that the neighbors have no objection to the mobile home being located on the subject property as a hardship.

Mr. Emanuel stated that within the 2 years he has plans to add on to the existing single-family structure and will then remove the mobile home.

Motion was made by Mrs. Brown, seconded by Mr. Atkinson and unanimously adopted to recommend approval of the above request.

GC - 11 - 82

Request to rezone from LI Limited Industrial to M-20 One-Family Residential (mobile home), a tract of land containing 20,000 square feet fronting 182.973 feet on the south side of Highway 303, immediately south of the West Shore Drive and Highway 303 intersection.

Mrs. Ann Dempsey and Mrs. Melissa Sellers were present for review.

Mr. Mahlman stated that the applicant has amended the above request as follows: Rezone from LI Limited Industrial to R-20 One-Family Residential.

Mr. Mahlman then pointed out the subject property. He stated that the property would have access via Highway 303. It being noted that the Department of Transportation approves access off Highway 303 due to its being a State highway, approval still needs to be obtained.

There were a number of property owners from Ellis Point Subdivision to state objection to industrial useage of this subject property and the surrounding properties. They were informed that the rezoning to industrial was done several years ago and that the Commission was only considering the request for single-family residential at this time. Following discussion, it was the consensus of those present from Ellis Point Subdivision that they have no objection to a rezoning to single-family residential/

Motion was made by Mrs. Brown, seconded by Mr. Atkinson and unan-
imously adopted to recommend approval of the rezoning from LI Limited
Industrial to R-20 One-Family Residential.

CUP - 3 - 82

Request for a Conditional Use Permit in a LI Limited Industrial Zoning District for the storage of Heavy Equipment on a tract of land containing 44,772 feet, property fronting 147.509 feet on the south side of Highway 303, approximately 183 feet southeast of the West Shore Drive and Highway 303 intersection.

Mr. Mahlman explained that this request lies adjacent to the previous request, GC-11-82.

Mr. Mahlman stated that the staff recommends approval of the above request subject to the following conditions being met: 1) that no heavy equipment be parked or located within the 25 foot setback; and 2) that no junk or salvage operation be conducted on the site.

The residents of Ellis Point Subdivision then requested Mr. Mahlman to read from the Ordinance the permitted uses within Limited Industrial.

A natural buffer was then discussed. Mr. Mahlman stated that if the Planning Commission so wishes that another condition could be added to the above stating that the 25 foot setback has to be left in its natural state.

Mr. Mahlman explained that under conditional use permits, that if the conditions are met then the request can not be denied.

Motion was made by Mrs. Brown and seconded by Mr. Atkinson that this item be deferred until the next Planning Commission meeting in order that the purchaser of the property can be present to answer necessary questions and accept conditions. Mrs. Sellers then asked that the Commission go ahead and take action due to the contract expiring. Voting Aye for deferral: Mr. Atkinson, Mrs. Brown, Mr. Hicks and Mr. McCrary. Voting Nay: Mr. Counts and Mr. Driggers. Motion carried for deferral.

GC - 12 - 82

Request to rezone from MH Mobile Home Park and HC Highway Commercial to OC Office Commercial, a tract of land containing 21.74 acres fronting 322.17 feet on Carteret Road, approximately 163.77 feet from the intersection of Cypress Mill Road and Carteret Road.

Mr. Richard Brazell was present for discussion.

Mr. Mahlman stated that the above request is for the development of a commercial subdivision. The site plan was then submitted. He explained that this development would create approximately 40 commercial lots each having approximately 15,000 square feet or more in size. Principal access to this property will be from Carteret Road.

Mr. Mahlman then stated that the staff recommends approval.

It was noted that no one was present to object.

Motion was made by Mr. Hicks, seconded by Mrs. Brown and unanimously adopted to recommend approval of the above request.

GC - 14 - 82

Request to rezone from R-6 One-Family Residential to GC General Commercial, a tract of land containing 0.16 acres fronting 41.85 feet on the north side of Arnold Road approximately 550 feet west of the Ocean Boulevard and Arnold Road intersection.

