

*Jasper County Planning Commission
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**Minutes of the November 15, 2022
Regular Scheduled Meeting**

Members Present: Chairman, Mr. Alex Pinckney; Vice-Chairman, Mr. Randy Waite; Mr. Rothenberg; Dr. Bostick; Dr. Debora Butler; Ms. Sharon Ferguson; and Mr. Thomas Jenkins.

Staff Present: Ms. Lisa Wagner

Others Present: Mr. Kevin Farruggio, Mr. Lamar Kearson, Mr. Dennis Jordan, Mr. Brett Buckland, Mr. Holden Sabato and Mr. Tony Nimmer

In accordance with the Freedom of Information Act the electronic and print media were notified. During periods of discussion and/or presentations minutes are typically condensed and paraphrased. The recorded version is available online at:

<https://www.youtube.com/watch?v=K9PuTK5XJFY>

Call to Order: Chairman Pinckney brought the meeting to order at approximately 6:00 p.m.

Invocation & Pledge of Allegiance: Invocation and the Pledge of Allegiance was given by Dr. Bostick.

Approval of Agenda: Mr. Jenkins motioned to approve the Agenda as published, seconded by Ms. Ferguson. The Commission Members present voted unanimously in favor of the motion.

Approval of Minutes: Mr. Rothenberg motioned to approve the Minutes of the **October 11, 2022**, Meeting, seconded by Mr. Waite. The Commission Members present voted unanimously in favor of the motion.

Master Plan – Center Point Apartments: Ms. Wagner said Hussey Gay Bell request approval of a Master Plan for an apartment complex consisting of 327 units to be developed within the Center Point Planned Development District (PDD), which was approved by Jasper County Council on August 19, 2008. She said this Master Plan anticipates development of approximately a 30.31-acre tract, for an apartment complex and construction of a road, which will serve the development. Since last month's meeting the Developer has provided comments and/or notification from other agencies, including South Carolina Department of Health and Environmental Control (DHEC), Jasper County School District, and a wetlands report by ECS Southeast, LLP, requesting a wetland delineation letter from the Army Corp of Engineers. The Applicant also provided proof of internet services from Century Link and letter of availability from Dominion Energy.

Mr. Jordan addressed the Commission. He said since the last meeting they have provided the documentation that was missing from last month's meeting, including the complete wetland package. Their plan does not propose to impact any of the delineated wetlands on site.

Mr. Waite said he is still concerned about the road outlet, but other than that he has no other questions.

Dr. Butler said the traffic study does not include some of the other proposed projects. She said although the projects are at different points, it's not looking at the whole number of vehicles that will be traveling that road. Mr. Jordan said a project must be approved or permitted in order for their impacts to be included in the traffic study. Dr. Butler thanked him.

Ms. Ferguson motioned to approve the Masterplan for Center Point Apartments, seconded by Mr. Rothenberg. The Commission Members voted unanimously in favor of the motion.

Zoning Map Amendment – Community Commercial, Tax Map Numbers: 083-00-06-026 and 083-00-06-027: Ms. Wagner said the subject properties consist of 6.70 acres and .90 acres and are located along Lowcountry Drive at the southeast corner of Strawberry Hill Road. The Applicant has requested a Zoning Map Amendment to have the properties designated as Community Commercial. The property is currently zoned Residential and is undeveloped. The applicant would like to have the property re-zoned to create a small scale/low intensity commercial node that is convenient to the residential community and the travelling public. The 2018 Jasper County Comprehensive Plan's Future Land Use Map identifies this area as "Rural Conservation," which seeks to protect and promote the character of Jasper County that largely exists today outside of the municipalities. Most development, particularly commercial development, should be guided to the hamlets. The Jasper County Comprehensive Plan's Land Use Exhibit shows the existing uses in this area are industrial and commercial uses, with residential uses nearby. The adjacent parcels are zoned Industrial Development and Rural Preservation with Mixed Business, Community Commercial and Residential nearby. Adjacent land uses are industrial and vacant property with commercial and residential nearby. The subject property is accessed by Lowcountry Drive (Highway 462), which is a two-lane state-maintained road classified as an arterial road, while Strawberry Hill Road, is a two-lane state-maintained road classified as a limited local road. From a land use perspective, staff recommends approval of the request to have the property designated as Community Commercial.

