

CHAIR
Jack Shuman
VICE CHAIR
Timothy Byler
ASST. VICE CHAIR
Lynn Pace
SECRETARY
Jeff Ricketson



COMMISSIONERS
Sarah Baker
Alonzo Bryant
Andrew Williams
Marshall Kennemer
Phil Odom
Durand Standard

February 24, 2017

The Liberty Consolidated Planning Commission met on Tuesday, February 21, 2017, in the Historic Courthouse, 100 Main St., Hinesville, GA. Jack Shuman, Chairman, called the meeting to order. A Motion was made by Durand Standard to accept the minutes from the January 17, 2017, meeting. Tim Byler seconded the motion. Motion passed unanimously. Chairman Shuman asked for a motion to accept the final agenda. A motion was made by Tim Byler and seconded by Durand Standard to accept the agenda. Motion passed unanimously. The public was notified of the meeting and the agenda was posted in accordance with Georgia Law.

COMMISSIONERS PRESENT:

Marshall Kennemer
Lynn Pace
Alonzo Bryant
Tim Byler
Durand Standard
Phil Odom
Jack Shuman
Sarah Baker

ABSENT:

Andrew Williams

OTHERS PRESENT:

Jeff Ricketson, Executive Director, Secretary
Abe Nadji, Engineering Director
Kelly Wiggins, Executive Assistant
Gabby Hartage, Zoning Administrator
Curles Butler, Inspector

Chairman Shuman asked the public to disclose prior to speaking at the podium if they had contributed more than \$250.00 to any elected official who would be voting on these zoning matters.

1.0 OLD BUSINESS (OPEN PUBLIC HEARING)

2.0 NEW BUSINESS

2.1 Consent Agenda Items (None)

2.2 Ordinances and Resolutions

3.0 REZONING PETITIONS AND OTHER ZONING RELATED ITEMS

3.1 Rezoning Petition 2016-031-H. Request by Dryden Enterprises, Inc., to rezone 158.05 acres of land, more or less, from R-1 (Single-Family Dwelling District) and R-3 (Single-Family Dwelling District) to PUD (Planned Unit Development District) for a single-family residential subdivision.

Gabby presented this rezoning petition to the Planning Commission. This subdivision will consist of 195 lots. Topi Trail and Meloney Drive will access the subdivision. The subdivision is to be developed in three phases of 65 lots each. The amenities for the development include a swimming pool, playground and 20 parking spaces. Over half of this parcel will be preserved as undisturbed wetland area. There are two categories of lot size. Small lots with a minimum lot area of 4500 square feet. In addition, large lots with a minimum lot are of 8250 square feet. The current flood map shows the areas that are in the flood zone, but later this year, in November, the area to the East will also be considered flood zone "A". The 100-year flood zone. There are several proposed detention ponds. The wetland area takes up over 83 acres. Developable acreage is 74 acres.

RECOMMENDATION: Approval with standard conditions.

Marcus Sack with P.C. Simonton and Associates came forward to speak on behalf of Mr. Dryden. Marcus stated there will be two lots sizes and pointed out to the Planning Commission the green space. Marcus indicated that the wetlands comprise 53% of the property. Marcus explained the wetlands have increased exponentially since the property was purchased several years ago. He explained that this design is exactly what a PUD is designed for. Marcus mentioned the traffic issue and stated that traffic is always a concern especially when you are building a development behind another neighborhood. Marcus stated that the LCPC staff conducted a traffic count on both Meloney Drive and Topi Trail. There were about 111 cars per day each way on Topi Trail and about 330 cars each way per day on Meloney Drive. With the new development, the traffic count should double. Chairman Shuman asked if this traffic count was conducted in a 24-hour time and Marcus stated that is correct. Marcus stated that speed is a concern too. Topi Trail is a long stretch of road but the traffic count indicated that most people were driving 34 mph. There was one car within the week time period of the traffic count that was doing 61 mph. Commissioner Pace asked if the large lots qualify as R1. Marcus stated that R1 is 20000 square feet per lot. Commissioner Pace asked why the decision for R3 rather than R1? Marcus stated we are requesting a PUD for the reasons I just mentioned. Chairman Shuman stated that right now this property is zoned R1 and R3. If we go to PUD, you are building R1 and R3 houses in there. Marcus stated that with the current zoning we could but around 160 lots in the area. Therefore, it increases by 35 lots if we are able to change to PUD. Commissioner Pace asked how Marcus decided where the smaller lots would be placed. Marcus stated that what they wanted to do was take advantage of the fairway that is located there. Marcus also stated that