Mr. Pat Garner was present for review.

Mr. Hicks abstained from discussion and action due to a conflict of interest.

Mr. Mahlman pointed out that the subject property is unique in size and shape. He stated that the subject lot lies adjacent to a Georgia Power sub-station to the east and adjacent to a single-family home to the west. He explained that a frame building now sits on the site and appears to be used for private storage, no business license is issued for the site.

Mr. Mahlman explained that the existing land use and zoning on the road is predominately residential. However, to the southeast is Limited Industrial, to the east is Local Commercial and to the west is General Commercial. He stated that the property is extremely narrow and not well suited for development as a commercial use because of the lot configuration and frontage. He pointed out that Arnold Road is only a 20 foot right-of-way.

Mr. Mahlman stated that he feels that the area should be maintained as single-family residential to minimize traffic congestion, therefore he recommended denial.

Mr. Dick Ludlow stated that the St. Simons Water and Sewer Plan will require an easement along Arnold Road. Mr. Garner stated that this easement would be granted by the property owner, Mr. John J. Miller.

Mr. Garner stated that the subject property is not suitable for single-family residential use. He stated that he feels the subject rezoning would be an ungrading of the property.

Motion was made by Mr. Driggers and seconded by Mr. Counts to recommend approval of the above request, in that the subject property is not desirable for residential use. It being noted that the owners will provide a 15 foot construction easement and a 5 foot permanent easement to the St. Simons Water and Sewer District. Voting Aye: Mr. Atkinson, Mrs. Brown, Mr. Counts, Mr. Driggers and Mr. McCrary
Abstaining from Voting: Mr. Hicks

GC - 15 - 82

Request to Amend the PD-R Planned Development - Residential Master Plan (GC-15-72) for the development of Manufactured Housing, on a tract of land containing 11.14 acres fronting 1,022.14 feet on the north side of South Palm Drive, approximately 305 feet west of the South Palm Drive and U.S. Highway 17 intersection.

Mr. Steve Ellis and Attorney Tom Dickey were present for discussion of the above request.

Mr. Mahlman explained that the applicant is seeking an amendment to an existing planned development to permit the development of 62 manufactured homes. He pointed out that the existing permitted development would allow for 136 townhouse units.

Mr. Mahlman then stated that the applicant has submitted a master plan with the proposed subdivision layout showing 62 lots each with a minimum of 6,000 square feet on paved roads. Each of the members were given a copy of the proposed development standards outlined in the zoning text. An explanation of the term "manufactured housing" was then discussed. Mr. Mahlman explained that this would be an introduction of something different. He stated that the manufactured homes within this development will meet the standards to look like a single-family home. It being noted that the staff report given to the members prior to this meeting outlined "manufactured housing" in detail.

Mr. Hicks expressed concern as to whether these type units would have to pay taxes as a single-family home does. Mr. Mahlman stated that he would check into this matter.

Attorney Tom Dickey stated that these units will be priced under \$40,000. He stated that he feels this will be an asset to this community.

Mr. Mahlman explained that if the above amendment is approved, the applicant will then process a preliminary and final plat prior to development meeting the same requirements for a single-family subdivision.

Mr. Mahlman then suggested that the zoning text be amendment to read - All utilities will be installed underground.

Mrs. Brown stated that she feels something like this is needed. She then pointed out that this proposed development would be a decrease in the density. Thereupon she made a motion to recommend approval of the above request, zoning text dated February 1982 and master plan dated February 10, 1982, subject to the zoning text being amended to read that all utilities will be installed underground. Motion was seconded by Mr. Atkinson and unanimously adopted.

