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Sarah Baker
Alonzo Bryant
Duncan Regan
Durand Standard
Donna Groover
Bonny Woods-Gunn

April 22, 2024,

The Liberty Consolidated Planning Commission met on Tuesday, April 16, 2024, in the Liberty County Courthouse Annex, 112 Main St., Hinesville, GA. Chairman Byler called the meeting to order. **Sarah Baker made a motion to accept the March 19, 2024, minutes. The motion was seconded by Duncan Regan. The motion passed unanimously.** Chairman Byler asked for a motion to approve the agenda. **A motion was made by Phil Odom to accept the agenda. The motion was seconded by Durand Standard. The motion passed unanimously.** The public was notified of the meeting and the agenda was posted in accordance with Georgia Law.

COMMISSIONERS PRESENT:

Phil Odom
Lynn Pace
Sarah Baker
Duncan Regan
Donna Groover
Durand Standard
Tim Byler

ABSENT:

Alonzo Bryant
Bonny Woods-Gunn

LCPC STAFF PRESENT:

Jeff Ricketson, Executive Director
Kelly Wiggins, Executive Assistant
Lori Parks, Zoning Administrator
Mardee Sanchez, Engineering Director
Maggie Wright, Planner

Chairman Byler 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

2.0 NEW BUSINESS

2.1 Comprehensive Plan Update: Fleming Subarea Maps (Information)

Jeff presented the proposed Fleming Land Use and Character Area Maps.

3.0 REZONING PETITIONS AND OTHER ZONING-RELATED ITEMS

HINESVILLE

3.1 Rezoning Petition 2024-019-H. A rezoning petition has been submitted by Phillip Searles on behalf of the owners Frederick Mingledorff III and Carole Mingledorff Grinstead to rezone 14.0 acres +/- from O-I (Office Institutional) to MFR (Multi-Family Residential) for apartments. Property is located at 302 Fairhope Lane in Hinesville and is further described as LCTM Parcels 056D061 and 056D058.

Maggie presented this rezoning petition and conditional use request to the Planning Commission.

RECOMMENDATION: Approval with the following special condition: Primary entrance shall be located off Fairhope Lane.

Phillip Searles, applicant came forward and stated that they have been interested in Hinesville for quite some time and love the community. He plans a three-story property. His company is non-profit and feels this community will benefit those in need. He proposes to build a 6-foot fence between the property and abutting residences. They are happy to place main access on Fairhope Lane. He states he plans for 180 units but is here today for zoning for the first phase of 96 units. Mr. Searles stated that he would like to conduct a community meeting with the nearby residents to receive feedback and address concerns prior to the Hinesville City Council meeting.

Miriam Hudson came forward and stated that the infrastructure in their neighborhood is very old and the water is contaminated. Their main concerns are traffic, greenspace, and infrastructure. The water in their area has sediment in it. They have to use filtered water to drink. She also stated that they would like a turn lane at the traffic signal at Fraser Drive and Highway 84. She is also concerned about the emergency access road that was put in behind Bryant Commons. This development will add more flooding to their neighborhood. They are also concerned about wildlife. She suggested a 35-foot buffer and fence and asked for this zoning to be disapproved.

Elise Hutts came forward and stated that this development will be in her backyard. She asked if a 6-foot fence would be built. She stated this is a non-violent neighborhood and if the development is allowed the crime rate will increase. She stated she would appreciate this development not being built behind her house.

Mr. Searles came forward and addressed the concerns of the opposing citizens. He stated that he would be petitioning the city for sewer and water and hopefully that would help improve the water condition of the neighborhood. He stated that Fraser Street should be expanded to allow a dedicated left turn lane and a dedicated left turn signal. He stated that they will comply with water detention and retention as is required. He also stated that he is willing to provide a 35-foot setback.

Commissioner Standard asked if he would be willing to leave a vegetative buffer as well and pointed out that a two- or three-story building is going to look over a 6-foot fence.

Mr. Searles stated he understands that and if it was zoned O-I the allowed height is 50 feet. But he will add fast growing trees for visual screening.

MOTION: Phil Odom made a motion for approval with standard condition and special conditions and added a condition that a vegetative buffer go along with fence.

SECOND: Durand Standard

VOTE: All in favor except Commissioner Regan.

These requests will go before the Hinesville City Council on May 2, 2024 at 3 PM.

3.2 Rezoning Petition 2024-020-H. A rezoning petition has been submitted by Berkshire-Hudson Capital XI, LLC to rezone 0.45 acres +/- from R-12 (Single-Family Residential-12) to C-1 (Central Commercial) for a commercial/ retail building including a coffee shop. Property is located at 502 West Oglethorpe Highway in Hinesville and is further described as LCTM Parcel

Maggie presented this variance to the Planning Commission.

RECOMMENDATION: Approval with standard conditions.

Jimmy McDonald, agent for the petitioner came forward on behalf of Berkshire Hudson. He stated he has Kerry McDonald here from Berkshire Hudson with me as point of verification. So, there's no confusion on the agenda, it's described as just under half acre. But both 502 and 504 combined are just under a full acre. The application is for both lots. I think we are very sensitive to this area and historically this area. However, I would say that over the years and over the development of this of the city (for I'm from here and I practice here) we've seen the trend on 84 on curbside more go towards what we're talking about doing here. Kerry is here to answer any detailed questions if necessary. But they've been doing this type of development for 35 years throughout the Southeast, they're very sensitive in working with the surrounding area and making sure that any impact around the surrounding areas is mitigated both by the standard buffer as well as additional things they can do which such as the privacy fence and vegetation. Being curbside, we don't feel like this penetrates further residential impact over the residential community. As far as it's day-to-day life, we feel like this is a step forward in that area right there. And being responsible tenants for the land there and parts of the community.

