



Chatham County - Savannah Metropolitan Planning Commission

MINUTES

APRIL 11, 2023 MPC MEETING

Members Present: Dwayne Stephens, Chairman
Elizabeth Epstein
Michael Kaigler
Jay Melder
Wayne Noha
Karen Jarrett
Joseph Ervin
Joseph Welch
Laureen Boles
Shedrick Coleman

Members Absent: Jeff Notrica
Malik Watkins
Tom Woiwode
Travis Coles

Staff Present: Pamela Everett, Assistant Executive Director
Marcus Lotson, Director of Development Services
Melissa Paul-Leto, Senior Planner
Sally Helm, Administrative Assistant

I. Call to Order and Welcome

II. Invocation and Pledge of Allegiance

III. Approval of Agenda

IV. Notices, Proclamations and Acknowledgements

V. Item(s) Requested to be Removed from the Final Agenda

[1. ZONING TEXT AMENDMENT | Accessory Dwelling Units| 22-005883](#)

Motion

Item removed from Final Agenda

Vote Results (Approved)

Motion: Wayne Noha

Second: Shedrick Coleman

Joseph Ervin

- Aye

Tom Woiwode

- Not Present

Travis Coles

- Not Present

Joseph Welch	- Aye
Shedrick Coleman	- Aye
Karen Jarrett	- Aye
Dwayne Stephens	- Aye
Wayne Noha	- Aye
Jeff Notrica	- Not Present
Laureen Boles	- Aye
Elizabeth Epstein	- Aye
Malik Watkins	- Not Present
Jay Melder	- Aye
Michael Kaigler	- Aye

[2. MAP AMENDMENT | 343 Buckhalter Road | Rezone from R-A-CO to I-L | 23-000304-ZA](#)

Motion

Item removed from final agenda

Vote Results (Approved)

Motion: Wayne Noha

Second: Shedrick Coleman

Joseph Ervin	- Aye
Tom Woiwode	- Not Present
Travis Coles	- Not Present
Joseph Welch	- Aye
Shedrick Coleman	- Aye
Karen Jarrett	- Aye
Dwayne Stephens	- Aye
Wayne Noha	- Aye
Jeff Notrica	- Not Present
Laureen Boles	- Aye
Elizabeth Epstein	- Aye
Malik Watkins	- Not Present
Jay Melder	- Aye
Michael Kaigler	- Aye

[3. SPECIAL USE PERMIT | 2602 Whitaker St | 23-000865-ZA | Restaurant w/ Alcohol Sales](#)

Motion

Item Removed from Final Agenda

Vote Results (Approved)

Motion: Wayne Noha

Second: Shedrick Coleman

Joseph Ervin	- Aye
Tom Woiwode	- Not Present
Travis Coles	- Not Present
Joseph Welch	- Aye
Shedrick Coleman	- Aye
Karen Jarrett	- Aye
Dwayne Stephens	- Not Present
Wayne Noha	- Aye
Jeff Notrica	- Not Present
Laureen Boles	- Aye
Elizabeth Epstein	- Aye
Malik Watkins	- Not Present
Jay Melder	- Aye
Michael Kaigler	- Aye

[4. ZONING MAP AMENDMENT | 23-001408 -ZA | 810 E. Broad St.; 613-623 E. Gwinnett St.; 610-614 E. Bolton St. | Rezone from TC-2 to D-X](#)

Motion

Item removed from final agenda

Vote Results (Approved)

Motion: Wayne Noha

Second: Shedrick Coleman

Joseph Ervin	- Aye
Tom Woiwode	- Not Present
Travis Coles	- Not Present
Joseph Welch	- Aye
Shedrick Coleman	- Aye
Karen Jarrett	- Aye
Dwayne Stephens	- Aye
Wayne Noha	- Aye
Jeff Notrica	- Not Present
Laureen Boles	- Aye
Elizabeth Epstein	- Aye
Malik Watkins	- Not Present
Jay Melder	- Aye
Michael Kaigler	- Aye

[5. Zoning Map Amendment | 23-001096-ZA | Derenne Frontage Road | Rezone from RSF-6 to OI-E](#)

Motion

Item removed from final agenda

Vote Results (Approved)

