

BRUNSWICK - GLYNN COUNTY JOINT PLANNING COMMISSION

AUGUST 3, 1982 9:00 a.m.

Present: Gerald Atkinson  
Margaret A. Brown  
George Counts  
Harry I. Driggers  
Bill Hicks  
Dennie McCrary

Absent: W. W. Crosby

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

Due to Vice Chairman Crosby's absence, Mrs. Brown chaired the meeting. Mrs. Brown called the meeting to order and the invocation was given.

B - 6 - 82

Request to rezone two parcels of land, with a total of 6.3 acres, as follows: Tract A - From HC Highway Commercial to GR General Residential, 3.7 acres located at the corner of Norman Street and Parkwood Drive with frontage of 300 feet on Norman Street;

Tract B - From HC Highway Commercial and BI Basic Industrial to GR General Residential, 2.6 acres lying immediately south of Tract A, in the City of Brunswick

Mr. Albert Shelander, applicant, was present for review.

Mr. Mahlman explained that this request is to rezone a part of the former Glynn Concrete Property on U.S. Highway 17. He pointed out that the site contains 6.3 acres to the east of U.S. Highway 17, between Norman Street and Dupree Creek, with the northern 3.7 acres being the present site of St. Marks Towers. He explained that the owners, Shell Company Trust and St. Marks Towers, Inc., wish to change the zoning on the existing Towers site and the 2.6 acres to the south for the anticipated construction of a second phase of the residential development.

Following discussion, a motion was made by Mr. Counts and seconded by Mr. Driggers to recommend approval of the above request. Voting Aye: Messrs. Atkinson, Counts, Driggers and Hicks. Abstain from Voting: Mr. McCrary.

GC - 32 - 82

Request to rezone from R-9 One-Family Residential to GC General Commercial, an irregularly shaped tract of land containing 9 acres being located at the northeast corner of Scranton Road and F-009 Spur, being bound on the north by Goodbread Road (frontage of 123 feet), south by Scranton Road (frontage of 50 feet), east by Kinstle Subdivision and west by F-009 Spur (frontage of 1,211 feet)

Mr. Steve Lightbody, developer, was present for review.

Mr. Mahlman pointed out that the subject property is across the street, Scranton Road, from the proposed mall development.

Mr. Mahlman explained that the developers wish to rezone the subject property for multi-use commercial facility consisting of a private fitness club, restaurant, office and related uses. He pointed out that the proposed concept plan shows access only from Scranton Road with all commercial development oriented towards the spur with landscaped buffers along all property abutting residential zoning. It was noted that site plan approval is not required under the zoning classification of General Commercial.

Mr. Bob Kaleski, property owner in Bel Air Subdivision, was present to express support of this development. Also present in support was Mr. Don Patterson.

Mrs. Francis German, adjacent property owner within Kinstle Subdivision, was present to express objection.

Mr. Mahlman pointed out that the other two corners of this intersection are zoned commercial, the northeast quadrant zoned Highway Commercial in 1977, and the southeast zoned General Commercial this year as part of the mall development.

Following discussion, a motion was made by Mr. Hicks, seconded by Mr. Atkinson and unanimously adopted to recommend approval of the above request.

---

GC - 33 - 82

Request to rezone from GI General Industrial to FA Forest Agricultural, a tract of land containing 21.33 acres being a portion of the Hautala Tract bound by the Southern Railroad, proposed Perry Lane Road Extension, and Glynn County Landfill

Mr. George Skarpalezos, developer, was present for review.

Mr. Mahlman explained that this request is in conjunction with a previous rezoning request located in the area of Dixon Swamp/Hautala Tract. He stated that this 21 acre tract is to be part of a 264 acre development to be known as Ridgewood Plantation. He stated that the vacant property, adjacent to the railroad tracts, is zoned General Industrial, in that the

developer had originally planned to retain this property in an industrial zoning category however due to limited road access, etc. it is felt that residential use would be more feasible.

Thereupon, a motion was made by Mr. Driggers, seconded by Mr. McCrary and unanimously adopted to recommend approval of the above request.