you never put your smaller lots at the back of the development. It allows us to have to access roads to that area providing easier access. Marcus stated that they have not decided on their phases. They will get into that more when they get into the site plan. It will depend on the location of the pump station. Commissioner Pace stated that she drove down Meloney Drive and it is a narrow road. And when she got to the end of the road the houses are close together and most of the homeowners have two cars in the driveway and one on the grass and one on the curb. Commissioner Pace stated she had a hard time maneuvering through the parked cars to drive down the road. She stated that she does not see how that road can be used for the extra traffic and asked is that not affecting the homeowners now. Marcus stated that he was not sure if there was an ordinance that prohibits people from parking in the street but that is public right-of-way and that public right-of-way was put there so everyone would have the right to move about it in addition to having public utilities on it. Therefore, if one person is parking their car on public right-of-way and denying people access to others to move up and down that street, then I believe that is a problem. Commissioner Pace stated that when you say you are not going to affect the use of the property that is already there....Marcus stated that he would say that they are not effecting this development in a negative manner. If this development happens and those cars have to be moved honestly, I think that is a safer situation. If we are allowing ambulances and fire trucks to move up and down that street then I think everyone is safer. Chairman Shuman stated that Ms. Pace brings about good questions, but all we are discussing here today is the rezoning of the property. The rest of that will come later. Marcus stated that they definitely want the ability to use both roads. Chairman Shuman stated that the access is not part of the rezoning is it? Jeff Ricketson stated "no, but it is a factor." Chairman Shuman stated so all we are talking about is 190 houses verses 160 houses. Marcus stated that is correct. Commissioner Pace stated that she went through the zoning analysis and the adverse effect on nearby properties would definitely be affected, because of the people that live there now. They are on that road because I am guessing that is where they want to be. That is what I am guessing; I do not know these people. Marcus asked Commissioner Pace was that a question? Gabby stated that is more of a staff question. Commissioner Pace stated on the rezoning analysis number 4, would that be yes instead of no? Jeff Ricketson asked what the number 4 question is. Commissioner Pace read, "would it affect the usability of nearby properties?" Jeff Ricketson stated that our assessment of that is the proposed use of that is single-family residential and the existing use is single-family residential, so there is no conflict. Commissioner Pace stated, right on paper but if you drive down there and look, it is effecting it. Marcus added that it sounds as if the property Commissioner Pace is speaking of is public right-of-way. Commissioner Pace stated it is. Marcus stated that you are not affecting the property; you are using the right-of-way for what it was meant to do. Commissioner Pace stated, right, you are not affecting the property you are affecting the people. Commissioner Odom stated that this is changing a collector road, which is what the roads are... Commissioner Pace stated you are changing the use of the road,, Marcus stated, I am not sure I would consider them a collector. These all qualify as a residential street. Commissioner Odom stated that you are collecting the residents of this community and increasing the load on that road that was designed for that load. Marcus stated that is right. Commissioner Odom pointed out that

Meloney Road comes to a dead end. Marcus stated, let's talk about that for a second, it is not a cul-de-sac. It is the end of a street as if it was designed to be continued in the future, which it was. If you go to any subdivision, I think Gabby can speak to this, our typical road cross section in the City of Hinesville is a 60-foot right-of-way, 11-foot lanes with 24 inch curb and gutter. That is no different from what you see on Meloney Drive. Commissioner Odom stated that Meloney Drive is a flat 9-inch bevel. Marcus stated it is not a stand up curb it is what is called a roll back curb. Commissioner Pace stated that you always put your smaller lot and heavier traffic up front so I can see you keeping it at least R1 and having a very viable subdivision and philosophically that is what we should be doing with our subdivisions. Commissioner Pace stated that she would hold off on her other questions. Steve Wiggins came forward to speak on behalf of Cherokee Rose Country Club. Mr. Wiggins stated that he is a current member of the Country Club Board of Directors. Mr. Wiggins stated that he is looking forward to the new subdivision development because Cherokee Rose Country Club needs all the help it can get. I have looked at the financials for the club over the past 30 years and the average member at the country club is over sixty years of age. We feel like if there is an addition of 195 homes then the country club will have the possibility of the new homeowners becoming members of the country club. Mr. Wiggins stated that the advantage of having the development rezoned to PUD is that the developer has to maintain the entrance and upkeep.