Commissioner Odom asked if the developer would be engaging GDOT to access the traffic signal located at this intersection. Mr. McDonald stated that they will work with GDOT to access the signal. Commissioner Odom stated that there is a safety median being developed on Highway 84.

Commissioner Pace asked if the business will be open at night. Mr. McDonald answered no and stated that there is no speaker to order food. They use person to person ordering.

Hello, my name is Linda Hodges and my daughter, Leslie Smith, is here with me. We own the house that is right behind the second lot. The one that's right across from traffic signal. We are totally opposed to this. This would be backing up to her backyard and she's lived there over 30 years. She has grandchildren that are playing in the yard. And despite the fact they say it might be going to close at 9:00, that's still past the child's bed. It also shows on this map that there is an order box on the on that plan now, I don't know if that's wrong, but that's on there. Our traffic is totally horrible. We're backed up a lot of times from the traffic signal on 84 all the way back to Fraser and we can't get in and out. I'll take a right to get out of that neighborhood when I go visit and

sometimes, I have to drive all the way down to almost to McDonald's to turn left. And it is ridiculous. Now I will tell you at one time about 10 to 15 years ago, the whole neighborhood was offered to go commercial. It was a Walgreens development, along with Chick-fil-A. Our property value: no one is ever going to buy our house. Is this the best use of this property? I know that is what y'all look at, but anyway the safety factor with the traffic. I didn't even think of infrastructure until the lady spoke about it, but I'm sure this infrastructure is not any better than theirs. We are also concerned about this in a spot zoning situation. This is the worst possible situation that could happen to us. And the other people right next door to us: one is an over 80-year-old lady and the other one is disabled. I'm old and my daughter's disabled also. This is our home. We don't want to move. We cannot afford to move. We bought this house because it was convenient. It's not as convenient as it was years ago, but that's our that's basically our points to make. But we are totally in opposition to this, and we appreciate your support that this remains a neighborhood until a time that the whole neighborhood can be transitioned, or we just stay like we are. Thank you.

Patricia Bishop stated that she agrees with previous speakers and opposes to this also.

Jimmy McDonald came forward and stated that the coffee shop will close at 7 PM. Kerry came forward and stated that the plans do show a intercom box for ordering, however that is the old way they used to operate and they no longer use this system any more. An ordering box system will not be located at this development. They use tablets and person to person ordering.

Charles Bell came forward and stated that he lives in that neighborhood and wanted to know what is being done about water runoff. He states that the water runoff is bad already. He states the ditches have not been dug by the city in a long time and the water from Bryant Commons flows over to his neighborhood. He also questioned the noise and cars. He stated that his neighborhood is quiet. He stated we do not need this and that this is not a good idea for us.

MOTION: Phil Odom

SECOND: Durand Standard

Commissioner Pace stated that property has been vacant for a long time and it is really not suitable for that location. It would just about have to be some kind of commercial to make good use of that property. And this seems like a better fit than most of the things I could think of, even though we do not know what the other businesses that will be in the other building. It's an improvement on what is there now.

VOTE: Vote passed 5 to 2 with Commissioners Baker and Groover opposing.

This rezoning request will go before the Hinesville City Council on May 2, 2024 at 3 PM.

3.3 Rezoning Petition 2024-021-H. A rezoning petition has been submitted by Harikrishna Re, LLC (Kamlesh Patel) to rezone 0.87 acres +/- from MFR (Multi-Family Residential) to C-2 (General Commercial) for a convenience store/ gas station. Property is located at the corner of Veterans Parkway and Pacific Place and is further described as LCTM Parcel 045D044.

Maggie presented the conditional use to the Planning Commission.

RECOMMENDATION: Approval with standard conditions.

Commissioner Pace asked Maggie to point out where the property is in location to the daycare center. Maggie stated right next door and demonstrated on the map. Maggie read a statement from the daycare center Jessica Van Hosse with concerns regarding traffic congestion, pollutants, increased risk of strangers near their playground and young children. There is a heightened risk of potential interactions between unfamiliar individuals and the children potentially compromising their safety and security.

Trent Long with T.R. Long Engineering came forward on behalf of the applicant. He stated that the property was zoned for apartments and that did not work out, so they are rezoning it for commercial use.

Melissa Kelton came forward on behalf of Child Development School. She stated that they are a private school. We are not a school age system, but that puts our children and our families at a particular risk, we have these smallest, most vulnerable parts of our community and it is up to us, as the rest of the citizens, to make sure that we do everything possible to protect them. Most of our kids are not talking, they are not walking. They are not able to use their words and express themselves when they are in danger or when they are fearful. Putting in something like this with the high volume of traffic of strangers directly against our property is a threat to our children and to their safety, and there could be made an argument for their welfare from the fumes and the storage and things like that. The excess traffic coming and going. Again, these buildings, they are situated and placed in our community from most vulnerable and we do everything in our power all day long to keep them safe. If any of you have kids, you know what that is like to pass your child off to someone else and ask them to keep them safe and happy and healthy all day. We are charged with that, and we take that seriously. We ask for your help to oppose this and help us keep our little ones safe.

Commissioner standard stated to be clear they could have developed this without the Planning Commission as zoned and built apartments.

