

MINUTES
ISLANDS PLANNING COMMISSION
CALLED MEETING
MAY 22, 2012 - 9:00 A.M.
The Casino Bldg, 530 Beachview Drive, SSI

MEMBERS PRESENT: John Dow, Chairman
Stan Humphries, Vice Chairman
Preston Kirkendall
Patricia Laurens
William Lawrence
Desiree Watson

ABSENT: Paul Sanders

STAFF PRESENT: David Hainley, Community Development Director
Paul Forgey, Planning Manager
Iris Scheff, Planner III
Janet Loving, Administrative Assistant

Chairman Dow called the meeting to order and the invocation was given, followed by the Pledge of Allegiance. He then gave a brief recap of the rules, voting procedure and audience participation in discussing agenda items.

ZM2376 Yacht Club Tract, Revised

Consider a request to rezone from PD, Planned Development Zoning District to PD, Planned Development Zoning District by revising the planned development text for Yacht Club Tract, a 15.442 acre property. The Yacht Club Tract is located along the eastern bank of the Frederica River, just south of the F.J. Torras Causeway, on St. Simons Island, Georgia. The purpose of the rezoning is to allow for a less dense development option. Parcel IDs: 04-15788 and 04-15821. Bill Edenfield, agent for C.T. Graham, Yacht Club, LLC.

Mr. Bill Edenfield and Mr. Vassa Cate were present for discussion.

As reported by staff, the Islands Planning Commission met on May 15, 2012 to consider the Planned Development proposal for adding the single-family use to the uses already allowed in the Yacht Club Tract Planned Development Zoning District. At the meeting, there was discussion resulting in request that the applicant put in writing within

the proposed Planned Development Text some of the discussion points. The Commission expressed concern that based on the proposed text, partial single-family residential development would not preclude the development of the full commercial and multi-family residential array of uses.

The revised Planned Development Text includes a cap of a maximum of 40 residential lots if the project is subdivided and developed as solely single-family detached or ‘traditional’ residential, with a formula to exchange/deduct remaining density if the property is developed as a hybrid (mixed single-family, multiple family, and commercial uses).

Traffic count comparisons were also discussed. It is predictable that hybrid traffic generation estimates would fall between the two estimates on the chart, because the lower density of single-family at 10 traffic trips per day per dwelling would reduce traffic generation overall, illustrated with its components in the left hand column. The reduced traffic generation effect is the reason the rezoning proposal is recommended for approval by planning staff.

Note that no matter which option is developed, or what proportions of uses, commercial, hotel and marina, site plan review by the Planning Commission is required per Section 723 of the Glynn County Zoning Ordinance to ensure the adopted regulations of the Planned Development are followed.

Access will be from Torras Causeway, as it was for the existing approved Planned Development. Engineering staff will review at the site development phase for Yacht Club Tract.

The following table contains estimated traffic counts for currently allowed uses, as compared to estimates of traffic generation for the single-family use being requested, as the sole use. A “hybrid” or mixture of commercial, hotel, multiple family, townhouse, and single-family as noted in the handout at the May 15th meeting is not represented due to the potential variety in combined uses along with an unknown factor of land portion consumed by each potential use.

Existing PD	ADT	PD Single-family Sole Use	ADT's
110 dwelling units	1,100 ADT's	40 lots	400 ADT's
100 room hotel	800 ADT's	No hotel	0 ADT's
30,000 sf. Commercial	1,320 ADT's	No Commercial	0 ADT's
Total Est. Daily Trips	3,220 ADT's		400 ADT's

Estimates are not given for marina uses; however, 3 trips per berth per day is the formula to estimate marina traffic trip generation, according to “Trip Generation Rates, Plots and Equations,” 7th Edition, Institute of Transportation Engineers.

Ms. Scheff stated that staff recommends approval of **ZM2378**, to rezone from the current PD Planned Development to a revised PD Planned Development of the property consisting of 15.442 acres, amending the text to add the single-family detached residential use and other criteria for the property known as the “Yacht Club Tract” fronting on the Torras Causeway. (The “*Findings of Fact*” remain the same and are contained in the May 15th Minutes.)

During a brief presentation, Mr. Edenfield pointed out the revisions that were discussed at the May 15th IPC meeting that are now included in the amended text. These were also included as part the staff’s presentation. Ms. Desiree Watson thanked Mr. Edenfield for including the architectural review concerns.

Chairman Dow had questions about the outside wall of Kings Way being included in the text as an irrigated landscaped buffer. Mr. Edenfield agreed to amend the text accordingly.

During the public comment portion of the hearing, Mrs. Francis Allen asked the Commission to consider the traffic problems which could be caused by making a left hand turn from Kings Way or on to Kings Way either into or out of the development. Mr. Edenfield stated that traffic is a significant issue which is why they’re proposing the tool to alleviate this problem, pointing out that property access would be right-in/right-out only via one way streets.

There was no one present to speak in favor of or against this request. The remainder of the discussion was focused on disclosing the name of the owner.

Mr. Humphries asked Mr. Edenfield who is LLC. He stated that it is disingenuous to not know who you’re working for. Chairman Dow told Mr. Edenfield that he didn’t have to disclose the name of the owner. He then asked Mr. Hainley if Mr. Humphries is entitled to an answer. Mr. Hainley stated that there is a limited amount of interest with respect to staff. There is no debt on the property. He explained that for a PD zoning the owner/developer has to demonstrate that he has the ability to complete the project in accordance with the PD Text and in a timely manner. Mr. Edenfield stated that from a financial prospective, there is no mortgage, no debt, and the principal investor wants to remain anonymous. He stressed that this is the first time that he has ever been challenged; however, he would prefer not to reveal the owners’ name.

Mr. Humphries stated that “this property is the front door to our community,” and he does not like approving “a pig in a poke.” He feels that the Commission should know who the owner is and what he can do. Mr. Kirkendall pointed out that the same person may not own the property when it is actually developed. The property has changed hands since the original PD Text was written and approved. Mr. Edenfield stated that it is difficult not to answer because the owner doesn’t want to be uncooperative; he just doesn’t want to be identified. Mr. Vassa Cate stated that the owner is a financial partner and by saying his name won’t make a difference. Therefore, he stated that the owners’ name is Steve Bean.

This ended the discussion. Afterward, a motion was made by Mr. Preston Kirkendall to recommend approval of **ZM2376** to rezone from the current Planned Development to a revised Planned Development of the property consisting of 15.442 acres, amending the text to add the single-family detached residential use and other criteria for the property known as the “Yacht Club Tract” fronting on Torras Causeway, and to include an irrigated landscaped buffer on the outside wall of Kings Way. The motion was seconded by Ms. Desiree Watson. Voting Aye: Mr. John Dow, Mr. Preston Kirkendall, Ms. Patricia Laurens, Mr. William Lawrence and Ms. Desiree Watson. Voting Nay: Mr. Stan Humphries.

There being no further business to discuss, the meeting was adjourned at 9:30 a.m.