Mr. Tom Ratcliffe came forward to speak about the development but stated he is not sure if he is for or against it. He just wants to make sure we are aware of the previous actions that took place before Mr. Dryden purchased the property. Mr. Ratcliffe stated that he bought his property on Topi Trail in 1975 and his deed called for a 30-foot dirt street. Mr. Ratcliffe stated that he has been there a good long time and we have a fair amount of experience as to what that growth means to us or may not mean to us. With Brittney Lane and all of the development that came with Pebble Creek we discovered in our anxiousness to get the road paved, we may have given up the ten-foot buffer that sat on the other side of our lots. Now at that point, and this is 1985, we created a separate company and when I say we, it was Kay Sweat, Bob Pirkle, Bobby Brown, and all of us who owned the lots on the opposite side of Topi Trail. We said you know we are not real anxious to have a development across the street from us. We were concerned deeply about what would be built across the street from us. We were concerned enough that we went to the bank and borrowed \$200,000 and bought those lots across the street from us. We didn't make that decision casually cause we knew that money would have to be paid back and we weren't real sure about that. Now the reality for us, and I tell you this story because I think it is sort of important for you to know, is that there came a time when we felt it was fairly important to us that there be restrictive covenants to that portion of Topi Trail South of where the Country Club sat. Mr. Ratcliffe passed out a copy of the covenants. Chairman Shuman asked what the covenants were for and Mr. Ratcliffe stated if you look at the rear of that paper, you will find a triangle at the end of lot 14 of Pebble Creek. Now that was not to be a developed lot. I would have to show you what Pebble Creek looked like, but if you accept my word there were 14 lots and this little triangle. The purpose of these covenants was to restrict. There were to be only 60 lots

connected to Topi Trail. And if you read in the body of that deed, that was a blanket restriction of the original draft and it was negotiated at that time. The persons that owned the property were Mr. Osteen, Mr. Jones, Mr. Linton and Mr. Harper. They were not interested in having a larger number. We settled upon 60 lots being the limit that could be connected to Topi Trail. Now I felt like at that point in time, we had ended the discussion. They were to be R1 lots if you take a moment and read the covenants you will see that the lots that were to be connected to Topi Trail were to be R1 lots and were to be essentially the same covenants that were in the Country Club. Now as I said until last week, I thought that was where it sat. Then I discovered, as some of you who are members of the country club will remember, that there was a time that we had a fire. There was some reach out done to create, to have the development authority issue bonds for the purpose of building a new clubhouse for the country club. In 1987, I did not realize, but you will find that when the club conveyed the property to the Development Authority in order to use that vehicle. You see the deed is signed by Bill Veross who was the chairman of the Development Authority who had the effect of selling the 4/10 of an acre that buffered, go back to your first plat, and you will find that the Country Club bordered that little triangle. That is how most of us saw that connection to Topi Trail being limited to 60 lots. (inaudible) I am not real sure whether the club got the benefit of that sale. I don't know about that. You will have to tell me, but I do know who got the benefit of that sale; the very people we contracted with to limit number to 60 lots and to limit those lots that would be connected to Topi Trail. They should benefit and that is 4/10 of an acre, then disappeared. But I think it's now resurfaced, but I am not real sure about that. But let's assume for the sake of discussion that it's resurfaced, and now what can be the extension of Topi Trail is everything that is South of Frances Roberson's front yard, which also had to at some point, be transferred by the country club. Those of you who know the golf course well know that the number 10 green and the extension of that was to a right angle. When you look at the original plat, I do not think I made copies of this, but I can allow you to just pass this around. You will get a good feel that is the Topi Trail turn; this is the little piece that belonged to club, and this is the triangle that was subject to that covenant so at that point the Eastern line of what was then Topi Trail, the South line of it was a square, a right angle to the Country Club. You guys may be able to see where that original triangle was. Chairman Shuman asked where that is on the paper. Gabby pointed out that it was the yellow portion of the paper. What Mr. Wiggins offered you was a valid point but it would seem to me that there would be a way for the club, working with Mr. Dryden to find a way to use Cherokee Trail and Topi Trail to connect the major block of land that is now zoned R1 to the Country Club. That might be a solid project and a good plan, both for the club and for the developer. I do not think the details of that are in front of us tonight. I do not think the details of that have been worked out. But what we're doing is taking that old 60 lots that are R1 and throwing them into a PUD. But I realize that it rotates the density to a different position on this property. Chairman Shuman stated part of this property is R3 also. Mr. Ratcliffe stated that he understood that. Mr. Ratcliffe stated that when he looks at this plan, everything is going to connect to Topi. Because the Commissioner just persuaded me, that Meloney is not going to be the traffic gathering. Mr. Ratcliffe asked if he could see the plan again. If you look at this plan all of the flow of the traffic can exit easily onto Topi. It