MOTION: Durand Standard

SECOND: Phil Odom

Commissioner Pace asked if daycare existed before this. Chairman Byler stated yes.

VOTE: 4 in favor, with Commissioner Baker abstaining and Commissioner Groover opposed. Motion passed.

This rezoning will go before the Hinesville City Council on May 2, 2024 at 3 PM.

MIDWAY

3.4 Conditional Use Request 2024-022-M. A conditional use request has been submitted by John Urrutia for outdoor sales of tow-behind trailers and lawn mowers and equipment service. Property is located on East Oglethorpe Highway in Midway and is further described as LCTM Parcel 265012.

Lori presented this conditional use request to the Planning Commission.

RECOMMENDATION: Approval with standard conditions.

Lori read a statement received from Elliot Tate who owns the property next door and stated that he is strongly opposed to this project. It will directly impact his property and degrade the value of his property. Lori pointed out where Mr. Tate's property is located on the map for the Planning Commission.

RECOMMENDATION: Approval with standard conditions.

Mr. John Urrutia came forward to speak as the owner of Midway Trailer. He stated that he is open to any suggestions from anyone here at this meeting and is happy to answer any questions.

MOTION: Durand Standard

SECOND: Donna Groover

VOTE: Unanimous in favor

This rezoning and annexation will go before the Midway City Council on May 13, 2024 at 6 PM.

HINESVILLE

3.5 Rezoning Petition 2024-023-H. A rezoning petition has been submitted by Harikrishna Re, LLC (Kamlesh Patel) to rezone 2.17 acres +/- from R-8 (Single-Family Residential-8) to C-2 (General Commercial) for a shopping center and convenience store. Property is located on West 15th Street in Hinesville and is further described as LCTM Parcel 030B019.

Maggie presented this rezoning to the Planning Commission.

RECOMMENDATION: Approval with standard conditions.

MOTION: Donna Groover

SECOND: Sarah Naker

VOTE: Unanimous in favor

This rezoning will go before the Hinesville City Council on May 2, 2024 at 3 PM.

HINESVILLE

3.6 Rezoning Petition 2024-024-H. A rezoning petition has been submitted by 912 Living, LLC (Jessica Victoria) to rezone 0.52 acres +/- from C-2 (General Commercial) to DD (Downtown Development) for a mixed-use live/work development. Property is located on Willowbrook Drive in Hinesville and is further described as LCTM Parcel 045D020.

Maggie presented this rezoning to the Planning Commission.

RECOMMENDATION: Approval with standard conditions.

Jessica Victoria, owner, came forward and stated she plans to house her real estate office in the bottom of the building and rent the second floor as apartments.

MOTION: Durand Standard

SECOND: Duncan Regan
VOTE: Unanimous in favor

This rezoning will go before the Hinesville City Council on May 2, 2024 at 3 PM.

RICEBORO

3.7 Variance Request 2024-025-R. A variance request has been submitted by SNF to maintain gravel parking instead of the required paved parking. Property is located on South Coastal Highway in Riceboro and is further described as LCTM Parcels 192B031 and 192B048.

Maggie presented this variance request to the Planning Commission.

RECOMMENDATION: Approval with standard conditions.

Marcus Sack with M.E. Sack Engineering came forward and stated that this is a temporary modular building to interview applicants without having access to the plant. Some training will take place in this building as well. They will be developing plans for a new administrative building.

Chairman Byler stated he would like there to be a date placed on the “temporary” use of this building. Mr. Sack stated he would be willing to limit it to 5 years. Temporary is a little hard to forecast. More often than not at us, enough things get expedited more than they get delayed. If you felt the need to do that, I would, I would say five years just to be safe. But keep in mind it's a gravel rock parking lot now and will stay the same even without the building.

MOTION: Donna Groover

Commissioner Standard stated that he would like a two-year sunset on it and then the applicant can reapply. Commissioner Groover amended her motion to include a two-year sunset with reapplication if the applicant has not removed it at that time.

SECOND: Phil Odom

VOTE: Unanimous in favor

This variance request will go before the Riceboro City Council on May 7, 2024 at 6 PM.

3.8 Rezoning Petition 2024-026-R. A rezoning petition has been submitted by Ray Stanley Gordon to rezone 1.0 acre +/- from A-1 (Agricultural) to MFR (Multi-Family Residential) for apartments. Property is located on E.B. Cooper Highway in Riceboro and is further described as LCTM Parcel 146B031.

Maggie presented this rezoning petition request to the Planning Commission.

RECOMMENDATION: Approval with standard conditions.

Mr. Ray Gordon came forward and stated that he would like to place 5 small duplexes and 4 single homes on the property. He states they will be two bedrooms and 2 bathrooms.

MOTION: Sarah Baker

SECOND: Donna Groover

VOTE: Unanimous in favor

This rezoning request will go before the Riceboro City Council on May 7, 2024 at 6 PM.

LIBERTY COUNTY

3.9 Rezoning Petition and Conditional Use Request 2024-027-LC. A rezoning petition and conditional use request have been submitted by John Roberts Jr. to rezone 5.69 acres +/- from A-1 (Agricultural) to C-3 (Highway Commercial) for a trucking terminal with overnight semi-truck parking. Property is located on EB Cooper Highway in unincorporated Liberty County and is further described as LCTM Parcel 108001.

Lori presented this rezoning and conditional use request to the Planning Commission.

RECOMMENDATION: Disapproval.

Mr. John Roberts came forward and stated that he has seen the demand for semi-truck parking and would like to rezone this property to rent parking spaces that will be 20X20 in size. He stated his property is located next to the hunting club.