---

GC - 34 - 82

Request to Revise and Amend the Golden Isles Marina Planned Development General Zoning Text and Master Plan

Messrs. James B. Gilbert, Jr., Dick Pipe and Steve Gardner were present for discussion.

Mr. Mahlman explained that the above request is for revising and amending the Golden Isles Marina Planned Development Zoning Text and Master Plan not site plan approval for construction.

Mr. Mahlman then gave background information and pertinent information as outlined in the staff report as follows:

The Golden Isles Marina is requesting the amendment of their planned development general zoning to revise their master plan to expand their present operation. The revision would relocate certain approved uses and enlarge their operation to add a 66 room boatel and 25,000 square feet of shops, storage and offices, with 440 parking spaces.

In 1974 (GC-16-74) the County Commission approved the rezoning of 16.3 acres from Conservation Preservation to PD-G Planned Development - General. This approval included small shops, shower facilities, and a bar and grill primarily for boaters. One year later, on May 1, 1975, the County Commission approved a revision to the original plat for a restaurant and a 30 room boatel somewhere within the complex. In addition deceleration and acceleration lanes were to be constructed at the entrance.

Finally on August 4, 1979 (GC-25-79) the Marina owners received approval to relocate the wastewater treatment facility, to add a raw bar, office, shops and boat storage facilities.

At this time, the applicants are establishing specific size and location plans, as well as types of uses to be added. The zoning text, dated July 1982, provides a list of permitted uses, mostly marine oriented. Also it outlines the proposal for 66 lodging rooms to be marketed as a condominium hotel. The definition limits the use of the sleeping rooms with dining and cooking facilities to transient lodings. The proposed location of the boatel is on a natural hammock at the southern end of the tract.

The owners hired the engineering consulting firm of Thomas & Hutton to investigate the impact of the proposed development and increased traffic on the Causeway, this is dated July 26, 1982. Their investigation recommends the construction of two additional lanes on the causeway at the entrance of the marina.

The owners of the marina requested that the Georgia DOT conduct a study of turning movements into and out of the marina. These numbers were subsequently examined by the applicant's consultant, Thomas & Hutton. The consultant reported that marine-orientation of the development and the traffic peaks of the marina, restaurant, boatel, etc. would not conflict with daily commuter traffic on the causeway.

The marina owners now have approval for 30 boatel rooms and are asking to increase that number to 33 units each with a kitchenette. These units would be convertible making 66 lodging rooms. These units are to be available primarily to the boating public and therefore not promoted to automobile traffic so not to induce motorists coming from the causeway.

Another feature of the boatel is that lodging is to be transient and not permanent. A restrictive covenant will discourage permanent residency. Because of the limited ingress and egress to the site, low elevation and susceptibility to flooding Lanier Island is decidedly unsuitable for residential development.

The proposed addition of shops, offices and storage are to be primarily marine-oriented and for the convenience of visitors to the site. The findings of the consulting engineer stressed the assumption that users would already be on the island because of the boatel, marina, or restaurant, therefore reducing traffic. The zoning text clearly delineates the specific type of uses to be permitted, with a decided emphasis on marine-oriented.

One final issue is environmental. This involves the effect on the salt marsh. The proposed improvements should not use or harm the marsh. Dr. Marland, Georgia DNR, has expressed concern. Any new construction should be required to setback a reasonable distance from the marsh line in order to provide for access and maintenance to all structures without impinging upon the active marsh. This will be a site plan review item when the owners make application.

Mr. Mahlman stated that the staff recommends approval of the subject request subject to the following conditions: 1. The 33 unit (66 rooms) boatel be maintained and promoted as a boatel and limited as to length of residency by restrictive covenants. 2. The lowest inhabitable floor of all new structures shall have a minimum floor elevation of 11.5 MSL. In the event that this requirement causes the proposed roof line to exceed 35 feet, a variance to a reasonable height may be granted with site plan approval. All new structures shall have a minimum setback of 15 feet from the Marsh-Uplands Boundary Line. 3. No outdoor advertising or identification signs, with the exception of existing signs, shall be visible from

Torras Causeway. 4. As recommended by the consultant, the owners will bear the cost of construction of two additional lanes by Georgia DOT. More specifically these are, (a) a left turn lane for west bound traffic into the marina, and (b) an acceleration lane from the intersection west, be provided for marina traffic turning towards Brunswick. and 5. All development within this district shall require site plan approval by the Joint Planning Commission.