Mr. Farruggio addressed the Commission. He said he is a landscape architect with a background in land planning. The subject property is zoned Residential, which is not conducive to residential development. The property is approximately 280 feet deep with 1,000 feet of road frontage along Highway 462. He said this is a perfect opportunity to create a small hamlet at this location. Across the street are light industrial uses, including the landfill. He said with the other Community Commercial properties at Bolan Hall Road, and some General Commercial properties south of that, they feel this is consistent with the neighboring properties and meets the goals of the Jasper County Comprehensive Plan. He said this property will be required to maintain the aesthetics of the Highway Corridor Overlay District since Highway 462 is designated as such.

Dr. Butler asked if Community Commercial is the proper zoning for hamlets. Ms. Wagner said yes. She said the Highway Corridor requires a fifty-foot landscape buffer and certain architectural features for building exteriors.

Ms. Ferguson asked Mr. Farruggio what they plan to develop. Mr. Farruggio said there are no plans at this time, they just want to set up the zoning. They believe the end use will be conducive to rural area retail opportunities, like a dollar store, hardware store, hair salon, or things of that nature that are smaller scale and low intensity.

Mr. Waite asked if there was a previous application for Community Commercial that was presented to the Planning Commission. Ms. Wagner said yes, she thinks it was around 2018. Mr. Waite said he thinks that application was denied because the Planning Commission didn't know what the end use would be and did not want to lose control. He said he agrees with the applicant that the property is not suited for residential, because it is located across the street from the landfill and the whole area is developing into commercial properties. He said he does not really have an objection for that area to be Community Commercial but would like to know what the end use will be before recommending a zoning change.

Chairman Pinckney said he is familiar with the area, and he thinks Community Commercial is appropriate.

Dr. Butler motioned to forward a favorable recommendation to County Council to designate Tax Map Numbers 083-00-06-026 and 083-00-06-027, as Community Commercial, seconded by Mr. Rothenberg. The Commission Members voted unanimously in favor of the motion.

Major Subdivision – Conceptual Plan Review – Tidewatch Tax Map Number 081-00-04-003: Ms. Wagner said the applicant, Mr. Nimmer is seeking a conceptual review approval of a proposed major subdivision for the purpose of securing advice and/or comments and to help expedite a future application for preliminary plat approval. The subject property consists of 15.87 acres and is located along Old Bailey Road. The applicant proposes to develop a residential subdivision consisting of 8 lots. The lots will range in size from 1.87 acres – 2 acres. The property is zoned Residential, which requires minimum lot sizes of a half-acre. The proposed development will be served by Old Bailey Road, which is a two-lane state-maintained road. The property currently has three existing driveways on Old Bailey Road. The proposal includes limited curb cuts on Old Bailey Road by having shared driveways. Parcel A and B will share an existing driveway, Parcel C and D will share an existing driveway, and Parcel H will utilize an existing driveway. Parcel E and F will share a new driveway and Parcel G will have a new driveway, which adds a total of two new curb cuts to Old Bailey Road. Each lot will be served by a private well and a septic tank. Because of the low density that is being proposed, the developer proposes to create a 100' buffer along Old Bailey Road, in lieu of community open space. The buffer would serve as passive open space, providing roughly 2.25 acres of green space, which does not include required setbacks, and is more than the 10% of open space required by the Jasper County Zoning Ordinance. The developer also proposes restrictions for the land, which include: no mobile homes, 100' roadside buffer, no lots to be further subdivided, all service yards to be enclosed, and no inoperable vehicles on property. TGS Land Surveying developed a conceptual

plan that includes all the requirements outlined in Section 2.8 of the Jasper County Land Development Regulations for Planning Commission's review. Once the concept plan has been approved by the Planning Commission, the applicant will proceed with outside agency permitting and engineering design to comply with the specific requirements of the Jasper County Land Development Regulations for preliminary plat approval. Staff recommends approval of the Concept Plan for Tidewatch, major subdivision.