MOTION: Phil Odom made a motion to disapprove

SECOND: Lynn Pace

VOTE: Unanimous in favor

This rezoning and conditional use will go before the LCBOC on May 7, 2024 at 3 PM.

HINESVILLE

3.10 Rezoning Petition 2024-028-H. A rezoning petition has been submitted by Walthourville Properties, LLC to rezone 19.86 acres +/- from R-20 (Single-Family Residential-20) to MFR (Multi-Family Residential) for apartments. Property is located on Courtland Drive in Hinesville and is further described as LCTM Parcel 058B081.

Maggie presented this rezoning petition to the Planning Commission.

RECOMMENDATION: Approval with standard conditions.

Maggie read two emails that were sent in from residents, Stehanie Eaton and Katie O'Neill that were opposed to this rezoning.

Marcus Sack with M.E. Sack Engineering, agent for applicant came forward and stated as developments go, you guys have been doing this long enough to see that the density on this development is not that great when you look at a 20-acre tract. Development with less than five acres being developed, that is a pretty good proportionality there. Less than 100 apartments. We are staying out of the flood zone to the extent that we can, trying to keep our development on the upper side and of course retaining all the wetlands, you will not be able to see it from the road. We have got a really good buffer from Courtland Drive. There are good places for apartments and bad places for apartments. A good place for apartment is on a collector street that may have 100-foot right of way directly adjacent to Hwy. 84 our main corridor that goes through town. That is what this site is. The small amount of traffic that gets added to Courtland Drive on 100 apartments is not

that significant. The small impact of traffic that this development would have would not be felt over the course of the 24-hour annual daily traffic period. It's a sensible place. These parcels have always been primed for development. In fact, the reason that the subdivisions behind it exist is because property was given from the Way development to build Courtland Drive. They were given access points along Courtland Drive every 400 feet for six of them for a 1200-foot-long road. This is not a new concept. It was always there for development. It just so happens that over time based on developments that have occurred downstream, the majority of this property is turned into wetlands. Over the years, it hasn't always been that a lot of it was upland prior to as a result. To be able to afford to develop it, you have to densify in one area and leave the rest as green space, which is a good trade-off. That's what we've got planned to do here that I'll open it up for questions and reserve the right to come back and address any concerns that residents may have.

Commissioner Odom asked if there will be an HOA and how will he handle ownership of the wetlands. Marcus stated that the ownership of the wetlands would be part of the apartments. Walthrouville Properties has their own management company so they will manage the wetlands.

Luke Dryden came forward and stated that he is the project manager for this development. Dr. Enterprises is a local family-owned business and we've been here forever. I grew up in Walthourville, went to school here. We are a local family; local business and we currently own 4 Hinesville apartment projects. We have had those for over 20 years. We still maintain a high level of quality with older apartments that we have managed over the years. We, as Marcus has said, have an internal management company. We build our apartments, and we keep them. We maintain them and we are very proud of our maintenance. We are very proud of our tenants. We have safe communities. We don't get any complaints from outside communities that we're adjacent to. And we think that this would be a great opportunity for a property to have a unique secluded quiet apartment complex to add to.

Mr. Ray Egan and Jay Johnson came forward to express their concerns. Mr. Egan and Mr. Johnson reside in Wexford. He handed a crime statistic report to the Commissioners. As you will see on that map, every single multifamily complex that has been built. Crime has risen and it has in the hottest zone for crime in that area. Now you have to understand Wexford, which we live in. It is not just one community. There are three communities there. There is one road to these communities. Only one way in and one way out.

The traffic in this area is a major concern. The reason being is if you are trying to make a left-hand turn. You have a nearby light letting traffic go, so you are trying to look both ways at the same time, so it is a very dangerous spot. And I think in other petitions people spoke about the same thing, so that is a major concern of us. Also, you just rebuilt Courtland Drive and you are now getting ready to build an extensive complex. I would say that you would have to be prepared to repair the road after that point. And it took a long time for our road to get repaired in the first place. If there was a case where this goes through the petition is granted and everything at the very least, we would have to ask for a traffic light. I mean, this is an accident waiting to happen. I do not know who did the analysis. I wish I would have had my hands on that before I came up here. I apologize for not knowing the process. I would ask that that be reevaluated. The second thing on our concerns is the wetlands as was eloquently described there. There is 14 acres and 5 usable acres. Just give a little history of what has been happening in the last couple of years. That whole wooded area recently had all the oak trees cut down. Now when that occurred, we started to get an increase of flooding in our communities. I have a picture here of Easy Street which is one of the three communities. And they are now starting to get flooded. That wetland is encroaching. And it surely is because we have lived there long enough to notice that ourselves. And I will say that I lived in

Wexford for 20 years, and I was not in a flood zone. I am now, and I have to pay flood insurance. Also, is there anything in the planning that says that that land can be used if they raise it? Is there anything that's being planned as far as a pool, playground, tennis, basketball, things for kids? Because we don't see it. Mr. Egan also asked if this was subsidized housing.