The above five conditions were then discussed. The applicants agreed with all the conditions but requested the minimum setback from the Marsh-Uplands Boundary Line be 10 feet instead of 15 feet. Mr. Mahlman stated that there was no objection. He then stated that also under the condition number 2 that a reasonable variance would be 2 or 3 feet.

Mr. Gilbert stated that the causeway plan has already been worked out by DOT to accommodate this proposed development of Lanier Island. He stated that the zoning text and master plan submitted today will outline their plans clearly. He stated that inasmuch as the waterway has been changed, due to the widening of the causeway, the marina needs something to attract the boaters to Lanier Island therefore the condominium hotel is a needed addition.

Following discussion, a motion was made by Mr. Hicks, seconded by Mr. Atkinson and unanimously adopted to recommend approval of the above request, subject to the following conditions:

1. The 33 unit (66 rooms) boatel be maintained and promoted as a boatel and limited as to length of residency by restrictive covenants.
2. The lowest inhabitable floor of all new structures shall have a minimum floor elevation of 11.5 feet MSL. In the event that this requirement causes the proposed roof line to exceed 35 feet, a variance to a reasonable height may be granted with site plan approval. All new structures shall have a minimum setback of 10 feet from the Marsh-Uplands Boundary Line.
3. No outdoor advertising or identification signs, with the exception of existing signs, shall be visible from the Torras Causeway.
4. As recommended by the consultant, the owners will bear the cost of construction of two additional lanes by Georgia DOT. More specifically these are - a) left turn lane from west bound traffic into the marina, and b) an acceleration lane from the intersection west, be provided for marina traffic turning towards Brunswick.
5. All development within this district shall require site plan approval by the Joint Planning Commission

Included in this approval is the Zoning Text dated July 1982 and the Master Plan dated July 20, 1982.

Preliminary Plat of Ridgewood Plantation

Mr. George Skarpalezos, developer, was present for review.

Mr. Mahlman explained that the Planning Commission does not have all the technical information to make a recommendation on the above subject plat. He stated once the information is submitted and it meets the subdivision requirements then a recommendation of approval should be made. He stated that he feels Perry Lane Road is the main concern and question. He stated that he does not feel that enough information has been obtained to take action today. He stated that it is necessary to make sure that Perry Lane Road is going to be built as the main access not Northwood Drive.

There were several objectors present from Northwood Estates Subdivision. They objected to Northwood Drive being used as a through street to serve this development. Mrs. Hunter stated that they want Northwood Drive to be a dead-end street.

It was the concensus of the Planning Commission that this item be deferred until the next Planning Commission meeting in order that the necessary information can be obtained.

---

Public Delegations -

Mr. Bill Kirby, developer of Island South Subdivision, was present regarding amending the Zoning Ordinance in that he feels the Ordinance controls ownership of property as well as controlling density, land use, etc. He stated that he feels the Ordinances (Glynn County Zoning Ordinance and Glynn County Subdivision Regulations) should be amended and requested the Planning Commission to consider such amendments as necessary.

---

Upon a motion made by Mr. Atkinson and seconded by Mr. Driggers the Minutes of July 13, 1982, were unanimously adopted.

---

Each of the members were given a copy of the 1982/83 Capital Improvements Program for their review.

---

Mr. Mahlman informed the Planning Commission that plans were being made for Ms. Deborah Chapman, Zoning Administrator, to attend a Zoning Administrator's Workshop at the University of Georgia on August 9 - 12. He also informed them, if no objections, of his plans to attend the APA Southeast Regional Conference in Knoxville, Tennessee, in September.

---

Meeting Adjourned at 10:30 a.m.