Mr. Nimmer said the property is a 16-acre tract surrounded by residential property along Old Bailey Road. He said there are existing lots nearby that are less than two acres, but he thought two acre lots were better, and there are existing curb cuts. He said they are concerned about impacts on the neighborhood, so there will be covenants that will require no further subdivisions of these lots.

Mr. Waite asked Mr. Nimmer if he plans to have other restrictions such as size of homes or limiting the lots to only one home or will more than one home be allowed on each lot. Mr. Nimmer said there will only be one home per lot. He said they have not established a minimum house size yet. Mr. Waite suggested at least 1,200 or 1,300 square feet for the size of the home. Mr. Nimmer said he envisions 1,500 or 1,600 square feet for each home.

Mr. Rothenberg requested a map showing the curb cuts because they aren't shown on the aerial maps that were provided. Mr. Nimmer said he could send a map to his cell phone. Mr. Rothenberg said based on the size of the lots, a landowner who wants to place several mobile homes on the lot for their family members. Mr. Nimmer said they are not going to allow that to happen.

Mr. Jenkins asked if a person making \$40,000 a year could get into one of these houses. Mr. Nimmer said he didn't think the bank would loan money on an annual income of \$40,000 based on what it would cost to build one of these houses. Mr. Jenkins expressed concern that people who need affordable housing will not be able to live in any of these houses. Mr. Nimmer said they did a project in the Grays area that allows mobile homes and provides people with an opportunity.

Dr. Butler asked if it is possible for BJWSA to provide services. Mr. Nimmer said BJWSA does not have services available at this time. Dr. Butler and Ms. Ferguson like the larger lots.

Ms. Ferguson asked Ms. Wagner if chickens and other animals are allowed on two acres. Ms. Wagner said yes. Ms. Ferguson told Mr. Nimmer he may want to consider prohibiting chickens and other animals in their Covenants. Mr. Nimmer thanked Ms. Ferguson for that suggestion.

Chairman Pinckney understands the desire to limit the curb cuts, but if there is any way to reduce the curb cuts even more, he thinks that would be good. He believes the curb cuts are the only impact to the community.

Mr. Waite motioned to approve the Conceptual Plan for Tidewatch, Tax Map Number 081-00-04-003, seconded by Ms. Ferguson. The Commission Members voted unanimously in favor of the motion.

Master Plan – 95 Logistics Center: Ms. Wagner said the Silverman Group request approval of a Master Plan for 95 Logistics Center. She said this Master Plan has been developed in accordance with the 95 Logistics Center Planned Development District (PDD), Development Agreement (DA) and Concept Plan approved by Jasper County Council on May 2, 2022. This Master Plan is located on 226.94-acre tract located along Whyte Hardee Boulevard (Highway 17), just south of Highway 278. The Master Plan shows 2 large warehouse buildings, internal road lay-out, and other infrastructure associated with development of the property. One warehouse consists of just over 1.2 million square feet with 703 parking spaces for trucks and 460 parking spaces for employees. The other warehouse consists of just over 1 million square feet with 495 parking spaces for trucks and 410 parking spaces for employees. The building footprints for both buildings total 2.24 million square feet. The total parking spaces provided for both buildings are 2,069 spaces.

Ms. Wagner said plan sheets 301 and 303 show the truck route signage with an arrow to the right. She said the trucks leaving the facility will have to turn right out of the site going northbound on Highway 17 or to Exit 8 to keep the trucks from going through the City of Hardeeville. Also, the applicant is asking for a waiver to reduce the number of parking spaces. The Development Agreement states that the Planning Commission can reduce the number of parking spaces at Master Plan approval and Jasper County supports the reduction of the parking spaces. She said specs of other logistical buildings were included with the staff report to show the number of parking spaces associated with this type of use in neighboring counties.

