

*"Preserving Our Heritage,
Shaping Our Future"*

Historic Home of Gravel Hill
Est. 1815

Paul Hawkins, Mayor



City Hall

156 Old Sunbury Rd.
Flemington, GA 31313

912.877.3223
cityhall@cityofflemington.org

COUNCIL MEETING AGENDA

April 8th, 2025 AT 4:30 PM.
FLEMINGTON CITY HALL • 156 OLD SUNBURY RD.
Public Participation in Person

1. Call the Meeting to Order
2. Welcome/Introductions
3. Invocation by Invitation and Pledge of Allegiance in Unison
4. **March 11th, 2025 Regular Meeting Minutes**
5. March 2025 Law Enforcement Report – LT Anthony Gallob
6. Financial Report
 - FY24 Impact Fee Capital Improvements Element – Draft
 - **Resolution to Transmit the FY24 Impact Fee CIE to the CRC**
 - YTD Profit and Loss Statement & Fund Balances
 - FY26 Budget - Draft
7. **NEW BUSINESS**
 - National Travel and Tourism Proclamation – Ms. Leah Poole, Liberty County Convention & Visitors Bureau (“LCCVB”)
 - Liberty Consolidated Planning Commission (“LCPC”)
 - i. Business License Requests
 - ❖ **Julz Tanning Lounge @ 1705 E. Oglethorpe Highway, Suite B (Owner: Julia Johnson)**
 - ❖ **IMS Robotics USA, Inc. @ 1661 E. Oglethorpe Highway, Suite F (Manager: Steven Webster)**
 - ii. Sign Permits – Publix Shopping Center @ 1435 E. Oglethorpe Highway
 - ❖ **Monument Sign “A”**
 - ❖ **Monument Sign “B”**
 - iii. **UDO Amendment - Flemington Downtown Development Overlay District**
 - ❖ **Public Hearing**

iv. **City of Flemington 2025 Comprehensive Plan (Draft) – Mr. Aaron Carpenter, Coastal Regional Commission (“CRC”)**

❖ **Public Hearing**

8. BUSINESS IN PROGRESS

Status Update(s)

- **City Clerk & Administrative Assistant Job Descriptions** – Councilman Edwards & Councilman Logan
- Flemington Downtown Development Authority (“FDDA”)
 - i. **FDDA Memorandum of Understanding (“MOU”)**
 - ii. FDDA Board Members - Suggestions from Council
- Engineering Report – M.E. Sack Engineering, City Engineer

Work in Progress/Tasked Parties (for future updates)

- FY24 Financial Audit – Golden & Associates, CPA’s & City Clerk
- City-wide Sanitation for 2026 – Mayor Hawkins

No Update(s) Available

- Old Sunbury Rd. to State Rd.
- Law Enforcement Office Expansion (*on hold*)

9. ON THE HORIZON

a. *April 2025*

- 15th @ 1100-1300 – GMA District 12 Spring Listening Session @ Performing Arts Center
- 18th @ 1300 – FY24 Impact Fee CIE Public Hearing
- 26th @ 0900 – Joint Great(est) American Cleanup w/ the City of Walthourville at Johnnie B. Frasier Park

b. *May 2025*

- 7th – 9th – Small Cities Conference in Tifton
- 13th – Council Meeting @ 1630
- 26th – City Hall Closed in Observance of Memorial Day

10. Executive Session

11. Adjourn



Individuals with disabilities who need specific accommodations to attend or participate in this meeting, or who have inquiries about the meeting's accessibility or the facilities, should reach out to the ADA Coordinator at 912-877-3223 as soon as possible. This will enable the city to arrange reasonable accommodations for those individuals.

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CITY COUNCIL
MEETING MINUTES
MARCH 11TH, 2025 AT 4:30 P.M.
FLEMINGTON CITY HALL
156 OLD SUNBURY RD

Present at City Hall: Mayor Paul Hawkins
Mayor Pro Tem David Edwards
Councilwoman Rene' Harwell
Councilman Larry Logan
Councilwoman Gail Evans
Councilman Hasit Patel
Councilwoman Leigh Smiley
Jenelle Gordon, City Clerk
LT Anthony Gallob, Liberty County Sheriff's Office ("LCSO")

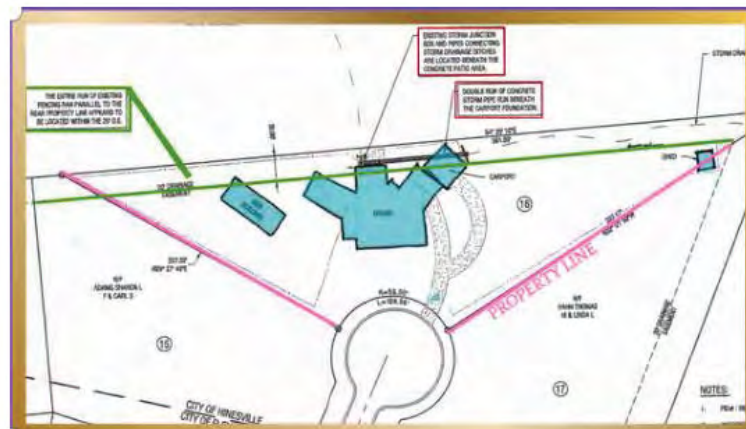
Present via Phone: None

Absent: Craig Stafford, City Attorney

1. The regularly scheduled meeting of the Council of the City of Flemington was called to order by Mayor Paul Hawkins on Tuesday, March 11th, 2025 at 4:30 p.m. in the Council Room at Flemington City Hall. A quorum necessary to conduct business was visibly present.
2. Mayor Hawkins welcomed all attendees.
3. The invocation was given by Councilman Logan and the Pledge of Allegiance was recited in unison.
4. *Councilman Edwards made a motion to approve the February 11th, 2025 meeting minutes as written. Councilwoman Evans seconded the motion. All approved. The motion passed.*
5. LT Gallob with the LCSO gave a report on law enforcement activities for the month of February.
6. The Council reviewed the February Profit and Loss statement and fund balances. There were no questions or concerns raised.
7. Councilman Edwards relayed that he had completed the job description for the City Clerk, which would be presented at the April council meeting. Councilman Logan added that a job description should also be created for the Administrative Assistant and discuss with increasing the hours to full time with the upcoming budget.

Mr. Marcus Sack with M.E. Sack Engineering reported that the 10-inch sewer line going down East Oglethorpe Highway is reaching capacity and that additional water and sewer infrastructure would be needed in the future to keep pace with the growth in the city. He stated that there are grants available for infrastructure projects and that additional treatment facilities would be required in the future.

Mayor Hawkins reported that there was an erosion issue under a fence at 564 Tremain Drive. He shared that the fence and parts of the home were built within the county's drainage easement. Mayor Hawkins reached out to the Liberty County Board of Commissioners {"LCBOC"} to see if they could assist the homeowner and the LCBOC respectfully declined.



8. Mr. Sack relayed that progress had been made on the full-depth reclamation on Wallace Martin Drive. The test strip has been done and the compaction tests were favorable. He stated that he would provide the city updates to alert the citizens as the construction proceeds.
9. *Councilman Edwards made a motion to enter executive session for the purposes of real estate. Councilwoman Harwell seconded the motion. All approved. The motion passed and closed session began at 5:09 pm. Open session resumed at 5:46 pm.*

*Councilwoman Harwell made a motion to sell the property on Old Sunbury Road (parcel 083A001) across from City Hall and to use the proceeds to go towards the property in the curve, and to utilize Ameris as the lender for the property acquisition. Councilman Patel seconded the motion. All approved. The motion passed. **Councilwoman Smiley recused from the vote due to conflict of interest.*
10. *Councilman Edwards made a motion to adjourn. Councilwoman Evans seconded the motion. All approved. The motion passed and the meeting adjourned at 5:47 pm.*

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Capital Improvements Element Impact Fee Program *Annual Update*

Fiscal Year 2024
Draft

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A Resolution Authorizing the Transmittal of a Draft Capital

Improvements Element Annual Report for FY24 to the Coastal Regional Commission for Regional and State Review

WHEREAS, the City of Flemington previously adopted a Capital Improvements Element as an amendment to the Liberty County Joint Comprehensive Plan; and

WHEREAS, the City of Flemington has drafted a Capital Improvements Element FY24 Annual Update report, which incorporates an impact fee financial report for FY24 along with an updated Community Work Program; and

WHEREAS, the draft Capital Improvements Element FY24 Annual Update was prepared in accordance with the "Development Impact Fee Compliance Requirements" and the "Minimum Planning Standards and Procedures for Local Comprehensive Planning" adopted by the Board of Community Affairs pursuant to the Georgia Planning Act of 1989, and a duly advertised Public Hearing will be held on Friday, April 18th, 2025 at 1:00 pm at Flemington City Hall, which is located at 156 Old Sunbury Road, Flemington, Georgia;

BE IT HEREBY RESOLVED that the Mayor and Council authorizes the transmittal of the draft Capital Improvements Element FY24 Annual Update report to the Coastal Regional Commission of Georgia for Regional and State review after the public hearing, as per the requirements of the Development Impact Fee Compliance Requirements adopted pursuant to the Georgia Planning Act of 1989.

Adopted this 8th day of April, 2025.

/s/ *Paul Hawkins*

Hon. Paul Hawkins, Mayor

Attest:

/s/

Jenelle Gordon

Jenelle Gordon, City Clerk



FISCAL YEAR 2024

PUBLIC FACILITY FUND	FIRE PROTECTION	LAW ENFORCEMENT	ROAD IMPROVEMENTS	ADMIN	TOTAL
<i>Service Area</i>	<i>City Wide</i>	<i>City Wide</i>	<i>City Wide</i>		
Impact Fee Fund Balance Beginning of the Year	\$ 38,826.68	\$ 82,360.45	\$ 40,767.51	\$ 24,897.60	\$ 186,852.24
Impact Fees Collected During the Fiscal Year	\$ 199,710.75	\$ 19,608.38	\$ 9,706.18	\$ 6,870.71	\$ 235,896.02
Accrued Interest	\$ 3,708.93	\$ 364.16	\$ 180.26	\$ 127.60	\$ 4,380.95
Subtotal: Fee Accounts	\$ 242,246.36	\$ 102,332.99	\$ 50,653.95	\$ 31,895.91	\$ 427,129.21
(Impact Fee Refunds)	NONE				
(Expenditures)	NONE				
Impact Fee Fund Balance at the End of Fiscal Year	\$ 242,246.36	\$ 102,332.99	\$ 50,653.95	\$ 31,895.91	\$ 427,129.21
Impact Fees Encumbered	NONE				

TIMELINE

Public Hearing Notice to Legal Organ:	April 4 th , 2025
Printed in Legal Organ:	April 10 th , 2025
Public Hearing:	April 18 th , 2025
Draft CIE Resolution to Transmit to CRC:	April 18 th , 2025
Transmittal to CRC:	April 18 th , 2025

SCHEDULE OF IMPROVEMENTS • STWP ADDENDUM • PUBLIC FACILITY • **FIRE**

① Project Description	② Service Area	③ Project Start Date	④ Project Completion Date	⑤ Estimated Project Cost	⑥ Portion Chargeable to Impact Fees	⑦ Sources of Funds (& share)	⑧ Responsible Party
Fire Station	City Wide	2034	TBD	\$2,000,000	\$2,000,000	Impact Fees (100%)	Flemington
Vehicle	City Wide	2034	TBD	\$1,000,000	\$1,000,000	Impact Fees (100%)	Flemington

SCHEDULE OF IMPROVEMENTS • STWP ADDENDUM • PUBLIC FACILITY

LAW ENFORCEMENT

① Project Description	② Service Area	③ Project Start Date	④ Project Completion Date	⑤ Estimated Project Cost	⑥ Portion Chargeable to Impact Fees	⑦ Sources of Funds (& share)	⑧ Responsible Party
Patrol Headquarters	City Wide	2029	TBD	\$263,750	\$234,447	Impact Fees (88.89%)	Flemington

SCHEDULE OF IMPROVEMENTS • STWP ADDENDUM • PUBLIC FACILITY • **ROADS**

① Project Description	② Service Area	③ Project Start Date	④ Project Completion Date	⑤ Estimated Project Cost	⑥ Portion Chargeable to Impact Fees	⑦ Sources of Funds (& share)	⑧ Responsible Party
Deceleration Lane	Hwy 84	2027	TBD	\$150,000	\$92,550	Impact Fees (61.7%, SPLOST, LMIG, General Fund)	Flemington

City of Flemington
Profit & Loss
July 1, 2024 through April 4, 2025

	Jul 1, '24 - Apr 4, 25
Ordinary Income/Expense	
Income	
REVENUE	
300 · Impact Fee	87,872.36
301 · Alcohol Licenses Tax	22,700.00
302 · Business License Tax	9,750.00
303 · Hotel Occupancy Tax (HOT)	730,348.45
304 · Franchise Fees	129,390.14
305 · Alcohol Beverage Tax	17,853.46
306 · Insurance Premium Tax	79,998.13
307 · Local Option Sales Tax (LOST)	166,749.79
309 · Other Income (incl. Admin Fee)	9,725.00
311 · Court Fines & Fees	1,746.50
313 · Intangible Tax	7,881.83
314 · Real Estate Transfer Tax (RTT)	2,530.68
315 · Title Ad Valorem Tax (TAVT)	27,569.78
318 · SPLOST	39,459.45
319 · TSPLOST	115,125.86
320 · DOT LMIG Grant	
2024 LMIG GRANT	19,053.47
2024 LRA Grant	17,097.65
2025 LMIG Grant	19,488.39
DOT LMIG GRANT - WM, JM, OSR	1,780,000.00
Total 320 · DOT LMIG Grant	1,835,639.51
Total REVENUE	3,284,340.94
Total Income	3,284,340.94
Gross Profit	3,284,340.94
Expense	
EXPENDITURES	
500 · Financial Administration	
CC Processing Fees	505.73
500 · Financial Administration - Other	12.00
Total 500 · Financial Administration	517.73
501 · Legal Fees	54,450.24
502 · Subscriptions/Dues/Memberships	10,495.67
505 · Planning & Zoning/LCPC	9,738.75
507 · Code Enforcement	1,800.00
509 · Council Fees	37,050.00
510 · General Administration	126.00
511 · Salaries	58,287.47
512 · Payroll Taxes	3,639.69
513 · Conventions, Meetings & Events	10,665.90
514 · Professional Fees	
Accounting Services	9,100.00
Engineering Services	
General Engineering Services	5,231.34
LMIG - WM, JM, OSR	158,275.10
MS4 Reporting	11,100.26
Total Engineering Services	174,606.70

City of Flemington
Profit & Loss
July 1, 2024 through April 4, 2025

	Jul 1, '24 - Apr 4, 25
IT Services	1,422.00
Legal Organ Ads	1,105.00
514 · Professional Fees - Other	0.00
Total 514 · Professional Fees	186,233.70
515 · Office Supplies	2,282.18
516 · Tourism	521,463.93
518 · Insurance	14,012.00
520 · Streets & Drainage	112,973.22
530 · Public Health {Mosquitos}	1,225.87
541 · Occupancy	12,802.37
542 · Furniture/Fixtures/Equipment	347.56
550 · Social Services (Donations)	1,000.00
561 · Law Enforcement Officer Expense	127,467.93
562 · City Car Auto Expense	99.30
563 · Equipment Expense	75.44
564 · Fire Services	388,345.15
565 · Transit	7,709.73
Total EXPENDITURES	1,562,809.83
Impact Fee Eligible Expense	8,733.47
592 · Capital Outlay	10,000.00
Total Expense	1,581,543.30
Net Ordinary Income	1,702,797.64
Other Income/Expense	
Other Income	43,998.42
Other Expense	25,220.11
Net Other Income	18,778.31
Net Income	1,721,575.95

City of Flemington
Balance Sheet
As of April 4, 2025

	Apr 4, 25
ASSETS	
Current Assets	
Checking/Savings	
111100 · General Fund	333,847.27
111111 · SPLOST	345,920.00
111112 · Certificates of Deposit (CD)	113,328.91
111114 · Impact Fee	506,238.69
111115 · TSPLOST MM	516,839.11
111116 · LMIG MM	1,697,587.17
111118 · GDOT Land Purchase - Ameris	97,300.00
111120 · LRA Account	17,097.65
Total Checking/Savings	3,628,158.80