SR - 1 - 82

Amendments to the Glynn County Subdivision Regulations regarding Paving Requirements

Mr. Mahlman explained that at the Planning Commission's meeting of November 3rd, 1982, the Commission adopted a motion to recommend approval of the following amendment to the Subdivision Regulations:

Section 802. Waiver of Paving Requirements. The paving requirements of this Ordinance shall be waived at the request of the subdivider for subdivisions containing twenty-five (25) lots of less with the same area not being subject to further subdividing. If the property is located within the Urban Service / Tax District the final plat and property deed to each lot shall contain the following language - "The property herein conveyed abuts on a private street which shall not be maintained by Glynn County nor receive urban services except

emergency rescue, police and fire protection. Street maintenance shall be provided by the developer or a legally established and officially recognized homeowners association".

Mr. Mahlman stated that the Planning Commission's recommendation for approval was forwarded to the County Commission for consideration, at that time the County reviewed and discussed the matter in detail. He stated that the following items, now written in subdivision language and amendment form, were considered by the County.

Section 602.2 General Provisions

Reads -

- g) Permanent Dead-End Streets: Dead-end streets, designed to be permanent cul-de-sacs shall not be longer than eight hundred (800) linear feet and shall be provided at the closed end with a turn-around having an outside paving edge radius of not less than forty (40) feet wide and not greater than twenty-eight (28) feet, and a right-of-way radius of not less than fifty (50) feet, except where such street serves two (2) lots or less.

Add the following sentence - The paving edge equivalent for unpaved streets is ten (10) feet right and left of the roadbed centerline.

To Read -

- g) Permanent Dead-End Streets: Dead-end streets, designed to be permanent cul-de-sacs shall not be longer than eight hundred (800) linear feet and shall be provided at the closed end with a turn-around having an outside paving edge radius of not less than forty (40) feet wide and not greater than twenty-eight (28) feet, and a right-of-way radius of not less than fifty (50) feet, except where such street serves two (2) lots or less. The paving edge equivalent for unpaved streets is ten (10) feet right of left of the roadbed centerline.

Section 602.2 General Provisions

Add the following:

- o. Distance between reverse curves:

Major	Minor	Collector	Minor
<u>Arterial</u>	<u>Arterial</u>	<u>Street</u>	<u>Street</u>
100 ft.	100 ft.	100 ft.	75 ft.

- p. Minimum street centerline elevation (MSL):

Major	Minor	Collector	Minor
<u>Arterial</u>	<u>Arterial</u>	<u>Street</u>	<u>Street</u>
8.0 ft.	8.0 ft.	7.5 ft.	7.5 ft.

- q. Drainage: Curbs, inlets, swales, ditches, pipes, etc. shall be engineered and constructed as required to accommodate storm water run-off quantities. The development engineer shall submit calculations and elevations which support the proposed improvements. See Section 705.2 for material requirements for pipe culverts.

- r. Removal of Trees: Trees may be retained in the right-of-way provided that the nearest edge of the trunk is not closer than eight (8) feet from the paving edge (or 18 feet from the centerline of an unpaved street) provided additional right-of-way or easement shall be provided if needed to allow the construction and maintenance of proper ditches. Exceptions from the eight (8) foot requirement may be made for specimen or unique trees. Vertical clearance of all limbs shall be sixteen (16) feet above the roadbed surface. Where the right-of-way width is enlarged

or widened to accommodate landscaping, screening or specimen trees, the amount in excess of the required right-of-way may be used in the computation of open space in that subdivision.

- s. If required by the Glynn County Soil Erosion and Sedimentation Control Ordinance, effective date April 21, 1977, a plan shall be submitted at the time of filing the preliminary plat and a Soil Erosion Permit obtained from the Building and Zoning Inspector prior to beginning construction.