is the straightest shot. Straighter and less difficult than coming down Meloney. Now your intent is no doubt because we put in the Wal-Mart Neighborhood Market and with it came a red light, which is at the other end of what is now Meloney. If the traffic could be controlled, if there is a way to cause that traffic to go back to that red light or if you are open to splitting this or cul-de-sac some way and force it splitting the traffic literally into two different access points or if the club were open to look at how to actually access Cherokee Trail which would perhaps cause some discussion to go on with the club about how you replace the number 10 hole and actually bring the road in there and rebuild that hole. Chairman Shuman asked what road he was talking about. Mr. Ratcliffe asked if he remembers where the end of Cherokee Trail is. Chairman Shuman stated he does. Mr. Ratcliffe asked what prevents the club from allowing the connection of this development to be Topi Trail and Cherokee Trail. Chairman Shuman stated so in other words have three roads is what you are saying. Mr. Ratcliffe stated yes, three roads. It would take a little work. Figure out where the cart shed will be relocated and you might have to figure out how to rework the number 10 hole or whether that became a par 3 or maybe it gets replaced somewhere inside this development and make the play away from this clubhouse and toward Topi Trail or it might play the other way and Cherokee Trail links up down number 10 in some way. Now we are talking about a real connection between the Country Club and the development of Mr. Dryden's tract, which could be pretty attractive. Chairman Shuman stated so in other words you say the PUD development would work in your opinion with three access roads rather than two. Mr. Ratcliffe stated that common sense tells me that the more options people have the less traffic you are going to have on any particular road. Chairman Shuman stated that he is thinking for some reason that there is a problem with the entrance on Cherokee Trail. Mr. Ratcliffe stated there is a significant wetland coming across there. I am saying to you that this may be a premature discussion. Y'all know that I've served on the Planning Commission before in my life, I know that this is the place where the work gets done. If we are going to do the work, it doesn't need to wait to get to the City Hall and the flexibility is pretty limited then. So what I would encourage is that we may be premature at looking at the PUD and it may be premature for the club to answer some of the questions that it wants to answer. Or it may be premature for anybody to answer those questions as to whether that makes real good sense. But once you approve this PUD, you fix the density and the lots sizes. That does matter. So you can't move this around without amending the PUD and coming back through the rezoning. So my thought to you is let's get it right on the front end because it will be trouble to change it on the other end. And it will be difficult for everybody and everything and every penny that the developer spends is money coming out of his pocket. These plans don't bubble up. And if you make those kind of changes it cost somebody money, it costs Mr. Dryden money to create these bubbles. I think a little bit of conversation between the club and Mr. Dryden about what's possible and how that could all come together and how it could work would certainly reassure the neighborhood that the net outcome of that might be positive for everybody. That is why I said I wasn't real sure if I was opposed to this or if I was for it. I think I do not know enough about it yet to know for sure whether it can be brought together. I will shut-up and I brought you my story of being on the dirt road, then being on the paved road and losing the buffer.