FISCAL YEAR 2025 YTD (as of April 4th, 2025)			FY25 BUDGET	ACTUAL	% USED
300	General Fund Reserves		\$ 107,217	\$ -	0%
301	Alcohol License Tax		\$ 16,000	\$ 22,700	142%
302	Business License Tax		\$ 9,000	\$ 9,750	108%
303	Hotel Occupancy Tax		\$ 600,000	\$ 730,348	122%
304	Franchise Fees		\$ 100,000	\$ 129,390	129%
305	Alcohol Beverage Tax		\$ 22,500	\$ 17,853	79%
306	Insurance Premium Tax		\$ 75,000	\$ 79,998	107%
307	Local Option Sales Tax		\$ 210,000	\$ 166,750	79%
309	Other Income (inc.admin fee)		\$ 1,000	\$ 2,325	233%
309	<i>Additional Other Income</i>	<i>Sale of Retired LEO Car</i>	\$ 0	\$ 7,400	74000000%
311	Court Fines and Fees		\$ 10,000	\$ 1,747	17%
313	313-Intangible Tax		\$ 6,500	\$ 7,882	121%
314	Real Estate Transfer Tax		\$ 29,000	\$ 30,100	104%
315	Title Ad Velorum Tax				
Revenue:			\$ 1,186,217	\$ 1,206,243	74001241.76%

EXPENDITURES:			FY25 BUDGET	ACTUAL	% USED
500	Financial Administration	CC Processing Fees	\$ 450	\$ 518	115%
501	Legal Fees	Last billing 4/2023	\$ 20,000	\$ 0	0%
502	Subscriptions & Dues	GoDaddy, GMA, Municode	\$ 7,000	\$ 10,496	150%
505	Planning & Zoning		\$ 14,000	\$ 9,739	70%
507	Code Enforcement		\$ 2,400	\$ 1,800	75%
509	Council Fees		\$ 45,000	\$ 37,050	82%
510	General Administration		\$ 2,500	\$ 126	5%
511	Salaries		\$ 85,000	\$ 58,287	69%
512	Payroll Taxes		\$ 7,500	\$ 3,640	49%
513	Conventions, Meetings & Events	Training, Workshops, Events	\$ 45,000	\$ 10,666	24%
514	Professional Fees	Accounting, Eng, Hotel	\$ 30,000	\$ 27,959	93%
515	Office Expense	Printing and Mailing	\$ 5,000	\$ 2,282	46%
516	Tourism		\$ 375,000	\$ 521,464	139%
518	Insurance	Added WC Insurance	\$ 12,000	\$ 14,012	117%
520	Streets & Drainage	Lights, Mowing, Sweeping	\$ 129,000	\$ 112,973	88%
530	Public Health (Mosquito Control)		\$ 1,900	\$ 1,226	65%
541	Occupancy	Utilities, Mowing, Repairs	\$ 20,000	\$ 12,802	64%
542	Furniture, Fixtures & Equipment		\$ 500	\$ 348	70%
550	Social Services (Donations)		\$ 2,000	\$ 1,000	50%
561	LCSD Law Enforcement Officers		\$ 175,000	\$ 108,013	62%
	<i>FY23 LEO True Up</i>		\$ 0	\$ 19,455	194550000%
562	City Car Expense		\$ 750	\$ 99	13%
563	Equipment Expense		\$ 750	\$ 75	10%
564	Fire Protection Services		\$ 197,967	\$ 197,967	100%
	<i>FY23 Fire Services True Up</i>	<i>11/22 - 10/23</i>	\$ 0	\$ 126,048	1260480000%
	<i>FY24 Fire Services Adj.</i>	<i>11/23 - 10/24</i>	\$ 0	\$ 32,995	329950000%
	<i>FY25 Fire Services Adj.</i>	<i>11/24 - 10/25</i>	\$ 0	\$ 31,335	313350000%
565	565-Transit		\$ 7,500	\$ 7,710	103%
	Capital Outlay	Land Down Payment	\$ 0	\$ 10,000	100000000%
Expenditures			\$ 1,186,217	\$ 1,360,085	2198331655.89%

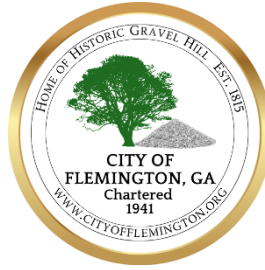
FY26 GENERAL FUND BUDGET - Draft			FY25	FY26
300	General Fund Reserves		\$ 107,217	\$ -
301	Alcohol License Tax		\$ 16,000	\$ 27,000
302	Business License Tax		\$ 9,000	\$ 11,000
303	Hotel Occupancy Tax		\$ 600,000	\$ 850,000
304	Franchise Fees		\$ 100,000	\$ 130,000
305	Alcohol Beverage Tax		\$ 22,500	\$ 30,000
306	Insurance Premium Tax		\$ 75,000	\$ 80,000
307	Local Option Sales Tax		\$ 210,000	\$ 225,000
309	Other Income (including admin fee)		\$ 1,000	\$ 1,500
311	Court Fines and Fees		\$ 10,000	\$ 6,000
313	313-Intangible Tax		\$ 6,500	\$ 10,000
314	Real Estate Transfer Tax		\$ 29,000	\$ 3,500
315	Title Ad Velorum Tax			\$ 31,500
316	Property Tax	2.829 mills	\$ -	\$ 246,500
Total Anticipated Revenue:			\$ 1,186,217	\$ 1,652,000

EXPENDITURES:			FY25	FY26
500	Financial Administration	CC Processing Fees	\$ 450	\$ 1,000
501	Legal Fees		\$ 20,000	\$ 10,000
	<i>Legal Fees FY24 & FY25</i>	Last billing 4/2023		\$ 20,000
502	Subscriptions & Dues	GoDaddy, GMA, Municode	\$ 7,000	\$ 15,000
505	Planning & Zoning		\$ 14,000	\$ 14,000
507	Code Enforcement		\$ 2,400	\$ 2,400
509	Council Fees		\$ 45,000	\$ 54,600
510	General Administration		\$ 2,500	\$ 2,500
511	Salaries		\$ 85,000	\$ 85,000
512	Payroll Taxes		\$ 7,500	\$ 7,500
513	Conventions, Meetings & Events	Training, Workshops, Events	\$ 45,000	\$ 45,000
514	Professional Fees	Accounting, Eng, Hotel	\$ 30,000	\$ 45,000
515	Office Expense	Printing and Mailing	\$ 5,000	\$ 5,000
516	Tourism		\$ 375,000	\$ 540,000
518	Insurance	Added WC Insurance	\$ 12,000	\$ 14,500
519	Contingencies		\$ -	\$ 30,000
520	Streets & Drainage	Lights, Mowing, Sweeping	\$ 129,000	\$ 159,000
530	Public Health (Mosquito Control)		\$ 1,900	\$ 1,900
541	Occupancy	Utilities, Mowing, Repairs	\$ 20,000	\$ 20,000
542	Furniture, Fixtures & Equipment		\$ 500	\$ 500
550	Social Services (Donations)		\$ 2,000	\$ 20,000
561	LCSO Law Enforcement Officers		\$ 175,000	\$ 200,000
	<i>FY25 Law Enforcement Adj.</i>	<i>Update expected 8/2025</i>	\$ -	\$ 20,000
562	City Car Expense		\$ 750	\$ 750
563	Equipment Expense		\$ 750	\$ 750
564	Fire Protection Services		\$ 197,967	\$ 287,000
	<i>FY26 Fire Services Adj.</i>	<i>Update expected 11/2025</i>		\$ 20,000
565	565-Transit		\$ 7,500	\$ 8,100
566	Elections		\$ -	\$ 22,500
Total Anticipated Expenditures			\$ 1,186,217	\$ 1,652,000

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2.829 Mills							
Home Value	Tax	Millage	=	Budget	/	Digest	
150,000	\$ 169.75						
200,000	\$ 226.34	0.002829	=	246,500	/	87,125,720	
250,000	\$ 282.92						
300,000	\$ 339.51	Mills	=	Millage	x	1000	
		2.829	=	0.002829	x	1000	
		Assessed Value	=	Home Value	x	40%	
		60,000	=	150,000	x	0.4	
		Tax	=	Millage	x	Assessed Value	
		169.75	=	0.002829	x	60,000	

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National Travel and Tourism Week Proclamation

Whereas travel has a positive effect on Georgia and the nation's economic prosperity and image abroad, it also impacts business productivity and to individual travelers' well-being.

Whereas travel to and within the United States provides significant economic benefits for the nation, generating more than \$11 trillion in economic output in 2024.

Whereas travel is among the largest private-sector employers in the United States, supporting 348 million jobs in 2024, an increase on 13.6 million jobs on its 2019 record.

Whereas the travel and tourism sector contributed an additional \$770 billion over its previous record, further solidifying its position as a global economic powerhouse.

Whereas travelers' spending directly generated tax revenues of \$139.4 million in Liberty County, an increase of \$12 million in just one year, and the tourism industry supported 1513 jobs.

Whereas travelers' spending directly generated tax revenues of \$39.6 million in food and beverage revenue in Liberty County, an increase of \$2.9 million in just one year, and the overall rate of growth was 9.1% over the prior year,

Whereas meetings, events and incentive travel are core business functions that help companies strengthen business performance, educate employees and customers and reward business accomplishments—which in turn boosts the U.S. economy.

Whereas leisure travel, which accounts for more than three-quarters of all trips taken in the United States, spurs countless benefits to travelers' health and wellness, creativity, cultural awareness, education, happiness, productivity and relationships.

Whereas travel is a pillar of economic growth, creating jobs at a faster rate than other sectors.

Now, therefore, I, Paul Hawkins, Mayor of the City of Flemington do hereby proclaim May 4-10 as National Travel and Tourism Week in Flemington, Georgia, and urge the citizens of Flemington, Georgia to join me in this special observance with appropriate events and commemorations.

[AFFIX SEAL]



CITY OF FLEMINGTON

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APPLICATION TYPE: ☒ NEW ☐ RENEWAL

APPLICATION FOR OCCUPATION TAX CERTIFICATE (BUSINESS LICENSE)

NAME OF BUSINESS Julz Tanning Lounge
BUSINESS ADDRESS 1705 E Oglethorpe Hwy, Ste B, Flemington, GA
MAILING ADDRESS 1705 E Oglethorpe Hwy, Ste B, Flemington, GA, 31313
FEDERAL ID# OR SSN# [REDACTED]
E-VERIFY # _____
SALES TAX # _____
TYPE OF BUSINESS Spray Tan Salon
MANAGER NAME Julia Johnson
MANAGER PHONE # [REDACTED]
MANAGER EMAIL Julztanninglounge@gmail.com

OF EMPLOYEES 1

- ☐ I ELECT TO PAY A FLAT FEE FOR PROFESSIONALS. *See Definition on Supporting Documentation.
☐ I AM A PEDDLER/TRANSIENT MERCHANT. (3 CONSECUTIVE DAYS & UP TO 3 EMPLOYEES)

OWNER'S NAME Same

OWNER'S ADDRESS _____

OWNER'S PHONE # _____

OWNER'S EMAIL _____

(For more than one owner, please use a separate sheet of paper.)

IF YOU ARE REQUIRED TO HAVE STATE CERTIFICATION, A COPY OF THAT CERTIFICATION MUST BE SUBMITTED WITH THIS FORM.

NUMBER OF EMPLOYEES	TAX	ADMIN FEE	TOTAL DUE
1-5	\$100.00	\$25.00	\$125.00
6-15	\$200.00	\$25.00	\$225.00
16-30	\$300.00	\$25.00	\$325.00
31-50	\$400.00	\$25.00	\$425.00
51+	\$500.00	\$25.00	\$525.00
PROFESSIONALS	\$300.00	\$25.00	\$325.00
PEDDLER/TRANSIENT	\$250.00	\$25.00	\$275.00

Liberty Consolidated Planning Commission – Report

Governing Authority: The City of Flemington



Mayor & Council Date: April 8, 2025

Type of Permit: Business License – Robotics Repair and Sales

Owner of Business: Steven Webster

Business Managed By: Steven Webster

Property Zoned: C-3 (Highway Commercial)

Comments: This proposed business is a sales center and repair shop for robotics used in pipe inspection (IMS Robotics USA, Inc.) The location is at 1661 E. Oglethorpe Hwy, that wishes to locate in one of the suites (Unit F) in an existing shopping center. The Parcel Number is 069B019. This business is existing and is moving from the Liberty Square Plaza in Hinesville to this new location.

LCPC Zoning Recommendation: **APPROVAL**

* Contingent upon the approval of the certificate of occupancy

LCPC Staff:

Todd Kennedy

3/26/25

Date



CITY OF FLEMINGTON

156 Old Sunbury Rd.
Flemington, GA 31313
912-877-3223

cityhall@cityofflemington.org

APPLICATION TYPE: ☐ NEW ☐ RENEWAL

APPLICATION FOR OCCUPATION TAX CERTIFICATE (BUSINESS LICENSE)

NAME OF BUSINESS IMS Robotics USA Inc.
BUSINESS ADDRESS 1661 E Oglethorpe Hwy Flemington Ga. 31313
MAILING ADDRESS 1661 E Oglethorpe Hwy Flemington Ga. 31313
FEDERAL ID# OR SSN# 92-0464673
E-VERIFY # _____
SALES TAX # 308-852797
TYPE OF BUSINESS Robotics repair & Sale Center
MANAGER NAME Steven Webster
MANAGER PHONE # 912-321-1273
MANAGER EMAIL Webster@ims-robotics.com

OF EMPLOYEES 4

- ☐ I ELECT TO PAY A FLAT FEE FOR PROFESSIONALS. *See Definition on Supporting Documentation.
☐ I AM A PEDDLER/TRANSIENT MERCHANT. (3 CONSECUTIVE DAYS & UP TO 3 EMPLOYEES)

OWNER'S NAME Ljilj Ljubisa Zlatkovic
OWNER'S ADDRESS Dr.-Kurt-Schumacher-Ring 20 85139 Wettstetten
OWNER'S PHONE # +49 172 8585766
OWNER'S EMAIL L.zlatkovic@zk-Kanal.de

(For more than one owner, please use a separate sheet of paper.)

IF YOU ARE REQUIRED TO HAVE STATE CERTIFICATION, A COPY OF THAT CERTIFICATION MUST BE SUBMITTED WITH THIS FORM.

NUMBER OF EMPLOYEES	TAX	ADMIN FEE	TOTAL DUE
1-5	\$100.00	\$25.00	\$125.00
6-15	\$200.00	\$25.00	\$225.00
16-30	\$300.00	\$25.00	\$325.00
31-50	\$400.00	\$25.00	\$425.00
51+	\$500.00	\$25.00	\$525.00
PROFESSIONALS	\$300.00	\$25.00	\$325.00
PEDDLER/TRANSIENT	\$250.00	\$25.00	\$275.00



Liberty County PRISYM 2.0

Areas

- Override 1
- Override 2
- Roads

Carto Line

- Parcels
- Land Hook



Liberty County
Assessors' Office
100 Main Street, Suite 1550
Hinesville, Georgia 31313
Phone: (912) 876-3568

0 0.015 0.03 mi

1 inch = 94 feet



Printed on 3/26/2025
<http://www.libertycountyga.com>

Liberty Consolidated Planning Commission – Report

Governing Authority: The City of Flemington



Mayor & Council Date: April 8, 2025

Sign Permit Application: Publix – Flemington Village – E Oglethorpe Hwy, Flemington, Parcel 069D020

Contractor: Bobbie Stevens – AAA Sign Co., Inc,

Zoned: PUD (Planned Unit Development)

Comments: Installing one of two new monument signs at the entrance of the new grocery store/shopping center. The proposed sign meets the sign code provisions.