Jay Johnson stated that as he understands the right-of-way that you are looking at is being planned is 50 feet. When we all moved into the area, we understood that it was 100 feet. When Mr. Way had this property and he allowed the Hack family to develop the Courtland subdivision back here, they came to an agreement. When they did this easement, every 400 feet there would be an access point. Now the covenants for Wexford, Courtland and Easy Street state that you can only access across that 75-foot Greenway right of way by a connector street. I believe it was the intention that Mr. Way and the Hack family also came to that agreement, that you could only access Courtland Drive via a connector street. If that is the case, then this development violates that agreement. That is a restriction on the property. It is in the deed record. I want to address spot zoning or the influence of sprawl. We resolve this for apartments here. You have got this this parcel over here that's owned by the Hack family now they had an agreement with Mr. Way before he passed away back in 2007. That they were going to develop connector streets to Courtland Drive for their development. He had five years to come to that agreement to get that done. I believe he had passed away before they could come to that agreement, so it never happened. Also, the Wetlands Act of 2008 precluded that from going on over here, so that shut that down. If you rezone this for apartments, there is nothing stopping this property over here from coming in as well. Now Mr. Dryden already owns this parcel right here. That is already zoned commercial. The heavy commercial that was referred to on the highway. I believe that this is going to be the next thing that's going to get zoned for apartments is this up here. They are missing pools, the outdoor garage and storage units that you normally find the standard amenities that you get with an apartment building. You don't have any of any of that stuff with this development. We don't have the full picture. Further down the way here is Eagle Creek Mobile Home Park now. The Newbridge Company, out of Live Oak Rd is effectively evicting the mobile homes that are there so that they can build townhomes and giving them the first option to buy into that. They're going to going to do the same thing with Eagle Creek Mobile Home Park. They are going to evict these mobile homes and then come in here and put in more apartments. You are going to have apartments all the way down. This will increase the amount of traffic that is going to come out on Courtland Drive. There are only 195 single family homes back there right now and you are putting in almost 100 apartments in there. You are going to increase the amount of traffic coming off of Courtland by 50%. Not to mention there is a restaurant going up here on the corner that connects to Courtland Drive.

Donnie Daughtery came forward and stated that Dryden builds great houses for the community, and he is a realtor and noticed that there are 29 acres adjacent to Woodwind South that these could be built on. Chairman Byler suggested that Mr. Daughtery speak with Mr. Dryden and try to sell the land to him.

Natalia Carmichael came forward and stated that she is opposed to this development. She stated that the traffic already gets backed up in the mornings on Courtland Drive. The buses are late getting kids to and from school. She is a military veteran, and she sacrificed her life and she and her neighbors deserve the right to live in a peaceful and safe environment. Also, there is only one way in and one way out. If there is an emergency, it would be impossible to get out of the neighborhood. She would like her neighborhood to stay the way it is.

Eric Hollis came forward and stated the following: I will start off with the. Question. What if this was near your home and I will end with that same question. I want to be abundantly clear. Those of us who live in this neighborhood do love this community. We do understand that Hinesville is a melting pot, but what we don't want is for our neighborhood to become a hot spot for everything that was mentioned previously that I do not need to take a panoramic view and highlight. As the petitioner said there are good places and there are bad places to build apartments. But for anyone to say that that is a good place to build apartments that do not live in that community now, we are going to sacrifice safety for the dollar. Are we going to sacrifice the hard work that citizens have served this country like my colleagues have said, built homes to raise our family with the attempt to present a community that is conducive to raising children. In my humble opinion that community is the best community in Liberty County, and we intend to keep it that way. Unfortunately, as I began to close today, I'm not interested in hearing about family history. But what I am interested in is keeping that community safe so our children and continue to be safe and for that parent to get her to get her child to school on time. I closed with the same question that I began with. What if this was near your home.

Renee Camper came forward and stated the following: My husband Nixon and I live at 201 Easy Street, and we've been there since 2003. In addition to what everyone else has said, I've also been a licensed real estate agent since 1996. And all of those issues that were referenced regarding the setbacks for the Greenway are one of the reasons why my husband and I chose to purchase a property on Easy Street. We love the peace and serenity we've been there since 2003. My husband is also retired from the military and served 29 years. We are very proud to have made Hinesville our home. I think that Mr. Dryden is a wonderful person, I've known him for quite some time, and he has a fine company. This is not the place for this development. Since we moved here the year after we moved into our house, we spent over \$5000 to have our entire property landscaped the very next year we had maybe 8 hours of rain and our entire property flooded to include water entering our garage and into our house. We suffered some damage there. That was back in 2000. Fast forward to now, now our property is in a flood zone, and it was not before. Our property flooded, not the inside, but our entire street along with our entire front and side yards have flooded twice. Within the last 12 months, traffic has been an issue. We have the entirety of Courtland; we have Wexford and Wexford Estates as well as Easy Street. Since those trees have been cut down, we have an excessive amount of noise pollution from Highway 84 that we did not have before. Also, we are concerned about light pollution. One of the things we love about that area is that it's peaceful. It's quiet. You almost feel like you're in the country and we really love that serenity there. It will degrade the visual aesthetic of that area. The removal of all of those beautiful trees has already been detrimental to our community. And I plead with you not to further degrade our community by allowing an apartment complex that's going to increase the traffic, the noise and possibly the flooding potential from the additional runoff that will occur.

Ed Haback wanted to know what the plans are for retention and run off. And also stated that he was told one time during a flood a 20-pound bass was found in the road.