Motion: Wayne Noha

Second: Shedrick Coleman

Joseph Ervin	- Aye
Tom Woiwode	- Not Present
Travis Coles	- Not Present
Joseph Welch	- Aye
Shedrick Coleman	- Aye
Karen Jarrett	- Aye
Dwayne Stephens	- Aye
Wayne Noha	- Aye
Jeff Notrica	- Not Present
Laureen Boles	- Aye
Elizabeth Epstein	- Aye
Malik Watkins	- Not Present
Jay Melder	- Aye
Michael Kaigler	- Aye

VI. Items Requested to be Withdrawn

[6. REZONING MAP AMENDMENT | 22-004383-ZA | Albion Street | Special Use Permit for Place of Worship](#)

Motion

Item requested to be withdrawn from agenda

Vote Results (Approved)

Motion: Wayne Noha

Second: Shedrick Coleman

Joseph Ervin	- Aye
Tom Woiwode	- Not Present
Travis Coles	- Not Present
Joseph Welch	- Aye
Shedrick Coleman	- Aye
Karen Jarrett	- Aye
Dwayne Stephens	- Aye
Wayne Noha	- Aye
Jeff Notrica	- Not Present
Laureen Boles	- Aye
Elizabeth Epstein	- Aye

Malik Watkins	- Not Present
Jay Melder	- Aye
Michael Kaigler	- Aye

[7. SPECIAL USE | 312 East Anderson Street | A special use request for on-site consumption of alcohol | File No. 23-000867-ZBA](#)

Motion

Item requested to be withdrawn from agenda

Vote Results (Approved)

Motion: Wayne Noha

Second: Shedrick Coleman

Joseph Ervin	- Aye
Tom Woiwode	- Not Present
Travis Coles	- Not Present
Joseph Welch	- Aye
Shedrick Coleman	- Aye
Karen Jarrett	- Aye
Dwayne Stephens	- Aye
Wayne Noha	- Aye
Jeff Notrica	- Not Present
Laureen Boles	- Aye
Elizabeth Epstein	- Aye
Malik Watkins	- Not Present
Jay Melder	- Aye
Michael Kaigler	- Aye

[8. MAP AMENDMENT | 312 East Anderson Street | Rezone from TN-1 to TC-2 | 23-001036-ZA](#)

Motion

Item requested to be withdrawn from agenda

Vote Results (Approved)

Motion: Wayne Noha

Second: Shedrick Coleman

Joseph Ervin	- Aye
Tom Woiwode	- Not Present
Travis Coles	- Not Present
Joseph Welch	- Aye
Shedrick Coleman	- Aye
Karen Jarrett	- Aye

Dwayne Stephens	- Aye
Wayne Noha	- Aye
Jeff Notrica	- Not Present
Laureen Boles	- Aye
Elizabeth Epstein	- Aye
Malik Watkins	- Not Present
Jay Melder	- Aye
Michael Kaigler	- Aye

The Consent Agenda consists of items for which the applicant is in agreement with the staff recommendation and for which no known objections have been identified nor anticipated by staff. Any objections raised at the meeting will result in the item being moved to the Regular Agenda. At a 12:30 briefing, the staff will brief the Commission on Consent Agenda items and, time permitting, Regular Agenda items. No testimony will be taken from applicants, supporters or opponents, and no votes will be taken at the briefing.

VII. Consent Agenda

[9. Approval of the March 21, 2023 Meeting Minutes](#)

[📎 03.21.2023 Meeting minutes.pdf](#)

Motion

Approval of the March 21,2023 Meeting Minutes

Vote Results (Approved)

Motion: Wayne Noha

Second: Shedrick Coleman

Joseph Ervin	- Aye
Tom Woiwode	- Not Present
Travis Coles	- Not Present
Joseph Welch	- Aye
Shedrick Coleman	- Aye
Karen Jarrett	- Aye
Dwayne Stephens	- Aye
Wayne Noha	- Not Present
Jeff Notrica	- Aye
Laureen Boles	- Aye
Elizabeth Epstein	- Aye
Malik Watkins	- Not Present
Jay Melder	- Aye
Michael Kaigler	- Aye

VIII. Old Business

IX. Regular Business

10. AMENDED MASTER PLAN | The Reserve at Savannah Harbor | 23-001403-PLAN

☞ [Staff Report 1403.pdf](#)

☞ [Master plan highlighted.pdf](#)

☞ [Map.pdf](#)

Marcus Lotson, Director of Development Services, said the petitioner is requesting approval of an amended Master Plan for The Reserve at Savannah Harbor, a residential development located approximately 700 feet northeast of Wayne Shakelford Parkway and approximately 1,675 feet east of U.S. Highway 17A (Talmadge Bridge) within a PD (Planned Development) zoning district. The proposed changes are as follows:

- Recombine 42 existing residential lots to create 24 larger residential lots (shown as Type G on Amended Master Plan).
- Provide new required setbacks for all Type G lots.
- Amend plan to allow Type G lots to be front loaded.