LCPC Staff:

Todd Kennedy

3/28/25

Date

THE LIBERTY CONSOLIDATED PLANNING COMMISSION
DIRECTOR - JEFF RICKETSON, AICP
100 MAIN STREET, SUITE 7520
HINESVILLE, GA 31313



CITY OF FLEMINGTON SIGN PERMIT APPLICATION

REQUIRED INFORMATION FOR SIGN PERMIT APPROVAL

(AN INCOMPLETE APPLICATION WILL BE RETURNED TO APPLICANT WITHOUT ACTION)

1. Letter of Authorization from Property/Building Owner
2. Scaled Site Plan
3. Scaled Sign Drawing
4. Electrical Permit for Illuminated Signs
5. Fee \$85.00/sign
6. Inventory of other signs on same parcel
7. Wind structural load information
8. Engineered Footer Details
9. UL Certificate for Electric Sign

SIGN OWNER INFORMATION

Name Publix Business Name Publix
Business Address 1435 E. Oglethorpe Hwy & Flemington Village Blvd Type of Business
Business Phone 404-832-8900 Mobile Phone
Email Address Signature same as Bldg owner (X)

(X) BUILDING OWNER INFORMATION

Name Branch Sofran Flemington Associates, L.P. Type of Ownership ☐ Individual; ☐ Corporation; ☒ Other
Mailing Address 3340 Peachtree Rd #2775 City Atlanta State Georgia
Phone 404-832-8900 Mobile 678-938-2110 Signature (X)

CONTRACTOR/INSTALLER INFORMATION

Name AAA Sign Co. Inc. E-Mail Address bbbs@aaa-signco.com Signature Barb W. Stephens
Business License #19990001030 Issuing City/County Augusta - Richmond Expiration Date 12/31/25

SIGN INFORMATION

Choose Appropriate Corridor ☒ Gateway ☐ Old Towne ☐ Contemporary
Wall Stanchion/Pylon Window Parapet Mansard Projecting
Canopy Monument ☒ Entrance Pole & Panel Sandwich Board Other
One tenant Multi-tenant ☒

SIGN SPECIFICATIONS

Sign Height for Pylon/Monument Signs 16' Single Face ☐ Double Face ☒
Sign Face Area 212 sq ft Building Front (Length x Height) (not required for freestanding signs)
Proposed Distance between leading edge of sign to right-of-way 10' (A min. of 10 ft. is required)

ZONING REVIEW

LCTM Parcel 069D020 Zoning District PUD Approved As: ☒ Conforming ☐ Non-Conforming
Reviewer's Name/Title Todd Kennedy/ Planner Date 3/27/25

STRUCTURAL/ELECTRICAL REVIEW

Installation Plan ☐ APPROVED ☐ DISAPPROVED
Structural Plan ☐ APPROVED ☐ DISAPPROVED
Electrical Plan ☐ APPROVED ☐ DISAPPROVED

FLEMINGTON MAYOR & COUNCIL REVIEW

☐ APPROVED ☐ DISAPPROVED DATE _____

Permit # _____ Project # _____ Check # _____

1435 E. OGLETHORPE HIGHWAY · HINESVILLE, GA 31313

[illegible]

**FULL SERVICE SIGN COMPANY
SINCE 1972!**

CUSTOMER INFORMATION

PUBLIX
HINESVILLE

FILE NAME:	
PUBLIX HINESVILLE	
LOCATION:	
1435 E. OGLETHORPE HWY	
SALES AGENT:	
Matt Lathern	
EMAIL:	
MattL@aaasignc.com	
DRAWN BY:	DATE:
MARY	50155-07 M
DATE:	TIME:
1:00 PM	1:00 PM

REVISIONS

1	DATE:
2	DATE:
3	DATE:
4	DATE:
5	DATE:

DECLARATION

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CLIENT REVIEW STATUS:

- ☐ APPROVED
- ☐ APPROVED AS NOTED
- ☐ REVISE & RESUBMIT

NAME: _____

DATE: _____

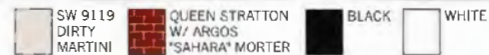
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PUBLIX HINESVILLE / YOUNG CONTRACTING - 250155-07_A

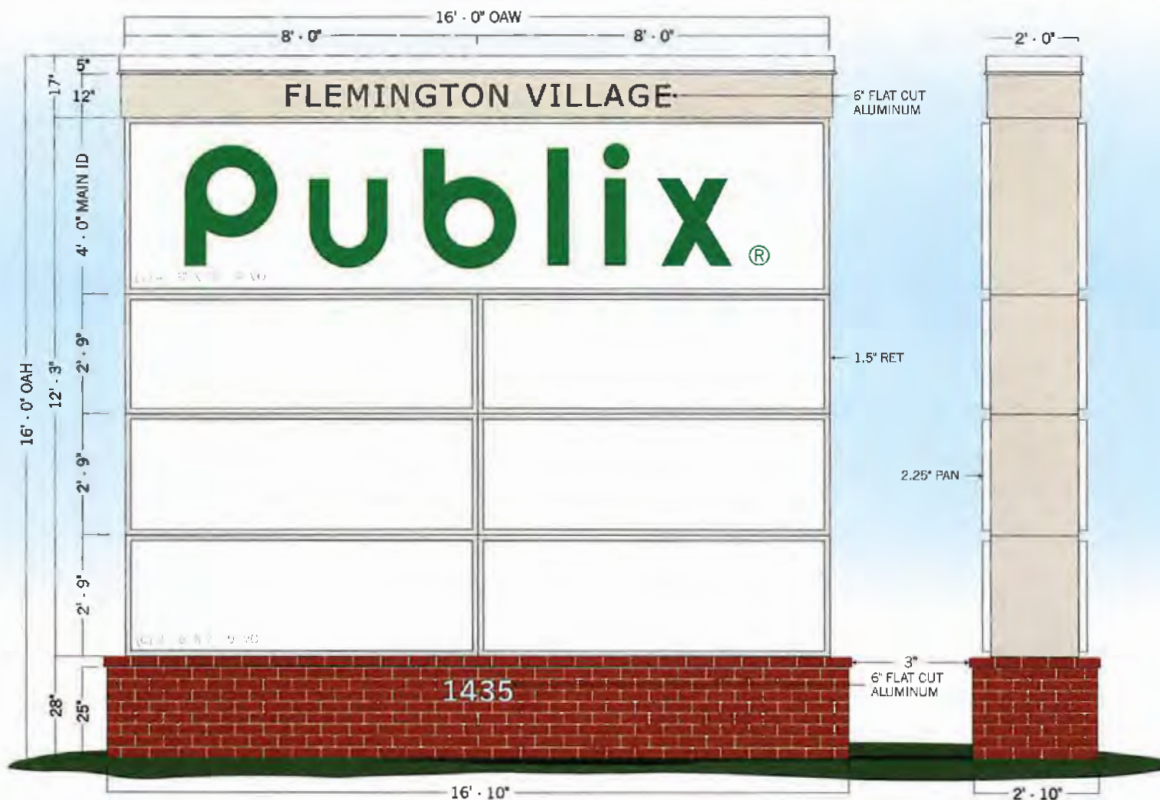
1435 E. OGLETHORPE HIGHWAY - HINESVILLE, GA 31313

PAGE 1/2
PROPOSED

COLOR NOTES:



PROPOSED SIGN:



GENERAL NOTES:

MANUFACTURE AND INSTALL (1) NEW DOUBLE-SIDED, INTERNALLY LED-ILLUMINATED MONUMENT SIGN. ALL FACES TO BE WHITE FLAT PANNED PLEX, (2) MAIN ID FACES TO HAVE DIGITALLY PRINTED FIRST SURFACE PUBLIX LOGO. (12) TENANT PANEL FACES TO BE LEFT BLANK FOR FUTURE TENANTS. RETAINERS, CABINETS, AND 12" DECORATIVE ALUMINUM TO BE PAINTED SW 6155 'RICE GRAIN'. METAL CLADDING TOPPER TO BE 'BONE WHITE', WITH FLUSH MOUNTED BLACK FLAT CUT "FLEMINGTON VILLAGE" COPY. 6" WHITE 1/8" FLAT CUT ALUMINUM ADDRESS NUMERALS TO BE ADDED TO BRICK BASE 3" BELOW TRIM. BRICKWORK TO BE DONE BY OTHERS.

VECTOR ART FILES NEEDED FOR PUBLIX LOGO BEFORE MANUFACTURING.

AAA SIGN CO. INC.
AUGUSTA - HANNAH - CHAM ESTON

706.860.6890
www.aaasignco.com

FULL SERVICE SIGN COMPANY
SINCE 1972

CUSTOMER INFORMATION

PUBLIX
HINESVILLE

FILE NAME: PUBLIX HINESVILLE
LOCATION: 1435 E. OGLETHORPE HWY
SALES AGENT: Matt Latham
EMAIL: MattL@aaasignco.com
DRAWN BY: MARY
DATE: 1.28.2025
WORK

REVISIONS	DATE
1	
2	
3	
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5	

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CLIENT REVIEW STATUS
☐ APPROVED
☐ APPROVED AS NOTED
☐ REVISE & RESUBMIT
NAME:
DATE:

AAA SIGN COMPANY, INC. REQUESTS THAT AN APPROVED DRAWING BE OBTAINED FROM THE CLIENT PRIOR TO ANY PRODUCTION. RELEASE OR PRODUCTION RELEASE REVISION.

PUBLIX HINESVILLE / YOUNG CONTRACTING - 250155-07_A

1435 E. OGLETHORPE HIGHWAY · HINESVILLE, GA 31313

PAGE 2/2
STRUCTURAL

PROPOSED SIGN:



AAA SIGN CO. INC.
AUGUSTA · SAVANNAH · CHARLESTON

706.860.6890
www.aaasignco.com

FULL SERVICE SIGN COMPANY
SINCE 1972!

CUSTOMER INFORMATION

PUBLIX
HINESVILLE

FILE NAME:
PUBLIX HINESVILLE
LOCATION:
1435 E. OGLETHORPE HWY
SALES AGENT:
Matt Latham
EMAIL:
MattL@aaasignco.com
DRAWN BY: DWG#
MARY 250155-07_A
DATE: WDR
1.28.2025

REVISIONS	
1	DATE:
2	DATE:
3	DATE:
4	DATE:
5	DATE:

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PHONE: 706.860.6890 FAX: 706.860.6890
WEB: WWW.AAASIGNCO.COM
ADDRESS: P.O. BOX 211410
AUGUSTA, GA 30917

CLIENT REVIEW STATUS
APPROVED
APPROVED AS NOTED
REVISE & RESUBMIT
NAME:
DATE:

AAA SIGN COMPANY, INC. REQUIRES THAT AN "APPROVED" DRAWING BE OBTAINED FROM THE CLIENT PRIOR TO ANY PRODUCTION. RELEASE OF PRODUCTION RELEASE REQUIRED.

Liberty Consolidated Planning Commission – Report

Governing Authority: The City of Flemington



Mayor & Council Date: April 8, 2025


Sign Permit Application: Publix – Flemington Village – E Oglethorpe Hwy, Flemington, Parcel 069D020

Contractor: Bobbie Stevens – AAA Sign Co., Inc,

Zoned: PUD (Planned Unit Development)

Comments: Installing one of two new monument sign at the entrance of the new grocery store/shopping center. The proposed sign meets the sign code provisions.

LCPC Staff:


Todd Kennedy

3/28/25

Date

THE LIBERTY CONSOLIDATED PLANNING COMMISSION
DIRECTOR - JEFF RICKETSON, AICP
100 MAIN STREET, SUITE 7520
HINESVILLE, GA 31313



CITY OF FLEMINGTON SIGN PERMIT APPLICATION

REQUIRED INFORMATION FOR SIGN PERMIT APPROVAL

(AN INCOMPLETE APPLICATION WILL BE RETURNED TO APPLICANT WITHOUT ACTION)

1. Letter of Authorization from Property/Building Owner
2. Scaled Site Plan
3. Scaled Sign Drawing
4. Electrical Permit for Illuminated Signs
5. Fee \$85.00/sign
6. Inventory of other signs on same parcel
7. Wind structural load information
8. Engineered Footer Details
9. UL Certificate for Electric Sign

SIGN OWNER INFORMATION

Name Publix Business Name Publix
Business Address 1435 E. Colethorpe Hwy & Flemington Village Blvd Type of Business _____
Business Phone 404-832-8900 Mobile Phone _____
Email Address _____ Signature same as Bldg owner (X)

(X) BUILDING OWNER INFORMATION

Name Branch Sofran Flemington Associates, L.P. Type of Ownership ☐ Individual; ☐ Corporation; ☒ Other
Mailing Address 3340 Peachtree Rd #2775 City Atlanta State Georgia
Phone 404-832-8900 Mobile 678-938-2110 Signature _____ (X)

CONTRACTOR/INSTALLER INFORMATION

Name AAA Sign Co. Inc. E-Mail Address bbhbes@aaa-signco.com Signature Barbrie D. Stephens
Business License # 19990001030 Issuing City/County Augusta/ Expiration Date 12/31/25
Richmond

SIGN INFORMATION

Choose Appropriate Corridor ☒ Gateway ☐ Old Towne ☐ Contemporary
Wall _____ Stanchion/Pylon _____ Window _____ Parapet _____ Mansard _____ Projecting _____
Canopy _____ Monument ☒ Entrance _____ Pole & Panel _____ Sandwich Board _____ Other _____
One tenant ☒ Multi-tenant _____

SIGN SPECIFICATIONS

Sign Height for Pylon/Monument Signs 3'8" Single Face ☐ Double Face ☒
Sign Face Area 7 ft² Building Front (Length x Height) (not required for freestanding signs) _____
Proposed Distance between leading edge of sign to right-of-way 10' (A min. of 10 ft. is required)

ZONING REVIEW

LCTM _____ Parcel 069D020 Zoning District PLUD Approved As: ☒ Conforming ☐ Non-Conforming
Reviewer's Name/Title Todd Kennedy/Planner III Date 3/27/25

STRUCTURAL/ELECTRICAL REVIEW

Installation Plan ☐ APPROVED ☐ DISAPPROVED
Structural Plan ☐ APPROVED ☐ DISAPPROVED
Electrical Plan ☐ APPROVED ☐ DISAPPROVED

FLEMINGTON MAYOR & COUNCIL REVIEW

☐ APPROVED ☐ DISAPPROVED DATE _____

Permit # _____ Project # _____ Check # _____

1435 E. OGLETHORPE HIGHWAY - HINESVILLE, GA 31313

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AUGUST 6 - SAVANNAH - CHARLESTON

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SINCE 1972!**

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PUBLIX HINESVILLE / YOUNG CONTRACTING - 250155-07_B

1435 E. OGLETHORPE HIGHWAY · HINESVILLE, GA 31313

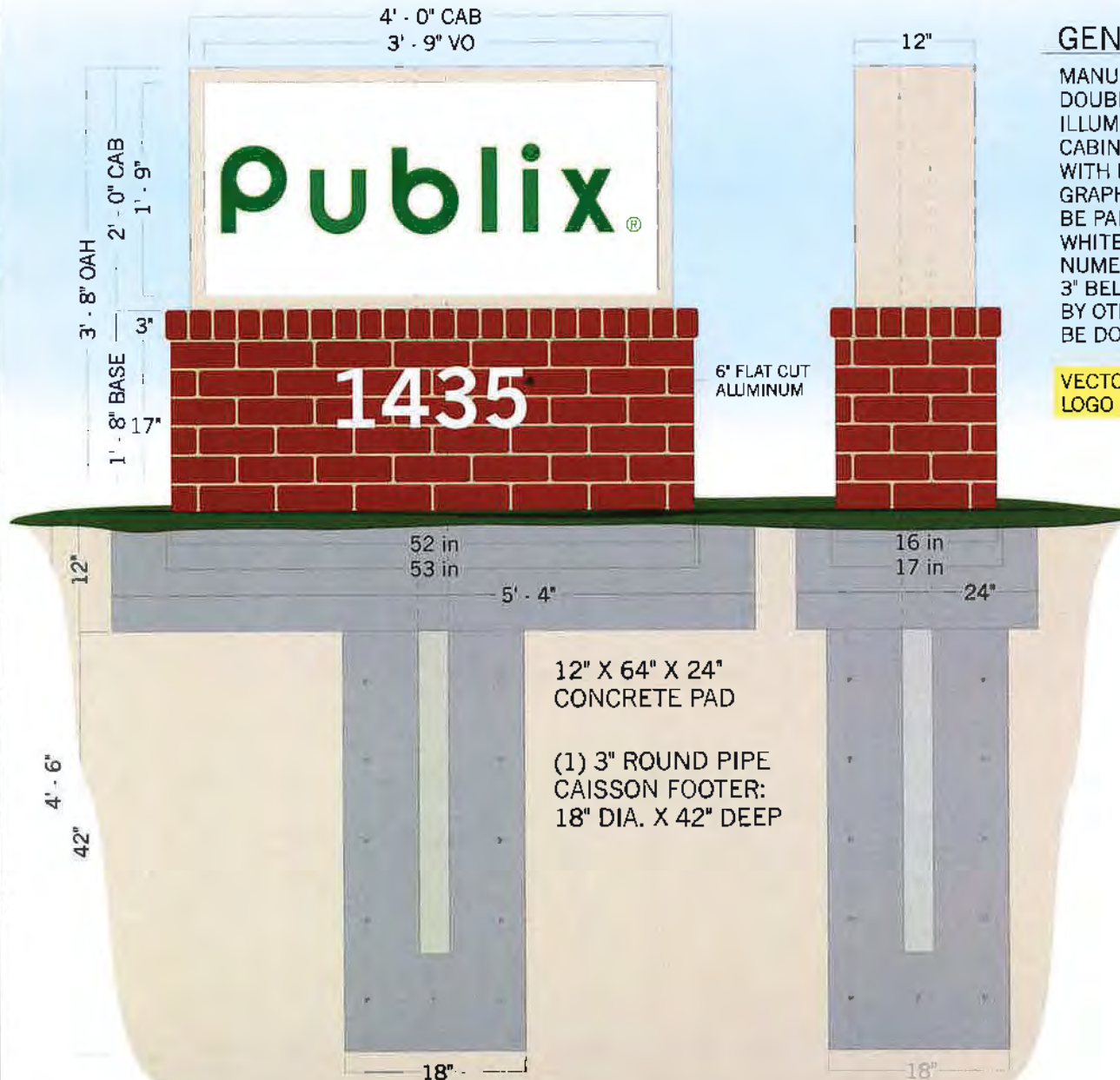
COLOR NOTES:

SW 6155
RICE GRAIN
210-C1

QUEEN STRATTON
W/ ARGOS
"SAHARA" MORTAR

WHITE

PROPOSED SIGN:



GENERAL NOTES:

MANUFACTURE AND INSTALL (1) NEW DOUBLE-SIDED, INTERNALLY LED-ILLUMINATED MONUMENT SIGN. MAIN CABINET TO HAVE WHITE PLEX FACES WITH FIRST SURFACE DIGITALLY PRINTED GRAPHICS. CABINET AND RETAINER TO BE PAINTED SW 6155 'RICE GRAIN'. 6" WHITE 1/8" FLAT CUT ALUMINUM ADDRESS NUMERALS TO BE ADDED TO BRICK BASE 3" BELOW TRIM. BRICKWORK TO BE DONE BY OTHERS, FOUNDATION AND STEEL TO BE DONE BY AAA SIGN CO.

VECTOR ART FILES NEEDED FOR PUBLIX LOGO BEFORE MANUFACTURING.

AAA SIGN CO. INC.

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CUSTOMER INFORMATION

PUBLIX
HINESVILLE

FILE NAME:
PUBLIX HINESVILLE
LOCATION:
1435 E. OGLETHORPE HWY
SALES AGENT:
Matt Latham
EMAIL:
MattL@aaasignco.com
DRAWN BY: DWG#
MARY 250155-07_B
DATE: 1.28.2025

REVISIONS	
1	DATE:
2	DATE:
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4	DATE:
5	DATE:

DECLARATION

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CLIENT REVIEW STATUS

APPROVED
APPROVED AS NOTED
REVISE & RESUBMIT

NAME:

DATE:

AAA SIGN COMPANY, INC. REQUIRES THAT ANY "APPROVED" DRAWING BE OBTAINED FROM THE CLIENT PRIOR TO ANY PRODUCTION RELEASE OR PRODUCTION RELEASE REVISION.

AN ORDINANCE TO AMEND THE LIBERTY COUNTY UNIFIED DEVELOPMENT ORDINANCE FOR THE INCLUSION A NEW OVERLAY DISTRICT TITLED “FLEMINGTON DOWNTOWN DEVELOPMENT OVERLAY DISTRICT”; TO PROVIDE AN EFFECTIVE DATE; AND FOR OTHER PURPOSES ALLOWED BY LAW.

WITNESSETH:

WHEREAS, one of the purposes of the Liberty County Unified Development Ordinance (UDO) to protect the public health, safety and general welfare of individuals and the community; and

WHEREAS, contains the zoning and subdivision regulations for unincorporated Liberty County and the municipalities of Allenhurst, Flemington, Gum Branch, Hinesville, Midway, Riceboro, and Walthourville; and

WHEREAS, revisions were requested to establish a Flemington Downtown Development Overlay District in Flemington;

NOW AND THEREFORE, the City of Flemington hereby adopts the amendments below which shall become effective on April 8, 2025.

Amendments to Division II – Zoning Districts

Article 208 Overlay Districts is amended to add the following new section as follows:

Section 208-6 – Flemington Downtown Development Overlay District

- A. **Generally.** There shall be established within the City of Flemington, Georgia, a zoning district which is placed over the base zoning system to modify the development guidelines and to achieve a specific purpose for that area of the City which falls within the boundaries of the district. The area within the boundaries of the district shall be known as the "downtown development overlay district." There shall be established within the downtown development overlay district two subareas, which shall be known as the "town center" and the "mixed use residential development." The boundaries of the downtown development overlay district and its two subareas shall be specifically delineated on the official Zoning Map. All land, buildings and structures within the downtown development overlay district shall be regulated by three separate and distinct regulations, including:
1. The regulations of the underlying, or base, zoning system, meaning the use regulations, special permit uses, height regulations, area regulations, and other zoning-related requirements that apply to a parcel by virtue of the zoning classification assigned to that parcel by this Ordinance.
 2. The additional regulations set forth in this section which shall apply to a parcel, building or structure by virtue of its lying within the boundaries of the downtown development overlay district; [and]
 3. The additional regulations, development standards, and permitted land uses set forth in this section which shall apply to a parcel, building or structure by virtue of its lying within

the boundaries of one or more subareas of the downtown redevelopment overlay district, including the town center and mixed use residential development.

- B. All existing parcels shall be considered to be in compliance with this section until the parcel is redeveloped, modified, or rehabilitated to the extent that improvements are equal to or greater than 50 percent of the existing fair market value of the property prior to improvements. Once improvements reach this threshold, all additions to the parcel must adhere to the new regulations set forth in this section.
 - 1. Properties located within the downtown development overlay district will retain all the rights conferred by their existing zoning classifications. New property rights will be conferred on properties located within the downtown development overlay district that meet the criteria established in this section.
 - 2. Nothing in this section shall preclude a property owner from petitioning the LCPC for an amendment, modification or variance to any zoning classification as otherwise allowed by this Ordinance.
- C. **Effect upon existing applications for development.** All applications for development within the downtown development overlay district prior to April 8, 2025, shall be exempt from the regulations herein. Any application submitted to the LCPC for development or redevelopment after April 8, 2025, will be subject to the requirements of this section.
- D. **Legislative purpose.** The specific urban design, transportation, and land use policies set forth by this section are an extension of the orderly growth policies developed for the City of Flemington in the Liberty County Joint Comprehensive Plan. This section seeks to generate quality development, preservation of historic structures, conservation of green space, greater mixing of uses, more pedestrian-friendly design, more housing options, and additional connectivity for travelers within and through the city.
- E. **Legislative intent: factors to be considered.** In resolving conflicts between this section and other zoning-related regulations, in providing for economic incentives to persons who develop land, buildings and structures within the downtown development overlay district, and at other times within the sound discretion of the governing authority of the City of Flemington when it is called upon to interpret any provisions of this section, the intent of this legislation may be considered. By regulating the downtown development overlay district, the City of Flemington seeks to:
 - 1. Allow a mixture of complementary land uses that may include housing, retail, offices, commercial, and civic uses, in order to maintain and create new economic and social vitality and to encourage the linking of trips and reduce the dependence upon the automobile for the majority of trips.
 - 2. Develop commercial and mixed use areas that are safe, comfortable, and attractive to pedestrians.
 - 3. Provide roadway, pedestrian, bicycle, and public transit connections to residential areas;
 - 4. Provide transitions and buffers between high traffic streets and residential neighborhoods.
 - 5. Encourage a mix of housing types and locations to provide additional opportunities for people in all stages of life and incomes to enjoy safe, decent, and attractive places to live.

6. Attain greater mobility throughout the city for bicyclists and pedestrians.
7. Provide appropriate locations and design for the addition of transit services.
8. Maintain mobility along transportation corridors.
9. Preserve and enhance the character of the historic commercial and residential areas.
10. Provide for protection of natural resources.
11. The intent of the downtown development overlay district focuses on several main themes:
 - a. Public space: To preserve, enhance, or create many forms of publicly accessible open space, such as parks, plazas, water features, tree-lined streets and community gathering areas.
 - b. Compact mixed use: To create a compact concentration of land uses within each development through multiple uses in a single building or in the same general area.
 - c. Street activity: To encourage a sense of place by allowing the imaginative and efficient utilization of land and to develop a sense of community by promoting year-round pedestrian and outdoor activities at the street level.
 - d. Pedestrian-orientation: To reduce the dependence upon and dominance of the automobile through street design, shared parking, bicycle and pedestrian pathways and spaces, and pedestrian-scaled buildings.
 - e. Design: To achieve a unique aesthetic design through high quality architecture and construction with attention to placement, relationship, and orientation of structures to provide greater compatibility with surrounding land uses.
 - f. Community cohesiveness: To provide physical linkages and opportunities for recreational and social connections throughout the community to allow residents and visitors to enhance their quality of life in Flemington.

F. **Resolving conflicts.** Where a conflict arises between the requirements of this section and the underlying zoning classification requirements, the district regulations set forth in this section shall ordinarily prevail. Where a conflict arises between the district and the floodplain/wetlands district, the floodplain/wetland district shall prevail.

G. **Boundaries generally.** The boundaries of the downtown development overlay district are as shown on the map in Appendix G. If a portion of a parcel lies within the overall boundaries, the entire parcel shall be considered to be within the boundaries of the overlay district.

H. **Design guidelines.** Development and design requirements that apply within the downtown development overlay district are established within this section and may be revised in the future by the action of the Flemington Mayor and City Council.

I. **Transportation**

1. General requirements

- a. Street designs should permit safe and comfortable use of streets by motorists, pedestrians, and bicyclists. Pavement widths, design speeds and the number of motor travel lanes should be minimized to enhance safety for motorists and non-motorists alike, except in designated commercial corridors where higher volumes of traffic are

desired and appropriate. The specific design of any given street must consider the building types which have frontage and the relationship of the street to the overall City Street network.

- b. The general street plan for the downtown development overlay district is illustrated on the map in Appendix G. Streets must interconnect within a development and with adjoining developments. Cul-de-sacs shall be allowed only where topographical and/or lot line configurations offer no practical alternatives for connections or through traffic. Street stubs shall be provided within each development adjacent to open land to provide for future connections.
 - c. Streets must be designed as the most prevalent public space of the town and be scaled for the pedestrian.
 - d. Streets must be bordered by sidewalks on both sides, with the exception of alleys or service corridors. Sidewalks on one side of the road may be permitted by the Flemington Mayor and City Council as an incentive to protect water quality or to achieve other community goals.
 - e. Streets must be lined with street trees on both sides, with the exception of State highways and alleys.
 - f. Streets must be public. Private streets are not permitted within any new development. Alleys will be classified as public or private depending on function.
 - g. Streets must be the focus of buildings. Generally, all buildings will front on public streets.
2. Traffic calming. Traffic calming measures, such as neckdowns, chicanes, mid-block diverters, intersection diverters, curb bulbs, and related devices will be considered on a case-by-case basis, based on safety and appropriateness in the proposed locations, taking into consideration the overall function of the roadway.
 3. Street and path connections. To improve circulation within the City's downtown development overlay district for pedestrians, bicyclists, and motorists, the street connections as generally illustrated in Appendix G should be implemented.
 4. Access driveways. It is the intent of the City to minimize the number of separate driveways to private properties, thereby reducing the potential for vehicular crashes and pedestrian injuries. If adjacent lots have direct vehicular access to a street, the City may require that the access be through a common or joint driveway using inter-parcel connections between properties. Access from private properties onto State highways shall be coordinated through the City of Flemington prior to requesting the access connection from the Georgia Department of Transportation.
 5. Sidewalks. Refer to Article 403 [Pedestrian Provisions] and the Bonuses and Criteria for Bonuses set forth in this section.
 6. Inter-parcel connections. Linking residential subdivisions and mixed use developments using inter-parcel connections and pathways or trails are encouraged to facilitate non-auto movements in the area. Inter-parcel connections between properties in commercial areas should be provided to minimize the need for auto traffic movements on the street system.

Pedestrian paths should be direct and convenient. Overly circuitous pedestrian paths should be avoided.

7. Parking. Refer to Article 402 [Parking Lots], and the Bonuses and Criteria for Bonuses set forth in this section.
 8. Road design speeds. Roadway design speeds should not exceed 20 miles per hour on any neighborhood street. The roadway design speeds for collector streets should not exceed 30 miles per hour. Only the speeds on arterials and State highway routes may exceed these design speeds, as specified by the Flemington Mayor and City Council.
 9. Traffic control. Traffic control features, including signs, pavement markings, etc. shall be prepared in accordance with the guidance of the Manual on Uniform Traffic Control Devices (MUTCD) published by the Institute of Transportation Engineers (ITE). The developer is responsible for the initial installation of the devices and the maintenance thereof until the public (City of Flemington or other public entity) accepts the street for maintenance.
 10. Gateways. Reserved.
- J. **Public transit**. The City of Flemington must plan for future public transportation facilities and services within the downtown development overlay district. Increasing population and employment growth and land use intensities will place additional pressures on the transportation system that will not be able to be met with road widening projects alone.
1. Sidewalks for transit. Sidewalks at transit stops should be a minimum of ten feet wide. A width of 15 feet is desired in commercial areas. The desired width of sidewalks located between bus stops is eight feet wide.
 2. Curbside lane. The curbside lane width on streets serving transit routes (with non-parking) is 12 feet minimum and 14 feet desired. The desired curbside lane width on streets serving transit routes (with on-street parking) is 20 feet (18 feet minimum). The desired non-curbside lane widths of streets serving transit vehicles is 12 feet (11 feet minimum). Lane widths narrower than 11 feet should be avoided since they could result in encroachment of transit vehicles into adjacent lanes.
 3. Intersections. Intersections should be properly designed to allow transit vehicles to turn safely onto streets. The following guidelines should be used for the turning radii at intersections.
 - a. For turns into a two-lane street with parking, a turning radius of 20 feet minimum.
 - b. For turns into a two-lane street from a street with parking, a turning radius of 20 feet minimum.
 - c. For turns into a single lane, a turning radius of 30 feet minimum.
 - d. For turns into a two-lane street with no parking, a turning radius of 30 feet minimum.
 - e. Parking for bicycles should be encouraged at key transit stops, especially in and near the downtown area and schools.
 4. Bicycle facilities. It is the intent of the city to create safe, convenient, and adequate facilities to encourage bicycle riding as a valuable part of a balanced transportation system within

the overlay district area. These can be accomplished through the development of a range of bicycle facilities as defined by the American Association of State Highway Transportation Officials (AASHTO) "Bicycle Facilities Guidebook," including bicycle lanes, bicycle paths, bicycle routes, and bikeways. Adequate bike parking facilities and signs are encouraged in key locations to facilitate safe and secure bicycling in the area.