Section 602.3 Design Standards for Streets:

Delete this Section entirely, to be substituted with the following -

Section 602.3 Design Standards for Unpaved Minor Streets: All unpaved minor streets that require ditches for proper drainage (see j below for streets that do not require ditches) shall be designed and constructed in accordance with the following minimum specifications and standards:

- a. Minimum right-of-way required where roadway ditches are required shall be 60 feet, 30 feet right and left of centerline.
- b. Roadbed width shall be minimum width of 30 feet, 15 feet right and left of centerline with a minimum crown or 6 inches to center line. All roadways shall require a front slope with a minimum ratio of 3:1. Roadway ditches shall consist of a minimum width of 36 inches. All back slopes where required will consist of a minimum slope ratio of 2:1.
- c. All roadways shall be compacted to minimum 95% standard proctor density.
- d. Tests for compaction shall be located no more than 500 feet apart and staggered to right and left and on centerline.
- e. Soil Stabilization - Stabilized soil mixtures lend themselves readily to the process of "stage construction" which involves the gradual improvements of the individual units of a road system as the demands of traffic increase. Thus, a properly constructed soil mixture may function briefly as a wearing surface, receive a thin bituminous surface treatment as traffic increases and eventually serve as a support base for an asphalt pavement which will serve a heavier volume of traffic.
- f. Roadbed Stabilization Requirements - The top 6" of all unpaved county roads shall require stabilization with a blended mixture of suitable select soil materials and limerock or granite stone at a minimum rate of 200 lbs. of some per square yard. Minimum stone size of #8.
- g. Drainage Culverts - All drainage culverts for unpaved county roads shall be of material specifications according to the Department of Transportation, State of Georgia. This is required due to ditch maintenance activity. Also a minimum of 1' - 0" cover on all pipes.
- h. Grassing Requirements - As determined by the County Engineer or as required by the Glynn County Soil Erosion and Sedimentation Control Ordinance.
- i. All unpaved county roads that tie into paved roads shall require ramp paving of a minimum of 22 foot width and 24 foot length in accordance to minimum paving requirements of Subdivision Regulations.
- j. Other streets that do not require roadway ditches shall comply with all requirements except that of ditch widths and back slope regulations. These roadways may be constructed on 50 foot right-of-way widths.

602.4 Design Standards for Paved Streets: All paved streets shall be designed and constructed in accordance with the following minimum specifications and standards:

<u>Design Element</u>	<u>Major Arterial</u>	<u>Minor Arterial</u>	<u>Collector Street</u>	<u>Minor Street</u>
a. Minimum Right-of-Way Width	100 ft.	80 ft.	60 ft.	50 ft. ¹
b. Minimum Pavement Width				
2-lane single	24 ft.	24 ft.	22 ft.	20 ft.
2-lane divided		12 ft.	11 ft.	10 ft.
4-lane single	48 ft. ²	44 ft. ²		
4-lane divided	24 ft. ²	22 ft. ²		
c. Width of Shoulder	10 ft.	10 ft.	8 ft.	6 ft.

¹ Minimum right-of-way width for streets may be reduced to fifty (50) feet for collector streets, and forty (40) feet for a minor street by providing curb and gutter on each side of the paving edge or inverted crown with a proper design and installation of catch basins, drop inlets and pipe culverts to provide for storm water run-off.

² The developer will be required to pave only two (2) lanes unless the increased design traffic volumes generated by the development will exceed the two-lane capacity within one year. Acceleration, deceleration, and turning lanes will be required where it is determined to be necessary by the County Engineer.

d. County-wide Minimum Paving Requirements:

Stabilized Subgrade - The top 6 inches of the subgrade shall be computed to 95% standards proctor density. All embankment shall be placed in 6 inch layers compacted to 95% standard proctor density. Tests for compaction shall be located no more than 500 feet apart and staggered to right and left and on centerline.

Pavement Structure Design - The pavement structure shall be designed in accordance with the American Association of State Highway Transportation Officials' interim guide specifications, the Asphalt Institute Manual Series No. 1 (MS-1) August 1979, or any equally acceptable engineering design method except the minimum thickness shall be as shown below:

Base Course - Minimum thickness of five and one-half inches of crushed limerock or graded aggregate, or a sufficient thickness of other material to provide an equivalent total structural number value, shall be required for all streets except minor streets which may be a minimum of four (4) inches. Tests for thickness and compaction to be located no more than five hundred (500) feet apart staggered to right and left and on centerline.