Since the initial approval of the Master Plan in 2004, other than infrastructure, there has been little vertical construction in the planned area. The economic downturn of the mid 2000's and changes in ownership are the primary reasons for the pace of development. Lots have been platted, roads, water, sewer and detention have been constructed and accepted and there are currently 12 residents in place.

The petitioner is requesting to recombine forty-two existing residential lots into twenty-four larger residential lots, a reduction of the overall lot count. The primary purpose of the proposed amendment is to increase lot sizes in one portion of the development by combining 42 existing lots to create 24 new lots for single family detached residential development. The existing lots include lot dimensions of 52'x105', 34'x105', 34'x95' and 44'x95'. All new proposed Type G lots will be 70'x115' or 8,050 square feet. The proposed revision will require approval of a recombination survey and the abandonment of portions of existing lanes. These lots would be front loaded with the lanes being removed. After the initial approval of the existing Master Plan, the subsequent amendments and revisions in 2007 and 2009, there has been a total of twelve homes built on the site. That includes townhomes and single family detached on the property. When this was approved it was at the beginning of the economic downturn which was part of the reason of very little development in this area up until now. The infrastructure is in place, the streets, stormwater, water, and sewer are all in place. Today's consideration is the recombination of the forty-two lots to create twenty-four larger lots, the proposed set back to accommodate lack of lane entry, and amendment to allow type G lots to be front loaded. Currently there are two hundred forty-three approved townhomes. This proposal would reduce the number to two hundred thirty-one. There are two hundred one single family detached homes currently approved, this proposal would decrease that number to one hundred ninety-five. The proposed amendments are in keeping with the overall development and previous iterations of the plan. Reducing the number of residential lots and increasing lot size should not be detrimental in any way to existing or future property owners. The most significant change other than the lot size is the elimination of the lanes. Because of the extended development timeline of this Master Plan, it is expected that changes would occur. The MPC staff recommends approval of the Amended Master Plan as submitted with the following condition:

- Approval by the City of Savannah of all Right of Way abandonments prior to the recording of the revised plat for lots identified as Type G.

Mr. Wayne Noha, Board Member, said every interior lot, either not on the water or golf course, has a lane currently behind it. Is that correct? If we eliminate those lanes, would they be the only ones in that whole neighborhood that do not have lanes?

Mr. Lotson said in an area of proposed recombination, there is a lane that exists. If this is recombined, there is frontage on all sides but there is no lane access.

Ms. Karen Jarrett, Board Member, asked, these would be the only one that would be front loaded, making them look different than the other properties in the neighborhood?

Mr. Lotson said although many of these lots have lane access, it doesn't necessarily mean they won't be front loaded.

Mr. Jay Melder, City Manager, asked, how many homes in the approved plan vs. the amended plan are front

loaded homes and front serviced homes? From a refuge and recycling point of view, that is important to note. In MPC's review of the lane issue understanding that the condition is with the approval of the City of Savannah, from a zoning and design perspective, what was staff's consideration about the elimination of these lanes?

Mr. Lotson said what staff found is, all though lanes are a part of the overall design layout of The Reserve, we think it is appropriate to have a mix of housing types that can include a different access point for the homes. When you look throughout the development there are a number of homes on the riverside that have strictly street access (especially along the back river). Those are complimentary to the proposed lots. Several of the interior lots are a very different sort of grid pattern.

Mr. Melder asked, what types of residences are there now?

Mr. Lotson said they are all single-family homes. Some are townhomes and some are single family detached.

Mr. Melder asked, how many of the current homes are front loaded, front serviced homes vs. lane serviced?

Mr. Lotson said none of the current homes appear to be except the corner lot and the townhomes have lane access.