Then negotiating the buffer and paying the \$200,000.00 to get the opportunity only to find out 24 months later somebody found a way around it. Now 30 years later we face the reality of how we are going to deal with the traffic on Topi Trail. It is a long straight away and there is no way to fix it. You cannot weave it. It is not going to work like Cherokee Trail. It is not going to work like the other streets that are in the development unless we figure out some way to make it work.

Ron Camacho came forward to speak in opposition. Mr. Camacho stated that he doesn't have all the stuff these other guys have. What I would like to do is pass this around. I am here to give you, not the business aspect of this, cause I know money is important, but I am here to give you the real human life portion of this. I live on Meloney Drive. I have lived there since 1995. Now let me tell you what happened between then and now that most of the families in my neighborhood have enjoyed. My kids have learned how to ride bikes on that street. My kids play with chalk on that street. My kids learned how to ride skateboards, roller skates and play with the other kids in the neighborhood on that street. Ok. Now my grandchildren are doing it. Ok. And I hope one day my great-grandchildren can do it. If we do this right here, they are not going to be able to do that. You can do all the surveys you want to do, I am telling you those kids are not going to be safe on that street. Our families, I mean what are we going to do when we have parties. I always have parties for the kids. I have six, seven cars coming down there. Are you telling me I cannot park on the street? Where are we going to put them? It is going to cause a traffic jam. Ok. This is kind of, what we do in the neighborhood. We are a tight community. Many of the owners down here are original owners. So we have been in that neighborhood since it has been developed. Ok. This is one of the few neighborhoods in Hinesville that you can leave your doors unlocked at nights. Ok. This one has no crime there, ok. It's a good neighborhood. Now you start pumping 200 people through that neighborhood, it is going to get messed up. The roads are going to get messed up. The kids are not going to get quality time. People are going to be peeking in your house and seeing what you got. You know what I mean. I mean that's the human factor of it. I mean I don't have statistics. I don't have details but I can just tell you that it is going to affect our lives down there and we have generations that have been brought up in that neighborhood, ok. We don't bother anybody. We enjoy it, we pay our taxes. I'm not, hey, you want to build a development, more power to you. I passed out a piece of paper, those are alternate routes. Maybe you can come around the side, go around the back, go through the school. Build a road; come around the wood line in the back. I don't know. I am not a smart guy. I'm just throwing stuff on paper saying hey let's find a better way. This gentleman that spoke before me came up with some good ideas to reduce that stuff in there. But Meloney Drive is not a thruway. In addition, I don't know if you can connect a housing development to a housing development and make it so they can access their property through what we have. You are going through a housing development to get to another housing development. You know it's not a main road. It's classified as a main road, you discussed that earlier, but there are human impacts. It's going to affect us. It's doing to affect our families Its going to affect generations of culture that we grew up on down in that neighborhood. It's going to spin it all around. Ok. Therefore, this is what I am here to

present, and I don't know if it makes any sense. I hope it does. I don't have stats, I don't have lawyers, I don't have money. I do not have none of that stuff. All I got is this is where we live and this is what we experience and this is what is going to happen to us.

Mr. Ratcliffe addressed Chairman Shuman and stated just for the record, I have contributed more than \$250.00 to the campaign of the Mayor. This Commission needs to be aware and for the record, I live at 210 Topi Trail.

Sharon White stated that she did not have anything to add. She thanked the other speakers for what they said because they answered most of her questions.

Roy Rogers came forward and stated that he lives at 200 Topi Trail. The questions about the speed and traffic were answered. I did see the traffic things across the street out there. I kind of disagree that the traffic won't come in my yard. Since I have lived there, I had one car almost come into my bedroom and then I had one almost end up in my pool. Trash has increased out there. I know because I pick it up. The City don't do it, I do it. I have actually went over there with the new Wal-Mart there and spoke with the manager three or four times about keeping the agreement they agreed to keep that corner there policed up and they been slack about it. So any help on that end of the thing I appreciate it.

Monica Brown stated that she just moved less than 30 days ago into 226 S. Topi Trail. We got this notice and I have to say we were devastated. We picked that house for the neighborhood it is in. It's quiet. It's peaceful. We came from living on post. We do not want that traffic up and down that street. We don't want it. I can't tell you how much we don't want it. Chairman Shuman stated he lives there too. Mrs. Brown stated that it is very importation that this doesn't happen. It has not even been 30 days, we had no idea that a development was coming in.