Mr. Buckland addressed the Commission. He said this is a large project and will hopefully be a very good one for Jasper County. He said the project consists of 2.2 million square feet for e-commerce. He said there are some wetlands on site that they will be impacting, and they are working with the Army Corps of Engineers to permit those wetlands. They are working with SCDOT regarding the roadway widening along U.S. 17. He said there will be turn lanes on Highway 17 into the site and south of the site at John Smith Road. He said they are working with Ms. Wagner to make sure all the zoning conditions that are a part of the Planned Development District and the Development Agreement are adhered to.

Dr. Butler asked if any of the traffic leaving the facility will enter or exit John Smith Road and if there would ever be a road that connects the project site to John Smith Road. Mr. Buckland said truck traffic will not be able to make a left hand exit out of the site, but an employee could turn left out of the site, and then go down and turn left on John Smith Road, if that is the route they travel. He said the project site does not connect with John Smith Road and the project site will never connect to John Smith Road. Dr. Butler asked if there is any way to restrict the truck traffic getting off of I-95 at Exit 5 or coming from the Ports, so they won't go through downtown Hardeeville. Mr. Buckland said the trucks will be using GPS, which will route them the most efficient way, and he expects that to be I-95 to Exit 8 by the project site, and not through downtown Hardeeville. He said they could ask their future tenants to let the drivers know not to go through Hardeeville. Dr. Butler said the traffic study predicted hundreds of trucks going to the facility during the peak AM hours. Mr. Buckland said there are 250 trips during peak hours. He said this number includes both in and out traffic and includes truck and employee trips. He said this is why they are working closely with SCDOT and will have turn lanes to get the trucks off the roadway. He said they are required to perform an additional traffic

analysis when fifty percent of the site is developed, and additional traffic improvements may be required at that point.

Dr. Butler said she is concerned about pollution involving noise, air, and water. She said this project is being built around a community and across the street from a school. She said trucks are noisy and asked if they will be coming in and out of the site day and night. Mr. Buckland said it will be tenant specific so he is not sure what the hours will be, but the Development Agreement requires a sound barrier to be provided at the southern property boundary, where the residents are, to help mitigate those noises. Dr. Butler said the movement of these trucks will create dust and exhaust fumes will come from the trucks. Water pollution is possible if the trucks are washed out. She asked if there is a provision for water protection. She is also concerned about the drainage because the flood zone from the Savannah River comes to some areas of Highway 17, and this is a swamp. She asked if there is a plan to prevent the water from backing up on people who live in the outlying areas. Mr. Buckland said there are certain stormwater requirements for Jasper County and South Carolina Department of Environmental Control that will be met. He said three large storm water management facilities are shown on their plans, which will take the runoff from these large industrial impervious surfaces and store the water in the stormwater management ponds. The stormwater facilities will become an extension of the swamp and will provide water quality benefits. He said the ponds will collect and capture sediment or trash that may wash out of the trucks or from the site and will not be released with drainage into the wetlands. Dr. Butler asked if SCDHEC will look at the potential impact for people who live away from this facility. Mr. Buckland said the water drains from west to east toward I-95 and there is an unstudied portion of the flood plain in this area so they will have to show that they are not impacting the flood plain both upstream and downstream. He said they are installing a couple of large culverts for road crossings over the wetlands that will allow water to travel from one side of the site to the other side of the site and no water will be blocked or cause any ponding.