Mr. John Gaskin, Representing the Applicant, said we are primarily an Atlanta builder. We are shifting now more towards age-restricted type housing. The communities in Atlanta, between what we have built and what we have under contract, is close to 3000 lots. They are very large, age restricted types of products. We found this has been received particularly well. There are 8-10 products with several variations of the interior layout, exterior, colors, etc. We typically sell at a very rapid pace. In Savannah currently we are building in the upper east river, which is part of the Eastern Warf, we now have a Savannah division. When we first started the Savannah River project, it looked a lot like this property. It had been in foreclosure for a number of years. The city was a small partner in that deal because of the parking deck. We have been looking in Savannah, the market is great here. We have identified Hutchison Island, the Reserve as a property that would fit that product and that concept extremely well. We have been working over nine months trying to work out the details. The reason to get rid of the rear alleys in this particular case serve no purpose for our age restricted population. We made sure no one else in the community would not lose any access to the rear alleys and private drives. No existing property owner would lose any rear access. This area is beautiful, it has a resort feel. Our lowest price product is approximately \$650,000 and we think we can hit \$850,000 here. The key is getting that sized lot. the 70ft hits our biggest product which is what we are designing this for and anticipation that the prices here will be comparable to a similar type setting in Atlanta.

Mr. Shedrick Coleman, Board Member, said in your presentation you stated a desire to potentially purchase more of this property. If I heard some of the questions to staff earlier there is a concern relative to the redevelopment of this where the lanes are taken away. Based on the product that you described, if you are able to secure more of this property those lanes would be taken away further. That suggests this current Master Plan would no longer fit what you are outlining for the future. All of these lots that are not developed at this time, will end up being combined into these larger lots losing the lanes.

Mr. Gaskin said if we look at the entire community, there is a huge number of potential lots here. We do have a product that is rear alley loaded. We are building townhomes on the Upper East River project. All of those are rear loaded townhomes. We think there are a couple products that we are building over there that we think at some point we can bring here. We know what the price point is and we know how to build it. Certainly, a number of these lots, if there was no need for an alley, we would come back and ask for removal of the alleys. There is a chance it would come back but I am not going to come back and ask for a blanket removal of all the alleyways if that helps answer your question.

Mr. Coleman said with that in mind, you also stated, and I agree with you, this property has sat for a long period of time in this current configuration. If you are building rear alley product further on the island, do you see that product working as that fills up, to where you are able to maintain more of that in the future?

Mr. Gaskin said we hire big companies that help us set up the product types. There is a lot of competition or age targeted type product.

Mr. Jay Melder, City Manager, said I do associate my feelings with my colleagues. Your approach to the Master Plan. It does have a very urban centric design to it. I think for the people who have invested in the few homes that are there, they invested in the future of this plan. I think it would be very important for any new development to include those existing residents who have bought into this property, to understand their concerns and to talk through what the future plans would be. The plan being shown, it appears to be

something in the amended area, does that area propose the removal of public space? Have you spoken to any of the current residents?

Mr. Gaskin said that area is greenspace. We are not removing any open space in this project. I apologize, we have not spoken to any of the current residents and that is not the way we normally conduct business. We went under contract so quickly. One of the things that we think is keenly important to this project. The seller is giving serious consideration to a homeowner's association. The lineage of this going into foreclosure, there is an existing structure, but the players are not active anymore. This needs some cleaning up.

Mr. Melder said because the lanes are some of the central issues with the homeowners, the product type that you are developing on the Eastern Warf, can you tell us why lanes work in that product type versus lanes here? Lanes are important to the urban design of Savannah. They are a part of the original Oglethorpe Plan. They are an important part of the aesthetic design in terms of the creation of public realm and how properties are served.

Mr. Gaskin said the street pattern was in when we closed on the Savannah River Landing (that was the previous name). The infrastructure was 90%. We weren't doing single family detached homes. We were marketing to a broader market, not to age restricted people. The age restricted product that we are talking about on the Reserve, on the first 70 lots, these are ranch level front loaded. If there was an extra 10ft on the front, we could leave the lanes in there. In order to get the product in there, some of them are 75ft long, if you add a screened in porch on the back, you have a large product. The product is entirely different here than what we were going to build at Upper East River.

Ms. Karen Jarrett, Board Member, said being somewhat age restricted myself, I live with a lane behind me. I live in a very narrow lot, I have stairs not an elevator. Ultimately if you are able to buy more of the property, you would like to see this become a gated community. If it were to become a gated community, can I assume that you are going to take over the streets and the infrastructure?