Jeff and Susan Leja came forward and handed out additional copies of the crime map and stated the following: We are very concerned not only with the loss of the green space; we're concerned that at some point in the future that area that is designated wetlands could be filled in and possibly tons and tons of dirt brought in and also built on that. We are curious about the plans for the wetlands permit and erosion and sediment plan for anything that is over 3/4 of an acre by Georgia code. It is in section 404 D. We are also concerned about the aquifer. The water draw issue of increasing the pull from the aquifer with ninety-two apartments. The traffic is bad enough on Courtland as it is. With the added ninety-two apartments, figure 2 cars for each apartment that's 200 cars additional

coming in and out of Courtland. We are concerned if there are enough fire hydrants. The noise from 84 is horrible, especially in the wintertime when all the leaves are off the trees. What trees are left anyway. And the crime stats and we are very concerned that our property values are going to go down. We bought this and moved here from Richmond Hill. We wanted to live in Hinesville to be close to work. I recently retired from Fort Stewart. My husband was in the military. Last duty station was Fort Stewart. We bought this house in this neighborhood because it was quiet and peaceful and less stressful for someone who has PTSD having to worry about God knows who is going to come in. Not a good plan. We are just really worried.

Ray Noble came forward and stated the following: I reside at 203 Easy Street. My wife and I have lived there now for a little over 20 years. I have seen the community I live in where I considered a very peaceful community. I have good neighbors. I think there is going to be environmental impact here with the building of those apartments. I have looked out over the past couple of years, my flood insurance is going up considerably each year and I'm looking at this. The flood zone continues to change there. And I know there is a traffic issue there, but there is a restaurant coming in on Courtland over on the left-hand side. I think there is an AutoZone going up on the right-hand side. I think there's going to be some issues there that will impact my community. Hopefully that we will take a hard look at it from our environmental standpoint, also look at just traffic studies there because there is there is no red light, they're coming off Courtland and trying to make that left turn to go out on 84, become quite hazard overtime. There are no walkways going into Courtland. People have to walk out either trying to walk as close they can to keep from getting out into the street itself, especially coming here at night. It is kind of dark if you really aren't looking. But I would just ask that the Board of Commissioners take a hard look at this process and come up with the right solution.

Bonny Hobby came forward to speak on behalf of her other Brenda D'Angelo who lives on Magnolia Lane which is adjacent to her neighborhood as well. You are going to have lots of noise. Now that the hamburger place is being built and all the trees have been cut down, you have a lot of noise already that you hear back there that has affected the peace and tranquility. Now you are going to have even more noise. Not only are the property values of Courtland going to go down, but it could also affect the property values in this neighborhood as well. You have two neighborhoods that this is affecting, not just one. I just feel like we should consider the long-term implications of this, and I urge each one of you to join me in opposing this rezoning petition and safeguarding the integrity of our neighborhoods for generations to come.

Marcus Sack with M.E. Sack came forward to address questions from the residents. When it comes to rezoning and change, there is all kinds of emotions that come into play, especially for people that have existing residence. Which is why there is a book of rules that we have to abide by. Those rules govern what you can and cannot rezone. It governs how you address your site plan. It governs how you discharge water off of your site. All of those things we're accustomed to doing on a daily basis and will continue to do. If you were to plan a development you would plan a development that had a commercial corridor as you move from that commercial corridor, you would have a denser multifamily style development as you move further away from there you would have a single-family style development and that's in line with what's going on here. You have a highly dense commercial corridor along Hwy. 84 moving into a multi-family which kind of changes that and transitions from the commercial into more of a single-family style limit.

Again, it we feel that it is an appropriate place for apartments, as you down zoned from C2 and C3 area and transition into that single family area, you know there's. There's NIMBY, not in my backyard. Anytime somebody introduces a development, you get hit with NIMBY and you heard it

here tonight. Do not put it here. Put it in someone else's backyard. Well, right now, the Drydens don't own the property in someone else's backyard. This one looked to be a sensible place for the Dryden family, and I think with the evidence here we can see that it is. With that, I will try to go through each one of the points 1 by 1. Traffic: We all know Hwy. 84 is the is a problem. Courtland Drive is not the problem. Courtland Drive has 100-foot right of way. It is designed to hold way more than the 200 and something houses that are back there and way more than the additional 100. Here the problem is at Hwy. 84. That's why there's a proposed safety median corridor project that's coming in the next year to assist with that. But just because there is so much traffic on 84 doesn't mean that we shut the City of Hinesville down. We say no more development. It means that we have to do projects like the median safety project. We have to continue to get better. Doesn't mean that we say no development because there may not be enough fire hydrants on the water line. We have the fire hydrants, we make it better, continue the growth, continue to success of this Community. The road was recently paved. I see that as a good thing. The roads in good shape, the additional cars, the additional tax base would make such that the city can afford to pave it again in future years. Makes more sense to do it when you have more density along the road than when you don't. Wetlands and flooding: the wetlands that are there aren't going to be impacted any further than they were when the trees were cut. In fact, it is going to get better. It will revegetate overtime. There will be trees. The raccoons and squirrels and woodpeckers can move back in over time. That will be a net benefit to the community. Amenity areas: I'll let Luke address that here shortly. The 75-foot Greenway right of way: the history of this is that in 1983, Courtland Drive. was extended on its first extension. There was no 75-foot Greenway buffer on that. It was not until 1989, when it was extended again from the canal into the subdivisions that are back there did the 75-foot buffer got introduced and that only applies to that second extension from the canal down. It does not apply to this extension as evidence from the existing property zone from Hwy. 84 that has the driveways through there, it is just it's not an issue to this development. This one was done way early on, and the only specific restriction was that you could only have one entry every 400 feet, which we need. Run off: we showed the detention ponds. Here we are required to detain the water and release it at a rate lower than predeveloped conditions. There should be no negative impacts on the downstream properties. That is all part of our engineering plan right now. We are just in the rezoning phase. That is why we do not show everything in this plan. This is conceptual in nature. For the purposes of the rezoning. When we get into engineering, we will design ponds, check to ensure there is enough pressure and flow in the water system. Make sure there is enough conveyance in the sewer system. All of those things that we typically do for subdivision. Environmental impact: Again, green space, the wetlands will begin to revegetate. We think that would have a net positive impact.