- K. **Subarea boundaries.** The boundaries of the downtown development overlay district shall be specifically delineated on the official zoning map and on the map in Appendix G. The following subareas include:

1. Town Center
2. Mixed Use Residential Development

L. **Town Center Standards**

1. Permitted uses - Same as in DD, R-8, ATR, MFR, OI, C-2.
2. Conditional uses are not allowed.
3. Bulk regulations.

Table 208.7 – Town Center Regulations

Bulk Regulations	Minimum	Maximum
Lot area	2,500 SF	25,000 SF (large enough to accommodate typical convenience shopping)
Front yard	Zero feet lot line construction (to the sidewalk) on collectors, 15 ft on arterials	15-ft setback from the back of curb to edge of building (if in keeping with average setback of existing structures), 20-ft setback on arterials
Side yard	Zero feet if attached to adjacent structure; five feet if abutting structure is not attached. Does not apply to corner lots	20 ft if abutting structure is not attached
Rear yard	60 ft (one row of parking) if parking is provided behind buildings; 20 ft if building abuts an alley; zero feet if building covers the entire depth of the lot	85 ft, to accommodate one row of parking, an alley, and a landscape buffer
Lot coverage	N/A	Building may cover entire lot, except for what is required for loading, servicing, and access
Height	N/A	Five stories heated floor space, 70 ft total on arterials and collectors; four stories heated floor space, 55 ft total on all other streets

M. **Mixed Use Residential Development Standards**

1. Permitted uses. Same as R-8, MFR, ATR and other uses that adhere to the intent of the district as determined by the Flemington Design Review Board.
2. Conditional uses:

- a. Places of worship.
- b. Private or public elementary and secondary schools (no boarding).
- c. Group day care home, group day care center, or childcare institution; provided, that the site and construction plans for such facilities receive the written approval of the State of Georgia Department of Human Resources, and other permits as required by law.
- d. Civic or private clubs.
- e. Nursing homes.
- f. Transit shelters.
- g. Hospitals and institutions.
- h. The following shall be allowed through conditional use permits, at the discretion of Flemington Mayor and City Council, to allow for additional neighborhood commercial uses to transition from multifamily residential and commercial into single-family neighborhoods to provide needed services at the neighborhood level to allow for more vibrant multifamily and single-family residential areas. Appropriate places for these uses would be at arterial or collector street intersections:
 - i. Convenience/grocery stores, not to exceed 10,000 SF.
 - ii. Coffeeshops, not to exceed 10,000 SF (outdoor dining is permitted).
 - iii. Mixed residential/commercial must contain at least 50 percent residential; second story or above only; [and]
 - iv. Mixed residential/office must contain at least 50 percent residential; second story or above only.

3. Bulk Regulations.

Table 208.8 – Mixed Use Residential Development Regulations

Bulk Regulations	Minimum	Maximum
Lot area	8,000 SF, lot width—50 ft	50,000 SF, lot width—200 ft
Front yard	Zero lot line	20 feet maximum (to allow for some multifamily in in-town settings and some with small front yards and stoops or porches)
Side yard	Zero feet if attached to adjacent structure, if not attached—ten ft	30 ft
Rear yard	Ten ft	200 ft
Lot coverage	N/A	Building may cover maximum of 50 percent of lot, excluding what is required for loading, servicing, parking, landscape buffers and access
Height	N/A	Five stories heated floor space

N. Development phasing

1. **General.** All phases must conform to the provisions of this section and pertinent design guidelines. A project submitted without any indication that it is to be developed in phases will be considered a "single phase development" (i.e., the entire project shown on the plan will be built at one time.) To the extent practical, all developments shall provide side service loading docks in a multiple phase project. No certificate of occupancy will be issued for any building until every building in the phase under development shall have reached "substantial completion" (i.e., completion of the exterior) in the opinion of LCPC.
2. **Subdivisions.** Subdivisions within the district shall be allowed for recording ownership and development purposes provided that the following shall be adhered to:
 - a. A design plan for the development showing the parking, landscaping, grading information and architectural elevations for the entire project shall be approved under the requirements of subsection (H) [Design Guidelines].
 - b. The subdivision plat of the proposed development shall be approved by the Flemington Mayor and City Council pursuant to Div. V of this Ordinance;
 - c. No substantial change in design plan approval shall be allowed unless a revised plan shall be approved under the requirements of subsection (H) and further, the overall plan for the entire development, as revised, shall be required as a part of the submittal documents for a design plan change for a portion of the development; and
 - d. Streets:
 - i. Curb cuts/access roads. The subdivisions of the project shall not entitle the newly created lots to additional curb breaks or access drives unless approved by Flemington Mayor and City Council or in the event of a State highway, the Georgia Department of Transportation (GDOT).
 - ii. Street alignment. Streets of new subdivisions shall be aligned with existing streets on adjoining property unless the City of Flemington determines that the comprehensive plan, topography, requirements of traffic circulation, or other considerations make it desirable to depart from the alignment.
 - iii. Lots abutting streets. Each lot in a subdivision, except a lot that fronts on a plaza and abuts an alley, shall abut a dedicated public street.
 - iv. Street network. An interconnected network of streets is required unless Flemington Mayor and City Council determines that good cause exists to require a different street pattern.
 - v. Street, alley, and pedestrian path design. Streets, alleys, and pedestrian paths shall be designed and constructed in accordance with this section and any design guidelines adopted by the City.
 - vi. Street intersections. Street intersections, whether public or private streets, shall be designed in accordance with the provisions of GDOT, Liberty County, and the City of Flemington.
 - vii. Dead-end streets. Dead-end streets are prohibited unless Flemington Mayor and City Council determines that the most desirable plan requires laying out a dead-end street.

- O. **Bonuses available.** Flemington Mayor and City Council may approve any individual or combination of the following development bonuses in order to recognize design beyond that required to comply with this and other City regulations, and design which is considered to further the regulations. In order to qualify for bonuses under this section, a development should demonstrate compliance with at least 60 percent of the criteria established in subsections (E) [Legislative Intent; Factors to be Considered] and (P) [Criteria for Receiving Bonuses]. The bonuses available are as follows:
1. Increased density: Office: Not to exceed 50 percent increase. Retail: Not to exceed the 50 percent increase. Residential: Not to exceed 30 percent increase.
 2. Increased height: Not to exceed 65 feet (does not apply to town center subarea).
 3. Reduction in or shared parking: Not to exceed 25 percent.
 4. Setback/buffer reduction: Not to exceed 25 percent maximum.
 5. Tax incentives to include, but are not limited to, tax increment financing (TIF), and community improvement districts (CID).
 6. Greenspace flexibility.
 7. Facade grant.
- P. **Criteria for receiving bonuses.** Performance criteria to be considered in recommending bonuses should relate reasonably to the bonuses being approved and may include the following:
1. Preservation/adaptive reuse of a historic structure to the Secretary of the Interior's Standards for Rehabilitation.
 2. Dedication of a preservation easement.
 3. Preserving scenic vistas.
 4. Office use mixed with residential use, office not to exceed 50 percent of the project.
 5. Retail use mixed with residential use, retail not to exceed 50 percent of the project.
 6. Permanent bicycle racks are provided in any off-street parking lot.
 7. Provision of affordable housing, defined as 80 percent or less of the area median income, not to exceed 50 percent of residential portion of any project.
 8. Development of special redevelopment sites, as identified by the city.
 9. Placing underground or out of clear view, electric and communications appurtenances on the project site.
 10. Clustering of development as demonstrated by:
 - a. Increasing greenspace by 15 percent over current regulations.
 - b. Reducing infrastructure needs (utilities, roadways, and impervious surfaces by 20 percent allowed/required under current regulations).
 11. Reduction in parking through:

- a. Shared parking agreement to reduce the need for additional parking as required in Section 402 [Parking Lots].
 - b. Payment into an established parking bank.
12. Reduction in greenspace requirement (not to exceed five percent) through:
- a. Payment into an established greenspace bank.
 - b. Easement recorded on the deed to the property granting public pedestrian/bicycle access to the Historic Liberty Trail.
13. Develop internal roadways to discourage traffic congestion and to discourage direct access onto Oglethorpe Highway/US 84.
14. Reducing impervious cover by 15 percent or more beyond the minimum standards allowed by this or other regulations.
15. Constructing or dedicating public facilities such as parks, roadway and right-of-way, police, fire, or emergency medical service sites, regional drainage facilities, or other facilities in excess of that required by City ordinance.
16. Using energy-conserving or water-conserving devices that reduce consumption.
- Q. **Hardships.** In order to qualify as a hardship under this section, the following criteria shall be demonstrated: An undue hardship imposed on a tract by the downtown development overlay district regulations or the cumulative effect of regulations, due to the peculiar configuration, topography, size or location of the tract.
- R. **Variances.** The Mayor and City Council may waive one or more of the specific requirements applicable to sites located in the district to the minimum extent necessary to allow the project to be constructed. The applicant for any such waiver shall have the burden of showing that the proposed project, with such waiver granted, meets the criteria below and will be as good or better than a project developed in compliance with the downtown redevelopment overlay district regulations in terms of environmental compatibility, transportation considerations, historic accuracy, and aesthetic compatibility. The waiver shall only be granted upon:
- 1. A showing of good and sufficient cause.
 - 2. A determination that failure to grant the variance would result in exceptional hardship; and
 - 3. A determination that the granting of a variance will not adversely impact the intents and purposes of these regulations.

Amendments to Division VII – Administration

Article 704 Other Reviewing Entities is amended to add the following new section as follows

Section 704-3 – Flemington Downtown Development Overlay District

- A. **Flemington Design Review Board (DRB)** . A Flemington DRB has been established that oversees development within the boundaries of the downtown development overlay district. Presentations to the Flemington DRB must include sufficient technical and illustrative information about the proposed design for the Board to reach an informed conclusion about

the project's ability to be completed within the guidelines. Presentations should include plan, elevation and section information relating to adjacent and/or opposing properties and block faces in sufficient detail to clearly demonstrate the appropriateness of the proposed designs. Three-dimensional representations may be requested illustrating a project from ground level and/or as part of a larger contextual framework.

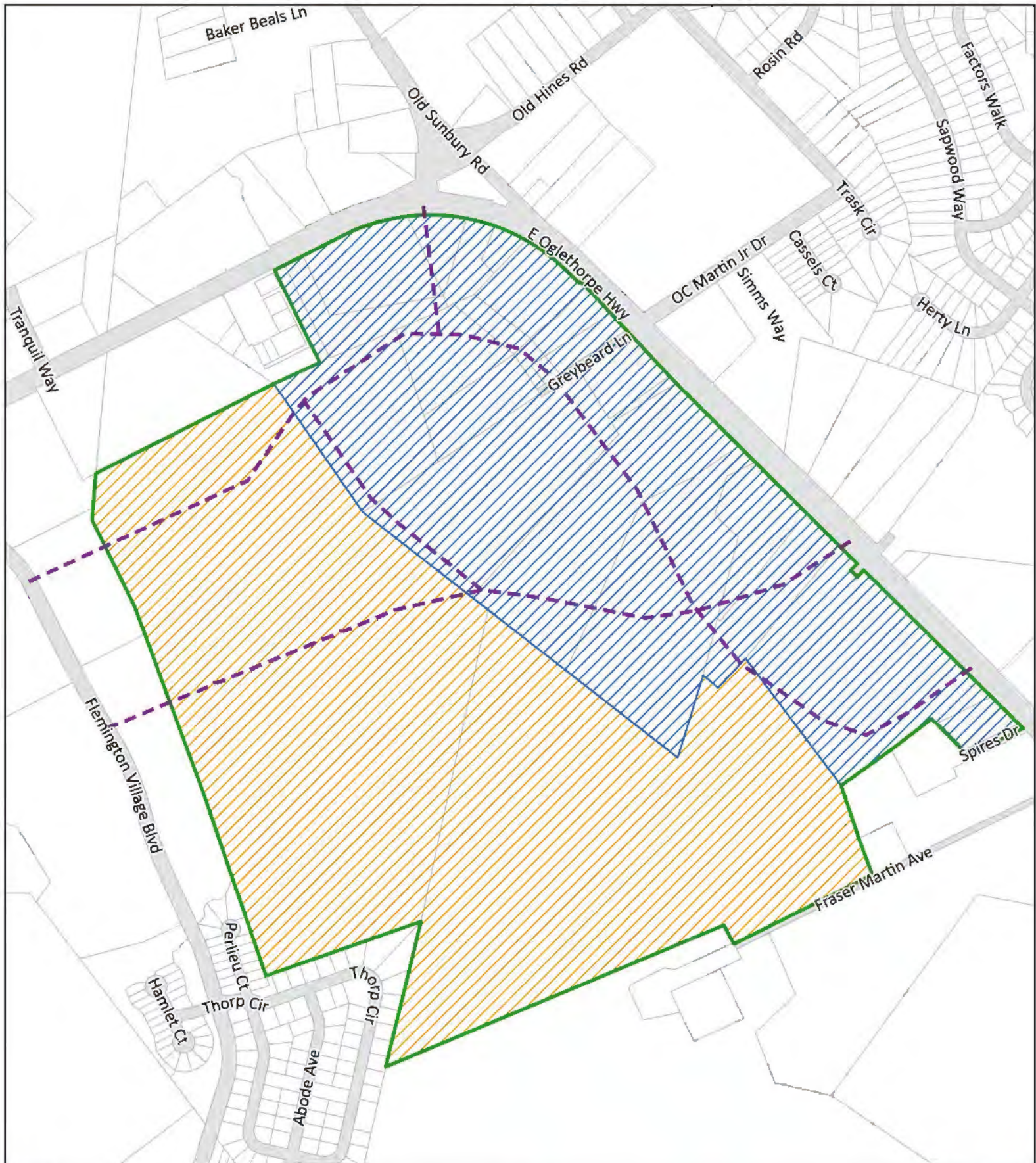
- B. **Recommendations to the City Council.** The Flemington DRB shall formulate a recommendation to the Flemington Mayor and City Council for each project submitted for review. The Mayor and City Council shall have the final authority to approve or deny any project submitted to it under the terms of Sec. 208-6 [Flemington Downtown Development Overlay District].
- C. **Membership.** The Flemington DRB will be constituted and convened under the LCPC. It will be a board of not more than five and not less than three people derived from the following sources:
 - 1. Flemington Mayor
 - 2. Flemington City Engineer
 - 3. LCPC Engineering Director
 - 4. Liberty County Building Official
 - 5. LCPC Executive Director
- D. **Meetings.** The Board will meet as called to review submittals. Materials to be submitted to the Board shall be due in the offices of the LCPC not less than ten working days before the scheduled appearance date.

Amendments to Appendix G – Maps

The attached map titled “Flemington Downtown Development Overlay District” is to be added to Appendix G.

** end of amendments **

Flemington Downtown Development Overlay District



Legend

- Parcels
- Proposed Road Network
- Boundary
- Mixed Use Residential Subarea
- Town Center Subarea

0 250 500 1,000 Feet



Published: 3/20/2025



APPROVED on this 8th day of April 2025, by the Mayor and Council of the City of Flemington.

Paul Hawkins, Mayor

David Edwards, Mayor Pro Tem

Larry Logan, Councilmember

Rene' Harwell, Councilmember

Gail Evans, Councilmember

Hasit Patel, Councilmember

Leigh Smiley, Councilmember

ATTEST:

Signature

Printed Name and Title



City of Flemington Comprehensive Plan 2025

Acknowledgments

We would like to thank all those who participated in and assisted with developing the City of Flemington 2025 Comprehensive Plan. This plan is the result of a year-long process involving City staff, stakeholders and representatives, as well as a series of public meetings. The plan was further enhanced by the generous input provided by members of the public at public hearings and community planning meetings. We are extremely grateful for the support we received during the process and look forward to implementing this plan.

City of Flemington Council

Paul Hawkins – *Mayor*
David Edwards – *Mayor Pro Tem*
Gail Evans – *Council Member*
Rene’ Harwell – *Council Member*
Larry Logan – *Council Member*
Hasit Patel – *Council Member*
Leigh Smiley – *Council Member*

Liberty Consolidated Planning Commission – Planning Commissioner

Tim Byler – *Chair*
Phil Odom – *Vice Chair*
Lynn Pace – *Assistant Vice Chair*
Sarah Baker – *Commissioner*
Alonzo Bryant – *Commissioner*
Durand Standard – *Commissioner*
Duncan C. Reagan D.C. – *Commissioner*
Donna Groover – *Commissioner*
Larry Baker – *Commissioner*

Liberty Consolidated Planning Commission – Staff

Jeff Ricketson – *Executive Director*
Kelly Wiggins – *Executive Assistant*
Lori Parks – *Zoning Administrator*
Mardee Sanchez – *Engineering Director*
Curles Butler – *Senior Inspector*
Todd Kennedy – *Planner III*

Coastal Regional Commission

Dionne Lovett – *Executive Director*
Aaron Carpenter – *Planning & Assistant Executive
Director*
Wincy Poon – *GIS Manager*

Executive Summary

The City of Flemington, the Liberty Consolidated Planning Commission, the Coastal Regional Commission, and the stakeholder committee worked together to prepare the City of Flemington 2025 Comprehensive Plan update. Comprehensive planning is an important tool for promoting strong, healthy communities in the State of Georgia. Comprehensive plans are centered around a vision and goals that express a desired future. Through the vision, goals, and work plans, the City of Flemington intends to utilize this Plan to continue to create a thriving community.