Mr. Gaskin said the way it works in Atlanta and the way it will work here, these are dedicated streets, there would have to be a couple of actions. The city would have to donate or turn over the land to the homeowner's association which would make it private at that point. In order to gate it. Once it becomes private, then the homeowner's association along with everything else, open space budget, landscaping, the guard house, street sweeping etc. the amenity would have funds set aside every year to maintain the street.

Mr. Dwayne Stephens, Chairman, said, just to make it clear, what you are saying is that when you further develop and acquire more property, you will maintain the streets.

Mr. Gaskin said yes. That is how we do the other communities we have.

Ms. Elizabeth Epstein, Board Member, said I noticed when you were talking about the houses without lane access, you are trying to adopt a plan that has been successful in other locations. The lanes are important to us. I would think some people that are moving to the area are moving because of the charm and layout of Savannah. Did you adapt your plan at all to something that was rear loading? Each piece of property would lose 10ft in the back for that dedicated lane.

Mr. Gaskin said it would be at least 10ft. There would need to be another 10-12ft off of that. The reason we did not look at that is, we have perfected this product. The builders can build this at the pace we need them to build it at. If I was to go back and redesign my product just for this area it would take me another year or two to come back. The age restricted works better coming in from the front. Everything is in the front of the house. If you walk in from the back of the house with a hand full of groceries, you are walking all the way to the front. We looked at all of this. The lane type product in Atlanta is not moving as well as it did in previous years.

Chase Rosen, Member of the Public, said originally, I wanted to speak because I noticed the property that is being reorganized surrounds a square. My main concern with that is, it limits the access for the utility of that square to the community. This is supposed to be a public amenity for the whole community. I understand it raises the price point for the properties that would be there, but I feel this is very important to the community. Density does not need to be taken away from areas that people want to go to. I feel there is an urgent need for more housing in Savannah in general. For any plan to remove units that were originally in the plan, I think that is inherently against the public interest. Additionally, I do not like seeing this is going to be larger properties, there is a strong need for missing middle density. A diversity of products is good to see but requiring more utilities to serve fewer people, that is more harmful than the benefits would appear. My wife and I recently moved to Savannah for the design of the city, the walkability, the mobility, and the ease of living in a city in particular. I would ask for some consideration for the rail that currently stretches across state lines if the developer does purchase the entire island.

Mr. Dickey Mopper, Member of the Public, said I find it interesting that we are sitting her today as a board and calling this an urban project. Nobody that I know of in the City of Savannah has fought harder for preservation and the Oglethorpe Plan than I have. It is one of the most important things to me. If this were an urban community, I would be fighting it and talking about why we need lanes. There is not one commercial thing going into this, this is a residential resort island community. Lanes are not part of the discussion as far as whether we need it for an urban community or not. There are hundreds of lots that have been sitting there for 15 years not being developed. The reason is the original development and site plan was not well thought out. The people that did it initially made major mistakes. That's the reason why no one has purchased this land in all these years. In regard to whether Patrick Malloy's will buy more property, I can't tell you. We are actively marketing; we have a sales office that is opening up on the island. We are preparing to sell our lots and not specifically to Mr. Malloy, to anyone who wants them. The prices of our lots will start at \$100,000 for a townhouse. We will have row houses, we have city lots, those start at \$175,000. The waterfront lots go up to \$500,000. The golf lots start at \$300,000. This is a project that needs to move forward. At least 50% of the townhouses are going to be front loaded. That is a product that will be there. Currently there are only 12 houses on that island.

Ms. Jarrett said you mentioned that this was going to be a residential property, but I note that on the north side of the property there are two areas that say condominium with limited retail up to 15 floors. Is there no longer going to be any retail?

Mr. Mopper said those two towers lots are not part of this subdivision at all. They are not part of the Reserve. They are not part of the HOA. They are physically next to it but excluded.

Mr. Lotson said during the approval of the original Master Plan, those condominiums were part of that approval. Those still are approved and can be built if they meet the standards. As part of that, the language in the approval said in order to provide some small retail services for the residents there, they allocated 1500 sq ft in each building to be able to provide retail services.

Ms. Jarrett asked if they were to build those condominiums would there be any access if the development continued the way the developer mentioned the private roads, will the retail be only for the people that lived there?

Mr. Lotson said is this becomes private, that would be the case. If it were to build out now, it would be a public facility for everyone to use.