Dr. Butler asked about the potential pollution in the air. Mr. Buckland said he has never seen scrubbing of pollutants at the tail pipe as a requirement, but he believes the trucking industry is moving towards electric fleets in the future. Dr. Butler asked if they could incorporate a provision in their leases to keep traffic out of Hardeeville and John Smith Road. Mr. Sabato said the traffic study accounted for some cars going down John Smith Road, but there really is no reason for the traffic to go down John Smith. Most of the traffic will travel on I-95. Dr. Butler said it is always nice to have something in writing to encourage people to do what is right.

Ms. Ferguson said her concern is the traffic. She said John Smith Road cannot handle any more traffic and adding truck traffic to it would be a nightmare. She would like to see a bridge that would let the truck traffic leave the site and go directly to I-95. Mr. Buckland said SCDOT is working on an improvement plan for the interchange at Exit 8 and he believes this project will probably work in tandem with that. He said at a certain development threshold, they will be looking at the signal lights at Exit 8 and how everything is performing at their site. Ms. Ferguson is also concerned about the wetlands and how they affect the outlying areas. She would like to have additional information about how the water will be controlled to make sure it continues to flow eastward rather than westward.

Mr. Waite said the traffic study is using 2019 annual averages for the traffic counts and a 4% annual growth rate was used to determine the current traffic counts because of COVID. Mr. Buckland said the study was performed in 2020, and it was standard engineering practice not to use the 2020 counts because of COVID. Mr. Waite said he was not in favor of this project from the beginning, because he thought there was already too much traffic in this area. He said a quick web search found Jasper County's growth rate to be 6.45% for 2020, and 6.88% for 2019, while Hardeeville's growth rate is 14.3%, so 4% is low for traffic and he believes the traffic will be a nightmare. He said in addition to asking for a variance on the parking spaces, they are also asking for a variance to reduce the size of the parking space. Mr. Buckland said that is correct, the normal size of a parking space is usually nine feet by eighteen feet and an extra two feet of pavement per parking space adds up for the total impervious area. Mr. Waite thinks the data used for the traffic analysis is not good data.

Mr. Jenkins said the roads in Jasper County are not good and trucks tear up roads. He asked who would be responsible to repair the roads. He said when there is an accident on I-95, Highway 17 is a traffic nightmare. Mr. Buckland said Highway 17 is a SCDOT Road, and it falls under their maintenance responsibility. He said this project will generate millions of dollars per year and some of that money will go towards road maintenance. He said there are traffic concerns, but this project comes with substantial community and county benefits too. There will be 2,000 jobs created directly and indirectly. Mr. Jenkins said this is a huge project and he thinks a round table discussion is needed to go through the project.

Dr. Bostick said when he looks at this project site in proximity of the City of Hardeeville, the neighboring residential community, Highway 278, Highway 17, I-95, and seeing the size of this development, he would like to know if the applicant has other projects elsewhere that are built around towns, neighborhoods, and schools comparable to this project or are they more isolated. Mr. Sabato said they own properties up and down the east coast having millions of square feet, obviously each property varies based on the nature of the project. He said they have large developments just outside of Atlanta, Charlotte, and Greensboro. He said the proximity of this site to I-95 will put the truck traffic on I-95. He said a lot of thought was put into this project, which is why they went through the PDD and DA process. Dr. Bostick said in this case, a sound wall is needed by the residential community, and he asked if they have any other projects that are this close to residents. Mr. Buckland showed an aerial view of a large industrial area near a large residential development in the Savannah area. Dr. Butler said this area is Jimmy Deloach Parkway, which is a four-lane highway, and the trucks can access it directly from I-95 and do not have to go through the residential areas to get to their sites. She said this is nothing like what is being proposed in Jasper County. Dr. Bostick agrees and he doesn't think the project site is a good location.

Dr. Bostick asked if the Planning Commission was invited to the workshops held by County Council. Ms. Wagner said the workshops were held at the Council's request when they were working through the Development Agreement. She said she thinks the Council did a good job requesting the truck traffic be controlled on site not to allow trucks to exit southbound out of the site, creating 100' buffers along Highway 17, and requiring a sound wall. She said there will be DA fees and some of that money will go to the roadways and mitigation will be required on Highway 17 and possibly at Exit 8 interchange. Dr. Bostick said he is concerned about the truck traffic being controlled coming

to the site. He said he understands the economic impact that will come from this project, but he is concerned about the actual population and the people that this is going to affect. He thinks this will be a place no one will want to live or be around because of the truck traffic.