The City of Flemington is defined not by its geographic boundaries but by the strong sense of shared values that its residents hold dear. At the heart of Flemington are principles such as small-town values, thoughtful growth, and the preservation of its rich historical, cultural, and natural heritage. These guiding values form the foundation of what makes Flemington a truly special place to live. This Plan outlines a vision for the City's future, focusing on maintaining the unique character of the community while embracing sustainable development and enhancing the quality of life for all residents.

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1 Introduction

The City of Flemington has developed this updated comprehensive plan ("the Plan" in this document) to chart its future course. The Plan focuses on maintaining the community's unique character while embracing sustainable development and enhancing the quality of life for all residents.

1.1 Purpose

In the interest of providing healthy and successful communities that are vital to the State's economic prosperity, the State of Georgia requires all local jurisdictions to coordinate and conduct comprehensive planning activities through the Georgia Planning Act of 1989. The State has given authority to the Department of Community Affairs (DCA) to set the minimum standards for local comprehensive planning and to provide oversight of the planning processes. The purpose of the minimum standards is to provide a framework for the development, management, and implementation of local comprehensive plans.

The purpose of comprehensive planning at the community level is to bring together all sectors within the City, including residents, the business community, and non-profit organizations, to develop a strategy with the intent to make the City of Flemington an attractive place to invest, conduct business, raise a family, and visit. A comprehensive plan provides policy direction and guidance for elected officials, staff, and the public to inform the decision-making processes. This Plan articulates the City's vision for the future and creates a roadmap for residents, property owners, investors, businesses, and interested parties in the City's plans and goals. The Plan is also intended to assist in recognizing the need for and the subsequent implementation of important economic development and service delivery initiatives. Finally, maintaining the comprehensive plan allows the City to maintain its Qualified Local Government status, making it eligible for various state funding and permitting programs.

1.2 Planning Scope

In this Plan, the City of Flemington addresses the elements required by the DCA's minimum standards and procedures. The following required elements are included in the City's 2025 comprehensive plan: community goals, needs and opportunities, broadband, and community work program.

As a community that has adopted a zoning ordinance and is also a member of a Metropolitan Planning Organization, the City of Flemington is required to adopt a comprehensive plan that addresses land use and transportation. The City also addresses the planning elements of housing, economic development, and historic and cultural resources.

This Plan continues the City's planning tradition and sets the stage for the City of Flemington as a great place to live, work, play, and visit. Growth within the City is inevitable, but reasoned and thoughtful planning that forms the basis of this Plan will allow the City to manage its growth, maximize benefits for its residents in the community, and fulfill the City's vision.

As part of the requirement, the Coastal Georgia Regional Water Plan and the rules for Environmental Planning Criteria established by the Georgia Department of Natural Resources were considered during the planning process.

1.2.1 Regional Water Plan

Liberty County is part of the Coastal Georgia Regional Water Planning Council (Coastal Council). The Coastal Council was formed in 2009 as part of the statewide planning process to help address challenges and explore how Georgia is expected to grow and use water over the next 40 years. The Coastal Council developed a regional water plan in 2010. In 2011, the Coastal Regional Water Plan was adopted. The Liberty Consolidated Planning Commission, the Steering Committee, and the local governments gave careful consideration to the Regional Water Plan while preparing for this Plan. The City of Flemington considered the six goals established by the Coastal Council for the region in preparation for this Plan. The six goals are listed below:

1. Manage and develop high-quality water resources to sustainably and reliably meet domestic, commercial, industrial, and agricultural water needs.
2. Identify fiscally responsible and implementable opportunities to maximize existing and future supplies, including promoting water conservation and reuse.
3. Optimize existing water and wastewater infrastructure, including identifying opportunities to implement regional water and wastewater facilities.
4. Protect and maintain regional recreation, ecosystems, and cultural and historic resources that are water-dependent to enhance the quality of life of our current and future residents and help support tourism and commercial activities.
5. Identify and utilize the best available science and data and apply principles of various scientific disciplines when making water resource management decisions.
6. Identify opportunities to manage stormwater to improve water quantity and quality, while providing wise land management, wetland protection, and wildlife sustainability.

The Regional Water Plan's vision to conserve and manage water resources to sustain and enhance Coastal Georgia's unique coastal environment and economy is inherent in this Plan's community goals, needs, and opportunities.

1.3 Environmental Planning Criteria

The Environmental Planning Criteria (O.C.G.A. 12-2-8) stated: "for the promulgation of minimum standards and procedures for the protection of natural resources, environment, and vital areas of the state; stream and reservoir buffers." This was taken into consideration during the development of this Plan. Liberty County and its municipalities have adopted several ordinances that comply with O.C.G.A. 12-2-8, including water supply and sewer disposal, wetlands, stormwater discharge, soil erosion, and conservation subdivision ordinances. These ordinances protect the natural resources in Liberty County and its municipalities.

2 Background

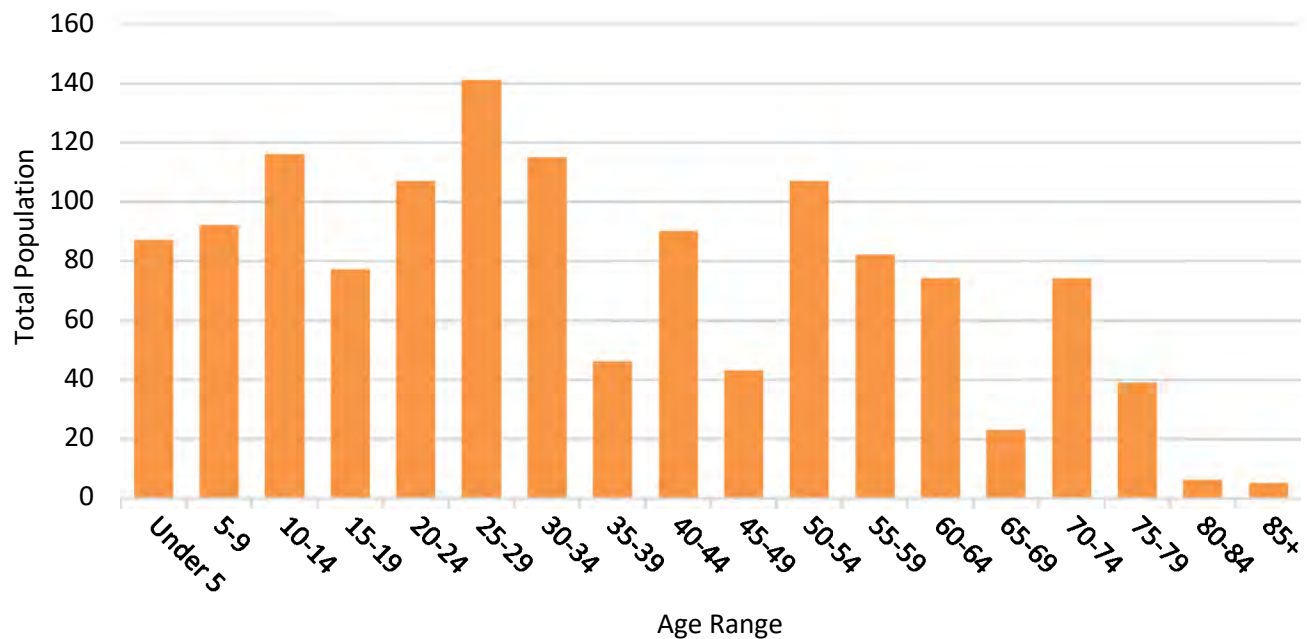
Originally established as a small community, Flemington has grown while maintaining its unique identity within the region. Its proximity to Fort Stewart, a major U.S. Army installation, influences local economic and demographic trends, while its connection to Hinesville provides access to key services, businesses, and employment opportunities. Flemington’s location along major transportation routes also supports its role in regional connectivity and development.

2.1 Demographics

According to the 2023 American Community Survey (ACS) five-year estimates published by the U.S. Census Bureau, the population of the City of Flemington was estimated to be 1,324, representing a 78 percent increase since the 2010 Census. The population is projected to grow with economic development and expansion throughout the County and the region. This projection presents several challenges related to City services, infrastructure, impacts on community resources, and overall quality of life that must be considered in future planning.

The City of Flemington has a predominantly Black or African American population, making up about 50 percent of its population in the 2023 ACS five-year estimates. About 24 percent of the population is White, 3 percent is Asian, 2 percent is Native Hawaiian and other Pacific Islanders, and 20 percent identified as other races or two or more races.

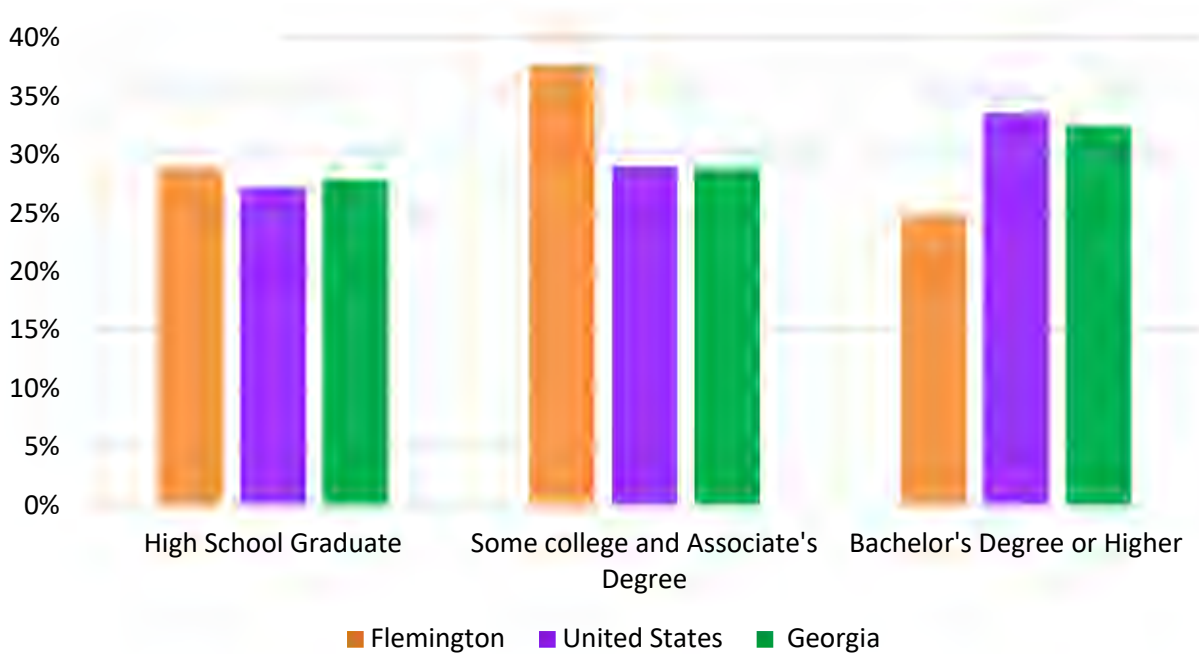
The median age in the City of Flemington is 31 years old. 27 percent of the population is under 18 years old and 11 percent is 65 years or older.



Source: 2023 ACS 5-year Estimates (Table S0101: Age and Sex)

2.2 Education

In the City of Flemington, according to the 2023 ACS five-year estimates on educational attainment, 29 percent of the population 18 years or older had a high school diploma or an equivalent GED as their highest level of education, and 38 percent attended some college or earned an associate’s degree, and 25 percent had a bachelor’s degree or higher.



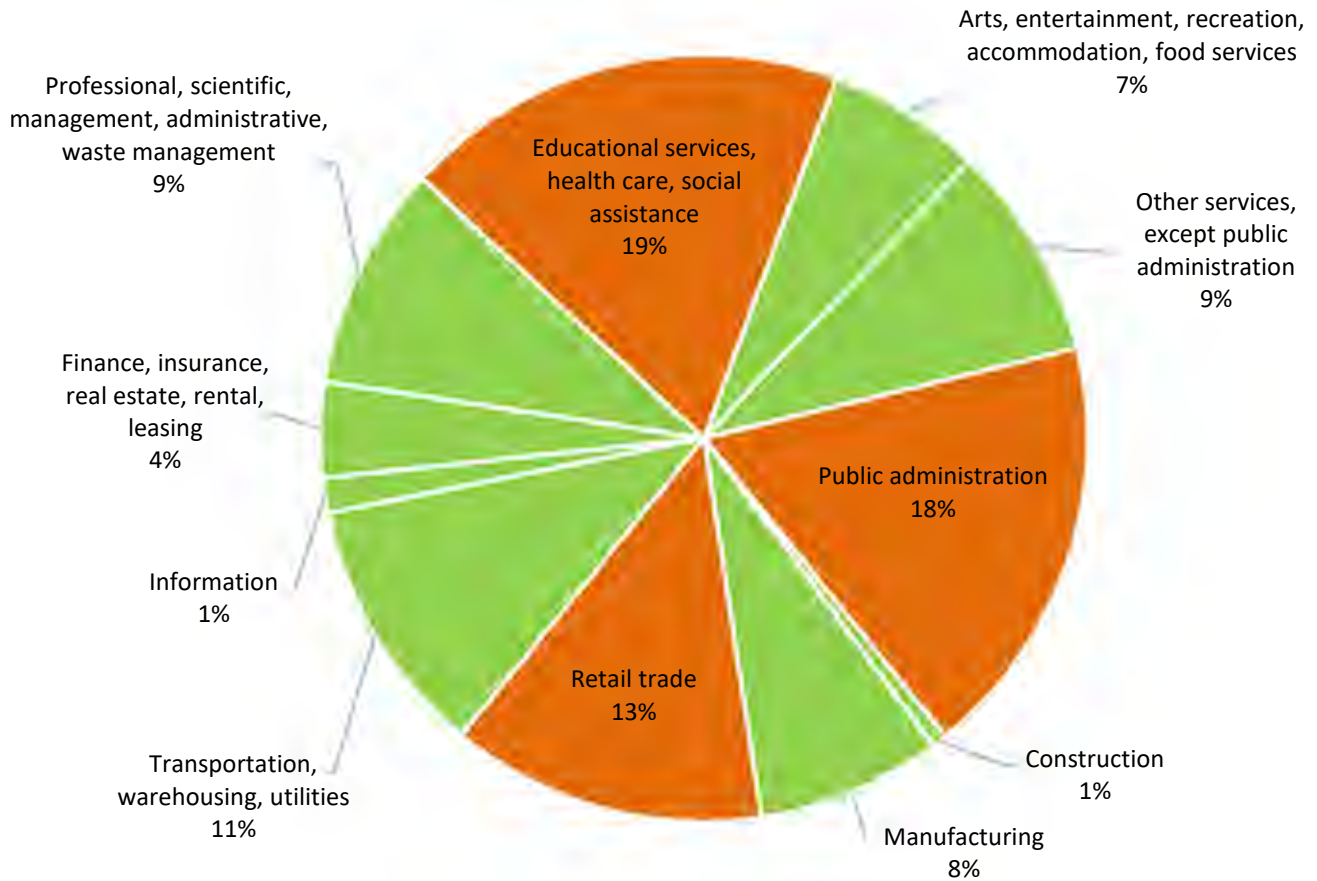
Source: 2023 ACS 5-year Estimates (Table S1501: Educational Attainment)

2.3 Economic Development

Key indicators of the economic health of the City of Flemington are employment and unemployment trends, employment by occupation and industry, major employers, household income, and retail sales.

According to the Georgia Department of Labor Workforce Statistics Division, in 2024, Liberty County had an unemployment rate of 3.5 percent compared to 3.4 percent in Georgia (non-seasonally adjusted) and 3.8 percent in the United States (non-seasonally adjusted).

It is estimated that 474 people were employed in the City of Flemington in 2023. The majority of the population is employed within the educational services, health care, social assistance, and public administration sectors. It is estimated that 10.7 percent of Flemington’s workforce work within the City, 58.7 percent work within Liberty County, and 95.4 percent work within Georgia.



Source: 2023 ACS 5-year Estimates (Table S2405: Industry by Occupation for the Civilian Employed Population 16 Years and Over)

In 2023, The U.S. Census Bureau defined the poverty threshold as an income of \$15,850 or less for an individual under 65 years old and an income of \$31,200 or less for a family of four. In 2023, the American Community Survey reported that an estimated 8.5 percent of Flemington's population lived below the poverty level. This is lower than the 13.6 percent in Georgia and 12.4 percent in the United States. The median household income is estimated at \$95,114 in 2023, a 16 percent increase since 2010.