Mr. Bob Turner, part owner of the property, said I want to clear up one thing said earlier. There has been no discussion whatsoever about making these roads private. That is not an ongoing conversation. This development has been sitting empty. It was developed wrong in the first place. We are doing everything we can to get it started again. There are close to 400 lots. There are 10 owners we want to take in and help them. At the same time, this property is going to sit empty until we come up with a development process that moves it forward. We trying to bring this property back to life.

Ms. Lauren Boyles, Board member, asked has the flooding issue been addressed?

_____, yes, the Thomas & Hutton Engineers are here. They have certified elevations. We have the most up to date FEMA maps. We are including a revised study that was done a couple of years ago. These lots that we are buying are out of the 100-year flood plain. There is a study for the island as a whole. There may be some flood plains on the areas that we are not looking at, but these 24 lots are above that elevation.

Mr. John Carswell, member of the public, said I have been in this area for 92 years. I think the mixing of this type of design into the project is wrong. I do not think the houses are in design with the original plan. You don't tell people how old to be to live in a house. On behalf of my family, we do not approve of the way this is designed.

Ms. Kathy Smith, Member of the public, said my husband and I have lived at the Reserve since 2016. We moved there after living on Dutch Island for 20 years because of the house. It is right across from beautiful downtown Savannah, on the back river, and most importantly, the plan for the Reserve which we reviewed when we purchased the house, presented an urban extension of Savannah itself. We reviewed the proposal being presented today, we are in agreement with the combination of lots to form larger lots, that has been done several times in downtown Savannah. We object to eliminating the lanes and placing garages in front of yards to accomplish this. The lanes are important because they allow garages to face the lanes rather than the street. The lanes include the utilities, and they are an integral part of the urban design. We believe the

elimination of the lanes creates a more suburban environment in an urban development. We respectfully request that the MPC requires that the lanes be retained, and we press that the city manager of Savannah not recommend to Council the abandonment of ROW and easement related to the lanes. We also request that the MPC urge developer to focus on residential home design suitable for a southern urban environment as opposed to suburban style homes.

Mr. Keith Sapp, Member of the public, said I second everything Kathy said. When we moved out there, The Reserve was supposed to be an extension of downtown Savannah. The Eastern Warf is an extension of downtown Savannah. We bought our property out there with the intention this was going to be the direction of this neighborhood. The building guidelines are to stay consistent with downtown Savannah. Even though there is no active association, if they take these lots and combine them, are they going to take the space of those lots and double the value of the association cost when it does become active again? At some point there will have to be an active association, how will this work?

Mr. Gaskin said the chances of this ever becoming a private drive is remote unless the city were to approach us. In terms of what this site feels like, it has some of the best views of Savannah. It does have a resort feel as opposed to the urban type squares the city typically has. This is a different context with the golf course around etc. Regarding the association cost, there will be an assessment done every year of what it cost to maintain it. Our lots will have an additional cost. We do provide a total exterior maintenance. All lawns are mowed and landscaped. That comes as part of buying the house. All of this feeds into the new HOA. There will be structure to this.

Mr. Melder said it is not the purview of this board to understand HOA issues. This is a zoning matter only. I do understand Mr. Moppers point, it has always been 100% residential development. The original plans called for lanes, and we are trying to understand whether or not the lanes are valuable or not from a planning perspective. Given there are several front-loaded homes in the prior plan, I do not personally see the front loading or the elimination of lanes to be problematic from a zoning point of view. I will ask the developers, there are 12 residents on the property, it would be due diligence to meet them and address their concerns.

Motion

Recommendation

The MPC staff recommends approval of the Amended Master Plan as submitted with the following condition:
Approval by the City of Savannah of all Right of Away abandonments prior to the recording of the revised plat for lots identified as Type G.

Vote Results (Approved)

Motion: Shedrick Coleman

Second: Wayne Noha

Joseph Ervin	- Not Present
Tom Woiwode	- Not Present
Travis Coles	- Not Present
Joseph Welch	- Aye
Shedrick Coleman	- Aye
Karen Jarrett	- Nay
Dwayne Stephens	- Aye
Wayne Noha	- Aye
Jeff Notrica	- Not Present
Laureen Boles	- Nay
Elizabeth Epstein	- Nay
Malik Watkins	- Not Present

Jay Melder	- Aye
Michael Kaigler	- Aye

X. Presentations

XI. Other Business

XII. Executive Session

XIII. Adjournment

The Chatham County - Savannah Metropolitan Planning Commission provides meeting minutes which are adopted by the respective Board. Verbatim transcripts of minutes are the responsibility of the interested party.