Luke Dryden came forward and stated that with every project they make the most use of common spaces to include amenities. This is a concept plan. When we go to design plans all the amenities will be included. You can see an example of our apartments on Veterans Parkway called Wyngrove. Councilman Ortiz is here, and Councilmember Vicky Nelson lives next to Wyngrove, and we have worked along side her for years. Luke stated that you can share your concerns during the planning process the appropriate way would be to speak with your councilman.

Chairman Byler stated the following: I hear is the safety issue. And I'm going to tell you that I get it when you start looking at apartment complexes, but I'm also going to tell you just for me personally, I have two specific areas of responsibility, one being my home where I live and one being the church where I pastor. And in both of those situations. My neighborhood has increased almost 500% in two years, including traffic and houses that are worth far less than the house, and the home that I live in, and my neighbors live in. My kids live in an apartment complex with my 15-month-old grandson, and they don't have the issues that everybody's talking about. My church is surrounded by nearly 600. Apartments and new housing going up, that has all come up in the last

two years. And what has happened in our neighborhood is the opposite. It got safer because it got trafficked with people that are looking for an opportunity to be able to move forward because you have people that are starting out that are wanting to move forward in their lives. And the assumption that an apartment complex is always going to be a problem is to assume that we do not have well-meaning and good people that are looking for a place to start. It does not necessarily mean when an apartment complex is built that trouble is going to start.

MOTION: Phil Odom with standard conditions

SECOND: Durand Standard

DISCUSSION: Commissioner Standard stated that he has been a commissioner for a while and over the years and understands that development is occurring in our community and most people do say "Not in my back yard." There has not been a petition that has come before this board that when there was resistance, to put it somewhere else. The interesting thing about this one was when I came to this meeting today, we get a package in advance and I came to this meeting today I did not have any concerns about this particular petition, and let me tell you, why. It is that we know traffic's a problem. You could put it anywhere in Liberty County at a development, whether residential or commercial, high density anywhere in Liberty County traffic is an issue. But in this particular case, we actually have infrastructure in place to handle the traffic to the extent we can up to Hwy. 84.

I have been in this community for 60 years and if I'm turning on highway 84, I make a right-hand turn, go somewhere and turn around and go back the other direction. That is where we are at. That's the nature of what we have got to do. With the traffic counts and we didn't see specific counts before roughly 100 units, it is not going to be so overly imposing than it is today, but you'll have to turn right to be really safe. You're going to have you have to turn right out of almost anything. But the other reason I did not see a concern about this development is Mr. Sack actually said it. When we go to school and we study how to deal with planning and zoning, we look at commercial transition from high density to lower density, that is what we have here. I mean, that is a perfect example. If we would go to school and draw out a plan, this is what they would draw. That is exactly what they would draw. The interesting thing about this one is that you have 15 acres of land between you and the development. And that is almost unheard of in Hinesville. I know it's uncomfortable and personal, but it is a pretty decent design and that is why I seconded the motion. Commissioner Pace stated that she is pleased that this goes from commercial, to high-density and low density and that is what is taught in Zoning and Planning school. She stated that all people in apartments are not bad people, and she does not see this development as a bad thing.

VOTE: Unanimous in favor

This rezoning will go before the Hinesville City Council on May 2, 2024 at 3 PM.

RICEBORO

3.11 Rezoning and Annexation Petition 2024-029-R. A rezoning and annexation petition has been submitted by Leroy Williams to rezone 26.92 acres +/- from A-1 (Agricultural) to R-8 (Single-Family Residential) for a single-family residential subdivision. Annexation into the City of Riceboro is also being petitioned for. Property is located on EB Cooper Highway and is further described as LCTM Parcels 146D008 and 146D009.

Maggie presented this rezoning and annexation to the Planning Commission.

Brandon Purcell with Maverick Engineering, representing Mr. Williams, came forward to answer questions.

Johnny Richardson and I live at 8615 EB Cooper Highway. I am opposed to this project. Riceboro is a rural community, quiet community, good quality of life and low crime. If you approve this project, Riceboro will be changed forever because this won't be the first and the last subdivision added to this rural community. There will be more. They will be followed by strip malls, convenience stores and everything. We won't recognize Riceboro in the next few years because of what you do here today. I am urging you not to approve this project. There are other places for this. Why is it that every inch of green space must be paved over because of some twisted definition of progress. This is not progress; this is destruction. This is the destruction that is going to end this community the way we have it today and it will be something totally different tomorrow. You have the authority right now to ensure that that does not happen. This development has cost hundreds of thousands of dollars to purchase this land, to clear this land and to begin the installation of infrastructure. But he doesn't have approval of it. Somewhere through this entire process, someone from the county and or the city has given this guy a strong green light that says you are going to get approved, and this meeting and all the other things will do leading up to this is just a mere formality. I strongly oppose this. And I pray that you do also thank you. This developer has already purchased the land. He's cleared the land and he's beginning to install infrastructure. He spent hundreds of thousands of dollars on this. Why would a developer spend that money if he doesn't have approval yet. Unless someone is giving him a clear indication that this is just a mere formality.