Janeen Small stated that she lives at 230 Topi Trail. One of the questions she would like to ask is how long that road is going to be. How much longer is he going to extend that road because as Mr. Ratcliffe says, it is a straight shot, and like he said as well, one guy was going 61 mph? Well it is not just that way; it's the other way as well, when we had a gentleman run into a tree at the end. So yes, the speed is very important to us. I, myself, did the same thing that this lady that just spoke. I moved there because its quiet and a private community and we don't have through traffic. Like I said, I live one house down from that inlet. I would appreciate that you went down there and check it out for yourselves so you can know exactly what we are talking about. It's a private community. I would love if yall would take that into consideration.

Chairman Shuman stated, as it has been our practice in the past would you like to address again any of these concerns, Mr. Dryden. Mr. Dryden came forward and introduced himself and stated that he is the developer of the property. Of course, we have been planning this for a long time. Marcus talked about the loss of property due to wetlands. And in that time

frame, that these changes were happening the market changed. Therefore, we are trying not to lead the market. This is what the market is telling us. So R1 and R2 lots are not as popular as they were in the past because people aren't interested in mowing that much grass or owning that much property. So I think it is one of the nicer neighborhoods. I think Griffin Park is a very nice one that we have done. I think Oak Crest is another nice one that we have done. If you go in there, you will see 12 to 14 thousand square foot lots. Our style of home has changed a lot. So instead of the big mansions you used to see that took up so much property, two-story homes are much more popular now and they have a much smaller footprint. So people don't need as much property, they don't want as much property. What we are hearing from people is that they don't want that much property and would like to be in a country club area, but don't want the big yard to have to maintain. We have heard from some people that have relocated from the Country Club that would like to come back asking for that style of lot. In addition to density being some concern to us, it is not a concern for our market demand. So it doesn't matter if we try and put something out there to try to utilize or profit margin if it doesn't sell, so we have to go with what our market demands. I have been doing this for a long time here. Traffic is always a big concern when we tie into an existing neighborhood. They are always concerned that the traffic is going to be a problem but then it never really becomes that problem. It is not as bad as what people appear it to be. (Inaudible) trees have been put there on purpose ...if we never grew then we would be the same size as we were when we started as the City has been.. This allows us to have new grocery stores and Jiffy stores. What we want to do is bring good growth. We want to be a good neighbor to the Country Club. That Cherokee Trail access, I do not see how that could be possible. Not with the wetlands. Pretty much all that is between us and Cherokee Trail is all wetlands. Chairman Shuman asked if the entrance from Cherokee Trail was feasible. Mr. Dryden stated not on his property. At one point, we talked about another phase that could tie into there at Cherokee Trail, where we could work with the Country Club, but that is not possible now with the wetlands. We want to be a good neighbor to the Country Club. We intend to be a good neighbor to the country club. We have always hoped that we could pool our assets with the Country Club, not only to be a good neighbor, but to be somewhat a partner with the Country Club. That we could help each other. That it could help me in the desirability of my neighborhood than you have probably had in Hinesville before and that could help the country club gain new members and possibly some more money into that. We have studied this a lot. We have studied and had LCPC involved on traffic flow and how it's designed. It meets the guidelines of a very good PUD. It fits what is popular today and the traffic analysis has been done and it doesn't show that it's going to be a problem. Will there be more traffic. Yes, there will, but the traffic counts on those roads are so low now they are far below what those roads are designed for in the expert's opinion. I depend on the expert. I have been out there a lot. My sister-in-law lives out there and I have worked there a lot. We just don't witness a lot of traffic up and down that road. We accept LCPC's recommendation. Chairman Shuman asked Mr. Dryden if he could see some other new entrance into that neighborhood. Mr. Dryden stated no.

Chairman Shuman asked for a five-minute recess.