3 Vision and Goals

This section of the comprehensive plan presents the desired direction for the City of Flemington's growth and quality of life over the next ten years and beyond. The City has adopted the following vision to guide future development and decision making.

"To be a City which promotes a wholesome, progressive environment, reflecting the traditional values of our heritage while embracing a dynamic vision of our future."

3.1 Goals and Policies

Economic Development

- Encourage and attract the development of a diverse economy.
- Promote brownfield and greyfield sites for appropriate mixed-use development.

Transportation

- Consider the impact on traffic flow for all new developments, including commercial and residential expansions.
- Incorporate recommendations from the US Highway 84 Corridor Study as appropriate.
- Support opportunities to provide alternative modes of transportation, including public transit, and bike and pedestrian facilities.
- Improve roadway safety.

Infrastructure and Services

- Make appropriate, proactive infrastructure investments to accommodate planned growth.
- Seek opportunities to share services and facilities with neighboring jurisdictions when mutually beneficial.
- Work jointly with neighboring jurisdictions to develop solutions for shared regional issues.
- Promote maximum collaboration among all public safety, emergency response, and law enforcement officials across the county to reduce duplication, speed interventions, and maximize efficiency.
- Enforce regulations to address signage to ensure efficient emergency response and mail delivery.

Housing

- Accommodate a diverse population by encouraging a compatible mixture of housing types, densities, and costs.
- Encourage and support the development of affordable housing.

Quality of Life

- Provide various recreational and entertainment opportunities.
- Promote beautification and streetscape improvements where needed.
- Continue to promote the preservation of the City's existing tree canopy, especially the legacy oak tree.

4 Needs and Opportunities

This section provides the list of needs and opportunities the City of Flemington has identified through this planning process. The City intends to address the needs or opportunities listed herein through corresponding implementation measures in the community work program. This list was developed with assistance from the stakeholder committee through a strengths, weaknesses, opportunities, and threats (S.W.O.T.) analysis and evaluation of demographics and economic information.

4.1 Economic Development

The City's goal of diverse economic development emphasizes the need to support the development and expansion of a variety of businesses that are valuable for the community, ensure long-term sustainability, foster connections with other economic activities in the region, minimize the impact on city resources and the environment, and create job opportunities that meet the needs of the local workforce. This objective also includes a directive for the City to use innovative tools, work to enhance and expand the skills of its workforce and foster innovative approaches to attracting a variety of businesses.

Business Recruitment and Retention

- There needs to be sufficient water, sewer, and stormwater infrastructure capacity and competitive rates and tap fees.
- The City needs a diverse economy that is not dependent on a single industry.
- The City needs to encourage the establishment of small local businesses.

Skilled Workforce

- The City needs to identify additional workforce development programs and promote existing ones.
- There are opportunities to explore partnerships with schools, career academies, Fort Stewart, and neighboring communities to recruit skilled labor.
- The City needs to participate in state-funded Workforce Division programs and initiatives.

Tourism as an Economic Driver

- There are opportunities to establish coordinated tourism programming to increase access to historical and cultural landmarks.
- The City needs to increase family entertainment options.

4.2 Land Use

The City's objective of efficient land use, guided by development suitability, focuses on managing growth by promoting development in areas with adequate public facilities, available infrastructure capacity, and a minimized impact on environmental resources.

- Dedicate areas of vegetation for recreational use or aesthetic purposes.
- Encourage the establishment of small parks.
- Expand utility infrastructure to areas with projected growth.
- Continue coordinating and collaborating with neighboring communities on planning efforts, e.g. Liberty Consolidated Planning Commission, Hinesville Area Metropolitan Planning Commission, etc.

4.3 Transportation

A transportation element is required for any local government included within a Metropolitan Planning Organization. The Hinesville Area Metropolitan Planning Organization (HAMPO) is currently the MPO for the City of Flemington and is responsible for addressing transportation planning within the urbanized area surrounding and including Hinesville. The City's goal of transportation is to improve roadway safety, explore alternative modes of transportation, and address congestion concerns.

- Coordinate with HAMPO and the Georgia Department of Transportation (GDOT) to develop strategies for addressing current traffic concerns on heavily traveled roads.
- Continue to expand the non-motorized transportation network.
- Improve bicycle and pedestrian safety infrastructure.
- Utilize various funding sources to improve roadway safety.

4.4 Housing

The Housing element is required for Community Development Block Grant Entitlement Communities and is an option but encouraged for all other local governments. The City's goal for housing opportunities is to encourage a range of safe and healthy housing types, sizes, costs, and densities for all income levels.

- Encourage diverse housing options.
- Evaluate the availability of public services and infrastructure at new developments, e.g. emergency response, water and sewer availability, etc.

4.5 Intergovernmental/Interagency Coordination

The City's objective of regional coordination is intended to cultivate collaboration with neighboring jurisdictions, as well as regional, state, and federal agencies, to address shared needs through adequate funding, legislation, and technical assistance.

- Enhance open communication between local government and other agencies.
- Share or consolidate services to reduce costs or slow the growth rate of costs while maintaining a reasonable level of service capacity and quality.
- Plan towards common goals with agencies and organizations that focus on similar tasks.
- Work on common goals to address issues that can hinder growth, cause loss of natural and cultural resources, or negatively impact the quality of life.

5 Land Use

According to the minimum standards and procedures for Local Comprehensive Planning, communities with zoning or similar development regulations are required to include a land use element within their comprehensive plan. In 2023, the City of Flemington adopted the Liberty County Unified Development Ordinance (UDO), which updated and consolidated the zoning and subdivision regulations for Liberty County and its seven municipalities into a single document. The table below outlines twenty zoning districts in Liberty County.

Category	District	District Name
Agricultural and Conservation Districts	A-1	Agricultural
	AR-1	Agricultural Residential
	DM	Dunes and Marshes
Residential Districts	R-20	Single-Family Residential-20
	R-12	Single-Family Residential-12
	R-8	Single-Family Residential-8
	ATR	Attached Residential
	MFR	Multi-family residential
	MHP	Manufactured Home Park
	SFMH	Single-Family Manufactured Home
Commercial Districts	C-1	Central Business
	C-2	General Commercial
	C-3	Highway Commercial
	OI	Office Institutional
	IC	Interstate Corridor
	DD	Downtown Development
Industrial Districts	LI	Light Industrial
	I-1	Industrial
Planned Districts	PUD	Planned Unit Development
	PDD	Planned Development

This chapter includes two sections (a) future land use, and b) character areas.

5.1 Future Land Use

Future Land Use Map serves several important purposes. It guides zoning decisions by ensuring that zoning regulations align with broader planning goals, helping to shape the future development of an area. This map also plays a key role in infrastructure planning, supporting the strategic placement of public facilities to meet the needs of the community. Growth management is another vital function, as the map directs development to appropriate areas while preserving valuable open spaces, wetlands, floodplains, and other environmental-sensitive areas. Future Land Use Map is also instrumental in economic development, identifying suitable locations for commercial and industrial investment that can boost the local economy. Additionally, this map

supports housing and community development by promoting diverse and sustainable housing options, and coordinating land use with roadways, ensuring better connectivity and mobility within the community.

The following future land uses have been identified by the City of Flemington and are shown on the map in this chapter.

- *Residential High-Density*
- *Residential Low-Density*
- *Commercial*
- *Public/Institutional*
- *Park/Recreation*
- *Agriculture/Forestry*
- *Mixed-Use Urban Corridor*
- *Mixed Use*

5.1.1 Residential High-Density

The predominant land uses within this category are multi-family dwelling units and mobile home parks. Except for subdivisions, developments with three or more homes per acre are considered high-density.



Regulations

- Ensure ease of pedestrian accessibility and circulation.
- Ensure the sales of development is compatible with that of the surrounding neighborhood.
- Provide internal circulation and parking system for the entire development.
- Encourage connection of streets, sidewalks, and other modes of transportation.
- Require multi-family projects to provide adequate recreational facilities, equipment, structures, and play surfaces.

Compatible Zoning

- MFR (*Multi-family Residential*)
- MHP (*Manufactured Home Park*)
- PUD (*Planned Unit Development*)

5.1.2 Residential Low-Density

The predominant use of land within this category is single-family dwellings.



Regulations

- Encourage a variety of compatible housing options.
- Use road networks in residential areas to promote safety and connectivity with existing and future developments.
- The size, scale, design, and material of duplexes/townhomes must be compatible with the established neighborhood character and located preferably along collector or local roads.
- Public pedestrian or multiple-use trails are encouraged to provide a connection between neighborhoods and parks or other destinations.
- Allow home occupation (professions and services but not retail sales) by permitting the employment of one full-time equivalent individual not residing on the premises.
- New developments require buffering for controlling visual, noise, and activity impacts between residential and commercial uses.

Compatible Zoning

- A-1 (*Agricultural*)
- AR-1 (*Agricultural Residential*)
- R-8 (*Single-family Residential-8*)
- R-12 (*Single-family Residential-12*)
- R-20 (*Single-family Residential-20*)
- ATR (*Attached Residential*)
- SFMH (*Single-family Manufactured Home*)
- PUD (*Planned Unit Development*)

5.1.3 Commercial

This category is for land dedicated to non-industrial business uses, including retail sales, offices, services, and entertainment facilities. Commercial uses may be located as a single use in one building or grouped together in a shopping center or office building.



Regulations

- Commercial development must be compatible with adjacent land uses.
- Appropriate to traffic flow/access and must be supported by existing or planned infrastructure.
- Development should have an internal parking and pedestrian circulation system.
- Create a comprehensive design scheme for future development and redevelopment.
- Site design should be pedestrian-oriented internally and between development and neighborhoods.
- New developments should be in a planned commercial center.
- Fast food and other “drive-thru” windows should be discouraged except on mixed-use urban corridors.
- Commercial development should have required site design features that limit noise, lighting, and other activity to not adversely impact surrounding residential areas.
- Low-density office uses shall serve as a transitional land use between residential uses and uses of higher intensity.

Compatible Zoning

- C-1 (*Central Business*)
- C-2 (*General Commercial*)
- C-3 (*Highway Commercial*)
- OI (*Office Institutional*)
- IC (*Interstate Corridor*)
*through conditional use permits
- PUD (*Planned Unit Development*)

5.1.4 Public/Institutional

This category includes certain federal, state, or local government uses, and institutional land uses. Government uses include government offices, police stations, fire stations, libraries, prisons, post offices, schools, military installations, etc. Institutional land uses include colleges, churches, cemeteries, hospitals, etc.



Regulations

- Buildings should be built close to the street, except to provide an entrance courtyard or gathering area.
- Public and semi-public facilities should have convenient access to arterial streets and public transportation.
- Libraries, parks, fire, and EMS stations should be located according to population, distance, and response time standards as established in adopted facility plans.
- Large religious places of worship and campuses should be located where traffic and needed circulation will be accommodated.
- Land use should be appropriately sited to ensure compatibility of hours, traffic impacts, and functions.

Compatible Zoning

- A-1 (*Agricultural*)
- AR-1 (*Agricultural Residential*)
- OI (*Office Institutional*)
- IC (*Interstate Corridor*)

5.1.5 Park/Recreation

This category is for land dedicated to active or passive recreational uses. These areas may be either publicly or privately owned, and may include playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf courses, recreational centers, etc.



Regulations

- Frontage required on major thoroughfares and collector streets for city/public parks.
- City parks should include sizeable acreage of undeveloped land with natural vegetation.
- Neighborhood parks should be near schools to maximize use.
- Discourage incompatible uses on surrounding land.
- Reduce impervious surface to buffer and protect sensitive areas.
- Pocket parks or neighborhood parks should be centrally located within neighborhoods.
- Park facilities should be adjacent to other existing or proposed facilities, such as trails, schools, libraries, open spaces, etc.

Compatible Zoning

All

5.1.6 Agricultural/Forestry

This category is for land dedicated to farming (fields, lots, pastures, farmsteads, specialty farms, livestock production, etc.), agriculture, or commercial timber or pulpwood harvesting.



Regulations

- Residential development should be on a scale that does not interfere with the character of the land.
- Incorporate conservation subdivision design that considers the preservation of wetlands, steep hills, floodplains, agricultural fields, forests, and open spaces.
- Buildings are low in density, and residential development and processing facilities should be considered “necessary” to the use of the land itself.
- Farms and forestry activities should not be negatively affected by new residential developments.
- Encourage industries related to and dependent on natural resources of agriculture, timber, and minerals.
- Neighborhood convenience commercial uses should be permitted throughout rural areas, specifically at road intersections and accessible from collector or arterial roads.
- Open space corridors should be maintained between urban growth areas and areas of more intensive rural development to prevent sprawl and preserve wildlife corridors.

Compatible Zoning

- A-1 (*Agricultural*)
- AR-1 (*Agricultural Residential*)

5.1.7 Mixed-Use Urban Corridor

This category is for land dedicated to intensive commercial, retail, services, and offices along major highway corridors with an emphasis on landscaping and aesthetics. There will be minimal existing residential development, with limited possibility of new single-family residential development.



Regulations

- Discourage uses that diminish transit and pedestrian character.
- Encourage and implement buffering to lessen potential conflicts between uses in major retail centers and surrounding areas.
- Encourage land use densities that allow for a transition from the high densities of the urban area to the lower densities of the rural area.
- Any exterior off-street parking should be located and designed to provide the least intrusive visual impact on the public right-of-way.
- Incorporate sidewalk requirements for all new residential, neighborhood, and community center developments and retrofit existing sidewalks in areas within a one-mile circumference from schools and major thoroughfares.
- No new single-family residential lot should have direct vehicular access from urban principal arterial roads.
- Revitalization of the corridor should include improved signage, landscaping, lighting, and controlled access management.

Compatible Zoning

All except I-1 (*Industrial*) and LI (*Light Industrial*)

5.1.8 Mixed Use

This category is for land that blends a combination of developments: residential, commercial, public/institutional, or industrial uses, where the functions are physically and functionally integrated and pedestrian connectivity is provided. This category may include a mixed-use real estate development project or an area that a private developer, governmental agency, or a combination thereof develop.