My name is Sherry McIver. I live at 7819 E. B. Cooper Highway. That is about maybe 500 hundred feet from where this development is going into. My concerns are as follows. They talked about the drainage issues. They have cleared a whole bunch of land. Now what we are seeing since this land has been cleared, we haven't really had a lot of problems with flooding in the yards but there is nowhere for this water to go. Where is all this water going. Like you said on the map, there is a floodplain that's behind there. So where is this retention pond going to go on this development. Brandon Purcell pointed out where it could possibly be located but this is a rezoning and the plans have not been drawn up yet. We feel this will impact our land and we want to know where the retention pond is going to be located. Riceboro, as Mr. Richardson said, is a small community. I think that the water system right now is kind of impacted. Will that issue be addressed. She asked if there would be an HOA. Brandon stated no. Mrs. McIver stated that is an issue to her concerning maintaining the property. Traffic is an issue and E. B. Cooper is a very busy highway. Will GDOT get involved with this development. She also stated concerns about the fire department only being a volunteer fire department.

Mikia Frazier came forward and stated the following: I am a 27-year resident of Riceboro. I have lived on E. B. Cooper my entire life and hearing some of the things that came from my neighbors, I want to say that Riceboro is a very impactful place for those of us who live there. I would just like for the record to show that many of the Riceboro and E. B. Cooper residents do oppose fast-paced development and a small close-knit community. While we do understand that development is necessary, moving in a way that does not consider direct effects on those neighbors is detrimental. Many of us are concerned with the increase in traffic. As you just stated on E. B Cooper Highway, I leave my house at 6:45 and I can barely get out. Imagine adding 47 more cars leaving at the same time. The demographic of our community is family oriented, built upon legacy and includes many aging citizens. Citizens who prefer their relaxed small hometown field of rest growth. It is

important to consider not only what sacrifices we make by implementing something like this in our community. But who has to bear those sacrifices. And I understand the NIMBY not in my backyard. I learned that today and that's new. But it is different when it is in your backyard. As somebody who has lived on that street my entire life, just from the track record of what I've seen today, I know that you are the governing body. You make the decision. I do understand. But I just wanted to go on record. I could not sit and let it go on and not say anything. I do just want you to consider what has been said today. Thank you so much.

Brandon Purcell came forward and stated that the site will be designed as the UDO standards. All of these concerns will be addressed during the design process. E.B. Cooper Highway is a state highway, and the entrances will have to be built to GDOT standards.

Commissioner Standard asked if the construction was started without prior approval or permitting. Brandon stated that he did clear the site and start grading, but he has been issued a stop work order and is not allowed back on site until all permits are in place. He also stated that today this property is zoned Ag. So today he could potentially build 26 homes on that property without having to come through the Planning Commission. The subdivision would have to be submitted but he would not have to be rezoned as long as he could get septic tanks.

MOTION: Phil Odom made a motion to approve the rezoning and annexation

SECOND: Lynn Pace

VOTE: All in favor with Commissioner Baker opposing. Motion passes.

This rezoning and annexation will go before the City of Riceboro on May 2, 2024 at 6 PM.

4.0 SITE PLANS, PRELIMINARY PLATS & FINAL PLATS

4.1 Lakeside at Fifteen West. A request for preliminary plat approval for 85 single-family lots off Independence Place Drive in Hinesville was submitted by RTS Homes, LLC.

Mardee presented this preliminary plat to the Planning Commission.

RECOMMENDATION: Approval of Preliminary Plat with standard and the following special conditions: Prior to consideration by the Hinesville City Council, the project shall have received all required approvals, and the construction plans shall have concurrence.

Elliot Wilson with M.E. Sack Engineering came forward and stated that he would like to add that at this time they do have NRCS approval and EDP approval on the sewer but are still waiting on approval for water.

MOTION: Durand Standard

SECOND: Phil Odom

VOTE: Unanimous in favor

5.0 INFORMATIONAL ITEMS

6.0 GENERAL PUBLIC COMMENTS (None)

7.0 OTHER COMMISSION BUSINESS

7.1 Directors Report.

Jeff Ricketson, Executive Director presented the Commissioners with the outcome from last month's actions. Jeff reminded them that we have the next Community Planning meeting on April 22 at the Dorchester Academy and Museum at 6 PM. Jeff stated rezoning petition for Rictor taxes was approved with special conditions by the Walthrouville City Council on April 9th. The variance request by Horizon business System was approved by Hinesville City Council on April 4th. The conditional use for Love's Travel Stop was approved by the Midway City Council on April 8th. The rezoning and annexation for Newbridge on Live Oak Church Road was approved by the City of Hinesville on April 4th. The rezoning for the outreach center located on Courtland Drive was approved by Hinesville City Council on April 4th. The rezoning for Kacey Drive was approved by Hinesville City Council on April 4th. The variance for the gravel parking on 332 North Coastal Highway was approved by Midway City Council. The variance request for 112 Kentucky Derby was approved with special conditions by Hinesville City Council on April 4th. The variance request by Coastal Electric for a sign was approved by the LCBOC on March 4, 2024. The conditional use request for the landscaping business on East Highway 84 was approved by the City of Midway on March 11, 2024.

8.0 ADJOURN

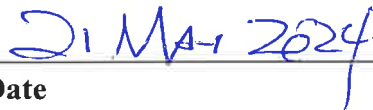
MOTION: Phil Odom

SECOND: Durand Standard

VOTE: Unanimous in favor



Tim Byler-Chairman



Date



Jeff Ricketson, Secretary to the Board