Chairman Shuman called the meeting to order. Before it comes back to us, Marcus Sack has asked that he speak to us. Marcus stated that hearing the conversation that has taken place, there are lot of items that we are not going to be able to address. There are many things that we have the opportunity to do so we would like to request to table this request to allow us a little more time to talk to these folks and gain a better understanding between both the parties, we would appreciate it.

Durand Standard stated that one point of clarification that he would like is an understanding of the documents Mr. Ratcliffe presented. I am a little confused as to whether there is a document that there are covenant limitations or not. I do not see a recording stamp on the document so can we have our legal look into that on our behalf? Chairman Shuman stated yes we could. Durand said thank you.

MOTION: Tim Byler made a motion to table the request and have the paperwork submitted by Mr. Ratcliffe examined by our attorney.

SECOND: Durand Standard

VOTE: Unanimous

3.2 Conditional Use 2017-005-FL. A request by Floyd Real Estate Holdings, LP, to be permitted to operate a sand surface mine off E. Oglethorpe Hwy, further described as LCTM-parcel 086-002. The Property is zoned A-1 (Agricultural District) and consists of 583 acres of land, more or less. The actual described area will consist of 20 acres of land, more or less.

Gabby presented this conditional use to the Planning Commission. There is no access to this property from Hwy 84. The LCPC received easements from all property owners this week. Access onto Hwy 84 will have to be reviewed by GDOT.

RECOMMENDATION: Approval with standard conditions.

MOTION: Durand Standard

SECOND: Marshall Kennemer

VOTE: Unanimous

This will go before the City of Flemington Council on March 14, 2017 at 4:30 P.M.

3.3 Variance 2017-006-W. A variance has been filed by William Hadley, property owner, to be able to have his garage placed within the required 10 ft. rear and side yard building setback line at 50 E Kenny Drive in Smiley Woods Subdivision in Walthourville, further described as LCTM-Parcel 040D-065. This property is zoned R-2 (Single-, and Two-Family Residential District).

Gabby presented this variance to the Planning Commission.

RECOMMENDATION: Approval with standard conditions.

MOTION: Tim Byler

SECOND: Marshall Kennemer

VOTE: Unanimous

This will go before the Walthourville City Council on February 28, 2017 at 6:00 P.M.

4.0 SITE PLANS, PRELIMINARY PLATS & FINAL PLATS

4.1 Final Plat. Request by PC Simonton and Associates, Inc. on behalf of Dryden Enterprises for final plat for Griffin Park phase 9 consisting of 53 single-family residential lots.

RECOMMENDATION: Standard and the following special conditions:

- Prior to placing this item on the City of Hinesville's agenda, all required primary improvements must be completed and
- The following letters of credit shall be submitted:
- A performance pavement guarantee in form of an irrevocable letter of credit for \$ 85,648.80.
- A performance guarantee for sidewalks and trees in form of an irrevocable letter of credit for \$ 123,960.00.
- A maintenance guarantee in form of an irrevocable letter of credit in the amount of \$ 110,936.63.
- Pass final inspection

MOTION: Tim Byler

SECOND: Marshall Kennemer

VOTE: Unanimous

This will go before the Hinesville City Council upon satisfaction of all special conditions.

5.0 INFORMATIONAL ITEMS

6.0 GENERAL PUBLIC COMMENTS

7.0 OTHER COMMISSION BUSINESS

7.1 Director's Report

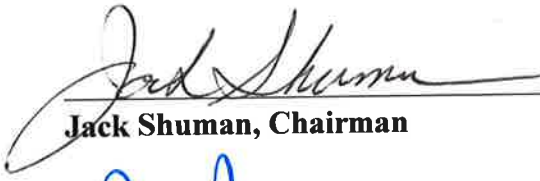
Jeff Ricketson presented the Planning Commission with an update of last month's actions. Jeff stated that the application for J.C. Lewis Ford was approved by the City of Hinesville. The conditional use request by Sanford Carter for the pet crematory was approved by the LCBOC. The conditional use request for the repo towing company was approved by the City of Midway Council. The rezoning request that went along with that was approved by the LCBOC.

8.0 ADJOURN

MOTION: Tim Byler

SECOND: Alonzo Bryant

VOTE: Unanimous



Jack Shuman, Chairman

3-21-17

Date



Jeff Ricketson, Secretary to the Board