Surface Course - Flexible asphaltic concrete type pavements minimum thickness 1.5 inches (Ga. DOT "E" or "F" Mix). Portland cement concrete type pavements with a minimum thickness of six (6) inches.

Prime - All bases shall be primed with a suitable grade of bituminous prime at the rate of 0.15 to 0.30 gallon per square yard and cured a minimum of three (3) days under traffic before the surface course is placed. Areas subject to picking-up shall be sanded with a blotter sand before traffic is allowed on it.

Note: All materials and construction to conform with Georgia DOT Standard Specifications, the latest edition.

Section 602.4 Lanes to be amended to be Section 602.5 Lanes

Section 704.1 Final Plat Requirements

Reads -

1. Statement by owner dedicating streets, rights-of-way, easements, and any sites for public use when applicable. Such dedications must be formally accepted by the Commissioners of Glynn County before such dedications shall be binding on the County. Subdivisions proposed for waiver of paving shall include the following statement on the final plat: "The Glynn County Board of Commissioners will not assume any obligation for paving or surfacing any unpaved local street shown on this plat".

To Read -

1. Statement by owner dedicating streets, rights-of-way, easements, and any sites for public use when applicable. Such dedications must be formally accepted by the Commissioners of Glynn County before such dedications shall be binding on the County. Subdivisions having unpaved streets shall include the following statement on the final plat: "The Glynn County Board of Commissioners will not assume any obligation for paving or surfacing any unpaved local streets shown on this plat".

Mr. Hicks stated strong objection to amending the Subdivision Regulations to allow dirt roads.

Several developers and representatives from road construction firms were present for discussion. Their main objection was to having lime rock base, they felt that if a dirt road is allowed that it should be constructed as just a dirt road and that lime rock is not needed.

Following discussion, a motion was made by Mr. Hicks that this matter be deferred until such time as public input can be obtained. Mr. McCrary stated that he feels the subject amendments to be a step backwards and seconded the motion for deferral until a recommendation can be obtained from Mr. Brogdon, County Engineer. A vote was then taken on the motion for deferral. Voting Aye: Mr. Hicks and Mr. McCrary Voting Nay: Mr. Atkinson, Mrs. Brown, Mr. Counts, and Mr. Driggers. Motion failed to carry.

A motion was then made by Mr. Counts and seconded by Mr. Driggers that the subject amendments be recommended for approval subject to the following changes - Striking 602.3 e and 602.3 f and 602.4 Minimum Pavement Width for 2-lane single on minor streets remain at 18 feet and for 2-lane divided remain at 9 feet. Voting Aye: Mr. Atkinson, Mrs. Brown, Mr. Counts, Mr. Driggers and Mr. McCrary. Voting Nay: Mr. Hicks

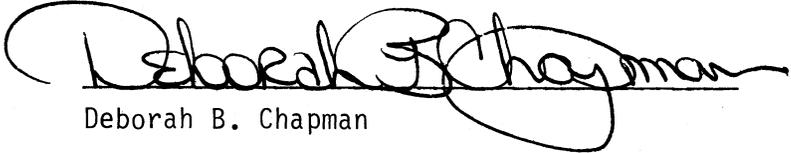
Mr. Mahlman explained that a Flood Damage Prevention Ordinance for the City of Brunswick and Glynn County needs to be adopted. It being noted that each member was furnished a copy of the proposed ordinances prior to this public hearing for their review.

Mr. Mahlman stated that the City and County are already under the Emergency Program and have been for 6 to 7 years. He stated that in order for the City and County to receive Federal funding that areas within the

100 year flood plain must adopt an ordinance by April 3, 1982. He stated that if these requirements are not met neither the City nor the County will be in the program and no one would be eligible for flood hazard insurance.

Following review and discussion, a motion was made by Mr. Counts, seconded by Mr. Driggers and unanimously adopted that the City Flood Damage Prevention Ordinance and County Flood Damage Prevention Ordinance be recommended to the respective Commissions for adoption.

Meeting Adjourned at 11:45 a.m.


Deborah B. Chapman