Mr. Rothenberg asked if the Ordinance of the Council supersedes the information in the traffic analysis as it relates to trucks turning both left and right out of the facility. Mr. Buckland said there were two traffic studies performed, the first one assumed the trucks could take a left or a right out of the facility, then there was an updated analysis performed that took in account the trucks would not be able to turn left when exiting the site. Mr. Rothenberg asked if any thought was given to the trip generation counts as it relates to the types of businesses that will locate to this site because e-commerce usually employs a lot of individuals. He said there are nearly one thousand parking spaces for employees and if the operations are based on two-shifts that is two thousand vehicles coming and going on a daily basis and none of that was taken into consideration in the trip generation analysis. He asked if employees will be allowed to turn left onto Highway 17 and if another trip generation report will be performed to reflect more accurately the true conditions of an e-commerce park. Mr. Buckland said the traffic study was approved by SCDOT, and the trip generation numbers used were based on e-commerce using the Institute of Traffic Engineers (ITE) Manual. He said the traffic generation is based on peak hour and the square footage of the buildings. A secondary analysis will be performed at fifty percent built out that will be based on actual traffic occurring at the time. He said until then they won't know if there will be additional traffic improvements warranted or not. Mr. Rothenberg asked what the time frame is for construction of the second building after the first building is completed. Mr. Sabato said it will be based on current market conditions. Mr. Rothenberg asked in relation to a variance of parking spaces, is it possible more parking spaces will be needed when they construct the second building. Mr. Sabato said yes, it is possible, but based on the limits of the site, it will most likely be changing trailer spots for car spots or vice versa and the total parking spaces combined won't change. Mr. Rothenberg asked in relation to stormwater and floodplain studies, will the Commission know how the project is progressing in the near future or will those studies wait until construction starts. Mr. Buckland said those studies will occur during the permitting process. He said they will be working with SCDHEC and county staff to ensure they are meeting the requirements for both stormwater and the floodplain. He said a development permit will not be issued until all of the requirements are met.

Dr. Butler asked Ms. Wagner why Hardeeville did not approve this project. Ms. Wagner said when this project was presented to Hardeeville there was an additional property included in the project boundary that had direct access to John Smith Road and located across the street from the school. She said that property is in the City of Hardeeville and the plan included an entrance to John Smith Road for employees. She said the City Council was concerned about the traffic along John Smith Road. Ms. Wagner said when the developer came to the County, the property in the City was removed from the plan and there is no direct access to John Smith Road. She said the property in the City is not included in the PDD or in the project boundary.

Chairman Pinckney asked how long it will take to get this project developed once it is approved. Mr. Buckland said probably 2 to 2 and half years between permitting and construction. Chairman Pinckney asked Ms. Wagner what the time frame is of the I-95 widening project. Ms. Wagner said SCDOT is hoping to have the widening project designed in 2023 and begin construction in 2025. She

said the construction will be done in phases so she does not know exactly when construction will begin around the Exit 8 area. Chairman Pinckney said if the completion of this project and the I-95 widening project coincide, it will take a lot of pressure off Hardeeville as far as the trucks using Highway 17 and the trucks will be able to move on I-95 more expeditiously. He said this project will make a large impact on the County's economy. He said one concern he has is the water that will drain under I-95. He asked where that water goes. Mr. Buckland said the water currently drains under I-95. He said there are large culverts under I-95, and they are not doing anything that will have an impact upstream or downstream. Chairman Pinckney asked if the operations are going to be 24/7. Mr. Sabato said that will be tenant specific. Chairman Pinckney asked about the wages and if special skills will be required for the workers. Mr. Sabato said he thinks the tenants will be fantastic employers and will pay good wages. He said the jobs are entry level so almost anyone should be able to qualify for a job.

Dr. Butler asked Mr. Sabato how many employees will they employ at this location. Mr. Sabato said they will only employ construction workers during construction. Dr. Butler clarified that the number of employees will be dependent on the tenants. Mr. Sabato said that is correct. Dr. Butler said when SCE&G wanted to build a new plant at Purrysburg, there was going to be a need occasionally for 18 wheelers to come through the community. In the spirit of cooperation with the community, they required anyone making truck deliveries to use an alternate route that would not take them by the school or through any communities, so companies can work cooperatively with communities to deal with issues that are going to ultimately change the nature of the community and the community at large.

Dr. Bostick asked if there is any way this item can be tabled until a workshop can be held. There was some discussion about if any additional data will be presented at the workshop or if it will be the same information. Chairman Pinckney said if a motion is made to have a workshop, it can include a request of what additional information the Commission would like to see. Dr. Bostick said he would like to something included in their sales agreement or tenant agreements that would prohibit the truck traffic from going through the City of Hardeeville.

Mr. Jenkins motioned to table this item until a workshop between the Commission and the County Council can be scheduled to work through some of these concerns. The motion died for a lack of a second.

Dr. Butler motioned to recommend disapproval of the 95 Logistics Master Plan including the reduction of the parking space of 1 space per 1,250 square feet. The motion died for a lack of a second.

After more discussion about scheduling a workshop and working through some of the items of concern with the applicant, as well as the legal ramifications if the project is denied, **Dr. Bostick made a motion to table this item until a workshop can be scheduled to go through the items of concern, which are tenant agreements prohibiting truck traffic through the City of Hardeeville, updated traffic analysis, additional information regarding the drainage, and to request the presence of the**

County Attorney for the purpose of receiving legal advice. Mr. Waite seconded the motion. The Commission Members voted unanimously in favor of the motion.

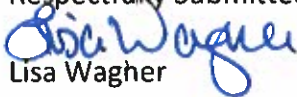
There was some discussion about scheduling a date for the workshop and the venue of the workshop. Ms. Wagner asked the applicant how long it would take to update the traffic information. Mr. Buckland said they will need to work with the traffic engineer to see how quickly they can provide that information. Ms. Wagner suggested having an in-person meeting on December 13, 2022 and hold the workshop on the same day prior to the regular meeting. Mr. Sabato asked what additional information is needed for the traffic analysis. **Dr. Bostick motioned to have the workshop on December 13, 2022 at 5:00 pm, seconded by Mr. Waite.** Mr. Waite said the additional information for the traffic analysis should include more realistic numbers because the traffic count was low.

Dr. Butler said there is already a problem with traffic on I-95, which then in turn backs up on Highway 17. She asked if that was considered in the traffic analysis. Mr. Buckland said although 250 trips at peak hours seems like a lot, it does not have much impact on I-95 because I-95 carries such a high volume of traffic.

Open Discussion: Dr. Butler said looking at the maps for the Highway 462 area, there are multiple properties with different zoning classifications. She asked if the zoning should be more consistent and if this is something that should be addressed. Chairman Pinckney said generally Rural Preservation was designated to properties over 25 acres in size, while smaller properties were designated Residential, and Community Commercial was assigned to certain areas in the County, so it provided for a mix of uses in some areas such as Highway 462. He said some areas have been reviewed and corrections made and it is possible some other areas need to be reviewed. Ms. Wagner said the landfill existed at the time of the county wide re-zoning, so it was zoned Industrial, which is the only reason there is industrial zoning along Highway 462.

Adjourn: Dr. Bostick motioned to adjourn, seconded by Mr. Waite. The Commission Members voted unanimously in favor of the motion. The Meeting adjourned at 8:40 pm.

Respectfully Submitted,


Lisa Wagner