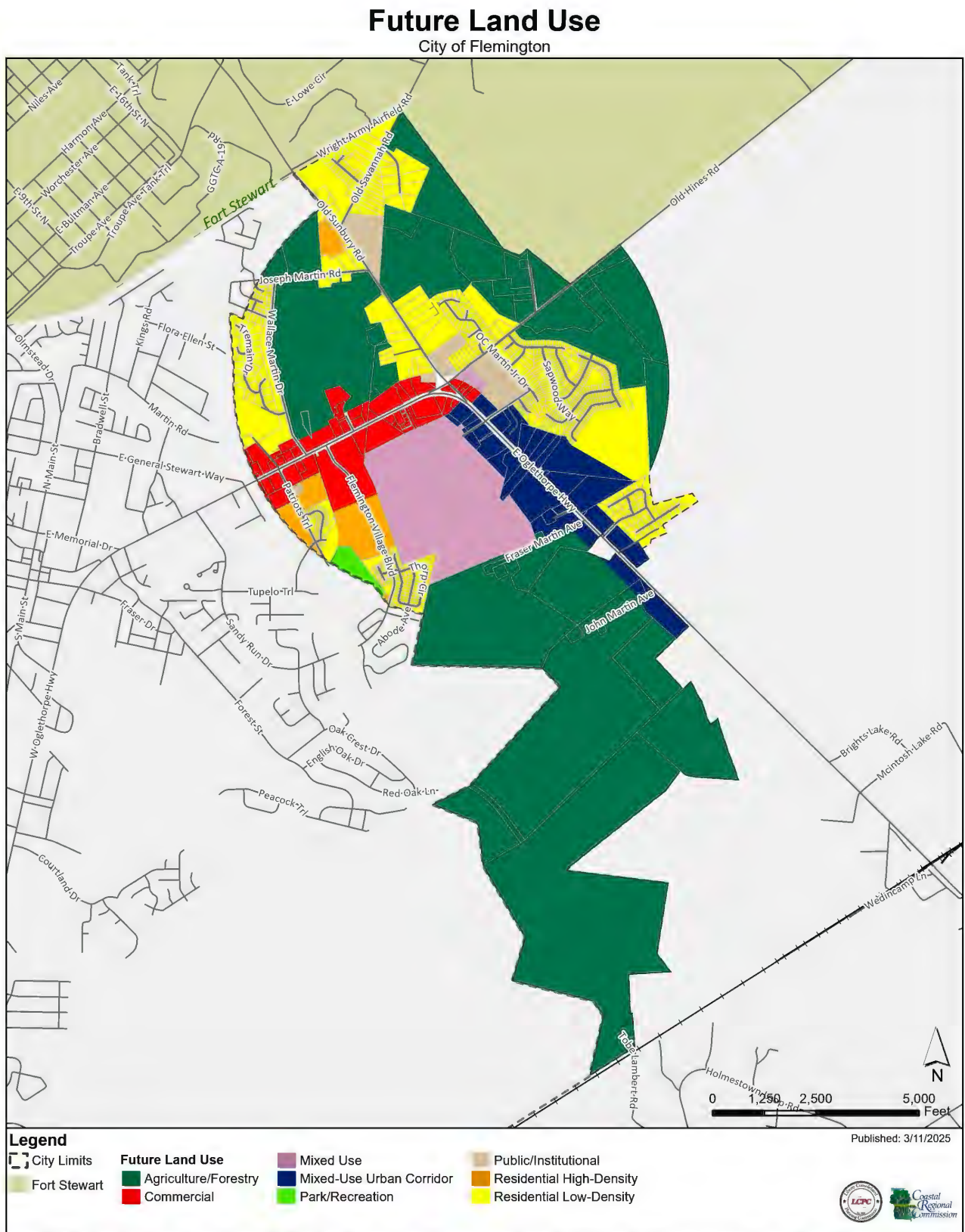
Regulations

- Non-residential buildings should provide space for multiple tenants and users.
- Provide internal traffic circulation and parking.
- Any off-street parking should be located behind buildings, out of view from public streets.
- Plazas or courtyards should be located at key focal points and may be consolidated to maximize the impact on a single block.
- A comprehensive parking plan for the district should be established to provide efficient parking facilities.
- Mixed-use buildings combining residential and/or office uses with complementary service use should be encouraged.
- Collaborative planning between adjacent residential neighborhoods and institutional uses to determine firm boundaries for high impact uses and appropriate buffering needed to protect residential areas.
- Institutional entities within the district should be encouraged to participate in the redevelopment of residential neighborhoods.
- All downtown areas should be connected within a network of sidewalks, street trees, and pedestrian scale lighting to encourage non-vehicular traffic.
- Large religious places of worship and campuses should be located where traffic and needed circulation will be accommodated.

Compatible Zoning

All

5.1.9 Future Land Use Map



5.2 Character Areas

The Character Area Map is defined by the Department of Community Affairs (DCA) as a specific geographic area or district within a community that possesses unique or special characteristics that should be preserved or enhanced, such as a downtown, historic district, neighborhood, or transportation corridor. It may also represent an area with the potential to evolve into a distinctive area through intentional guidance of future development, facilitated by adequate planning and implementation, like a strip commercial corridor that could be revitalized into a more attractive village development pattern. Additionally, a character area may require special attention due to unique development issues, including rapid changes in development patterns or economic decline.

The City of Flemington has identified the following character areas, which are shown on the map in this chapter.

- *Traditional Neighborhood*
- *Residential Neighborhood*
- *Scattered Residential*
- *Town Center*
- *Downtown*
- *Commercial Center*
- *Neighborhood Commercial*
- *Marketplace Corridor*
- *Gateway Corridor*
- *Historic Preservation*
- *Other/Special*
- *Agriculture/Farmland*

5.2.1 Traditional Neighborhood

These are residential areas with compact development that support shops, schools, and other services, and allow open space or greenways. This category includes older urban neighborhoods as well as new neighborhoods. These areas generally have a traditional southern coastal character.

Recommended Development Patterns

- Promote infill development.
- Additional pocket and passive parks.
- Encourage the preservation of existing trees.
- Provide affordable housing development incentives.
- Strong bicycle and pedestrian connectivity to encourage residents to walk or bike to work and shopping.
- Incorporate sidewalks for all new developments and retrofit existing sidewalks.
- Service retail should be encouraged, such as dry-cleaning, convenience stores, salons, or similar retail services.
- Higher-density developments should have direct access to arterial streets.
- Incorporate landscape buffers to preserve the traditional coastal southern natural character.



5.2.2 Residential Neighborhood

This character area category includes tracts of land that are divided specifically for residential developments, commonly known as subdivisions.

Recommended Development Patterns

- Variety of architectural types.
- Neighborhood Park or recreation space specifically for development.
- Individual lots are uniform in size.
- Sidewalks and paths are provided on at least one side of the street and paths may be provided through common open spaces.
- Streets have a narrow to moderate cross-section.
- Open spaces and landscaping along the perimeter or edges of developments act as a buffer from commercial or higher intensity development, and to screen the uses from adjacent single-family residential uses.
- Buildings are typically located in the center of lots with regular front and side yards.



5.2.3 Scattered Residential

This category includes individual housing units that are located throughout Liberty County.

Recommended Development Patterns

- Build new residential developments to match the mix of housing types and styles of surrounding properties.
- Ensure compatible land use.
- Maintain natural buffers.
- Preserve open space, natural beauty, and environmental areas.
- High degree of separation between buildings.
- Each lot typically has access to the main arterial or collector road.
- Low pedestrian orientation and access.



5.2.4 Town Center

Town Center is a community service center with retail, office, governmental, cultural, and residential uses.

Recommended Development Patterns

- Should include a mix of retail, office, services, and employment.
- Residential development should reinforce the traditional town center through a combination of rehabilitation of historic buildings in the downtown area and compatible new infill development.
- Design should be very pedestrian-oriented, with strong, walkable connections between different uses.
- Enhance the pedestrian-friendly environment by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to neighboring communities and major destinations, such as libraries, neighborhood centers, health facilities, commercial clusters, parks, schools, etc.
- New residential and commercial development should be concentrated in and around downtown and adjacent neighborhoods on infill sites.



5.2.5 Downtown

Downtown is the heart, economic, and cultural center of the city, the traditional central business district, and its immediate surrounding commercial, industrial, or mixed-use areas.

Recommended Development Patterns

- On-street parking is encouraged, and additional parking is placed in structures or in surface lots behind buildings to create a more pedestrian-friendly environment.
- Shared parking arrangements that reduce overall parking needs and help alleviate traffic congestion.
- Downtown should include a relatively high-density mix of retail, office, services, and employment to serve a regional market area.



- Residential development should reinforce the traditional town center through a combination of rehabilitation of historic buildings in the downtown area and compatible new infill development targeted to a broad range of income levels, including multi-family townhomes, apartments, lofts, and condominiums.
- Design should be very pedestrian-oriented, with strong, walkable connections between different uses.
- Enhance the pedestrian-friendly environment by adding sidewalks and creating other trail/bike routes linking to neighboring communities and major destinations, such as libraries, neighborhood centers, health facilities, commercial clusters, parks, schools, etc.
- New residential and commercial development should be concentrated in and around downtown and adjacent neighborhoods on infill sites.

5.2.6 Commercial Center

This category includes large-scale retail areas that provide goods and/or services to the public.

Recommended Development Patterns

- Continuation of commercial development.
- Location of large retail development.
- Continuation of pedestrian features from downtown or town center character area, where applicable.
- Should be mixed-use and pedestrian-friendly.
- Uniform signage.
- Street trees and on-site tree planning requirements.
- Uniform street numbering system for easy recognition by emergency responders.
- Location of businesses promoting motor vehicle use (i.e. drive-thru).
- Consolidate driveways and provide inter-parcel connections.
- Locate commercial structures near the street front with parking in the rear of the building.
- Build a neighborhood commercial center on appropriate infill sites to serve the surrounding neighborhoods.
- Development should be architecturally integrated with the site and developed at an appropriate scale, so it is compatible with surrounding developments.
- Redevelop vacant commercial centers in lieu of new construction.
- Located along a major thoroughfare.



5.2.7 Neighborhood Commercial

These are neighborhood focal points with a concentration of activities easily accessible by pedestrians, such as general retail, service, commercial, professional office, higher-density housing, and appropriate public and open spaces.

Recommended Development Patterns

- Local-oriented concentration of retail, office, and service uses typically located at busy arterial intersections within neighborhoods or at their perimeter.
- Mix of retail, services, and offices to serve neighborhood residents day-to-day.
- Use buffers to protect existing neighborhoods and provide visual/sound barriers between adjacent/incompatible uses.
- Should be pedestrian-oriented, with strong, walkable connections between different uses.
- Loft housing should be available.
- Multi-family housing developments should be encouraged.
- Street layout should match those in older parts of the community or connect to the existing street network at many points.
- May be used as a transition between neighborhoods and more intense business districts.



5.2.8 Marketplace Corridor

This category includes community-serving thoroughfare featuring shops and services along a major roadway. Rules and regulations of Marketplace Corridor will encourage pedestrian, bicycling, and transit use through creative designs.

Recommended Development Patterns

- Uniform signage.
- Implement traffic calming measures (i.e., raised medians, landscaped medians, curb extensions, polymer cement overlay, raised pedestrian crossing).
- Limit the number of billboards.
- Coordinate land uses and bike/pedestrian amenities.
- Focus on appearance with appropriate signage, landscaping, and other beautification measures.
- Employ smart growth principles with all new developments, including shared driveways or inter-parcel road connections to reduce traffic on the main highways.



5.2.9 Gateway Corridor

These are major thoroughfares that serve as an important entrance or means of access to the community.

Recommended Development Patterns

- Adopt regulations restricting the number, scale, and design of signs and billboards.
- Landscaped medians.
- Create overlay ordinances.
- Construct bikeways or bike lanes along corridors, where appropriate.
- Manage access to keep traffic flowing.
- Uniform gateway signage.
- Remove dilapidated structures along major corridors.



5.2.10 Historic Preservation

This category represents cultural resources where the features, landmarks, and civic or cultural uses retain significant historic integrity.

Recommended Development Patterns

- Promote housing maintenance primarily of original exterior design features.
- Encourage National Register of Historic Places Designation.
- Adopt Historic Preservation Ordinance.
- Encourage rehabilitation according to the Secretary of the Interiors Standards for Rehabilitation.
- New development should be compatible with the existing architectural style.
- Discourage incompatible land uses and developments.
- Pedestrian-oriented.
- Site plans, building design, and landscaping sensitive to historical resources.



5.2.11 Other/Special

This is a district or area that presently does not fit or is not envisioned fitting into the above categories. It may, for instance, have singular characteristics, such as a hospital, airport, big box, etc., that are not likely to be replicated elsewhere within the community.

Recommended Development Patterns

- Landscaping of parking areas to minimize visual impact on adjacent streets and uses.
- Enhance the pedestrian-friendly environment by adding sidewalks and creating other trail/bike routes linking to neighboring communities and major destinations.
- Focus on appearance with appropriate signage, landscaping, and other beautification measures.
- Development should be compatible with and supportive of existing surrounding development.



5.2.12 Agriculture/Farmland

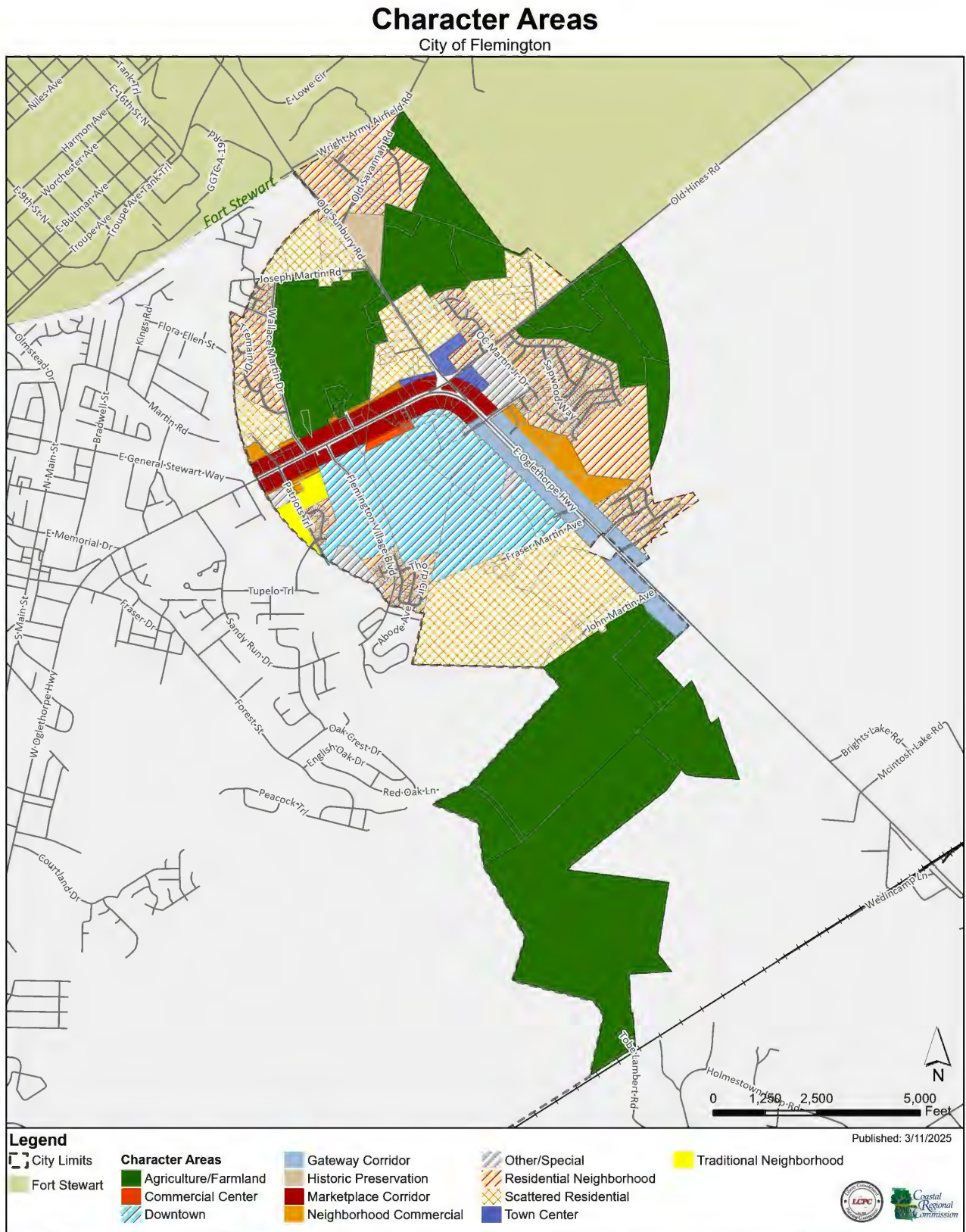
These are lands in an open or cultivated state or sparsely settled, including woodland and farmlands.

Recommended Development Patterns

- Defined by a pattern of large un-subdivided lots with widely spaced roads suited for agricultural and rural levels of traffic movement.
- Protect farmland and open space by requiring large lot sizes.
- Promote and encourage the use of conservation easements.
- Use infrastructure availability to steer development away from areas of natural and environmentally sensitive resources.
- Preserve land by setting it aside for natural/environmental educational areas, public parks, trails, or greenbelts.



5.2.13 Character Areas Map



6 Transportation

The transportation element of the comprehensive plan evaluates all modes of transportation operating within the City, including vehicular travel, transit, bicycle, and pedestrian.

6.1 Existing Transportation Network

6.1.1 Roadways

The City of Flemington roadway system consists of a network of federal, state, and local facilities, each with a functional classification determined by the Federal Highway Administration. Functional classifications group roadways into classes or systems according to the character of service they are intended to provide, and the amount of traffic carried. Functional classifications include arterials, collectors, and local roads.

- Arterials are roadways with the most access control. They are designed to carry large volumes of traffic at high speeds and are typically for long-distance travel. Based on the amount and type of traffic, arterial roads are further stratified as principal or minor arterials.
- Collectors are designed to carry medium traffic levels at lower speeds for distances between arterials and local roads. These roadways collect traffic from the local network, provide access to the arterial system, and balance access and mobility.
- Local roads are the most common roads. They are designed specifically to be highly accessible and to connect to collectors and arterials. They are typically utilized for local trips rather than through traffic.

The City of Flemington has approximately 17 miles of roadways, including 2.7 miles of arterials, 3.1 miles of collectors, and 11.2 miles of local roads.

6.1.2 Public Transit

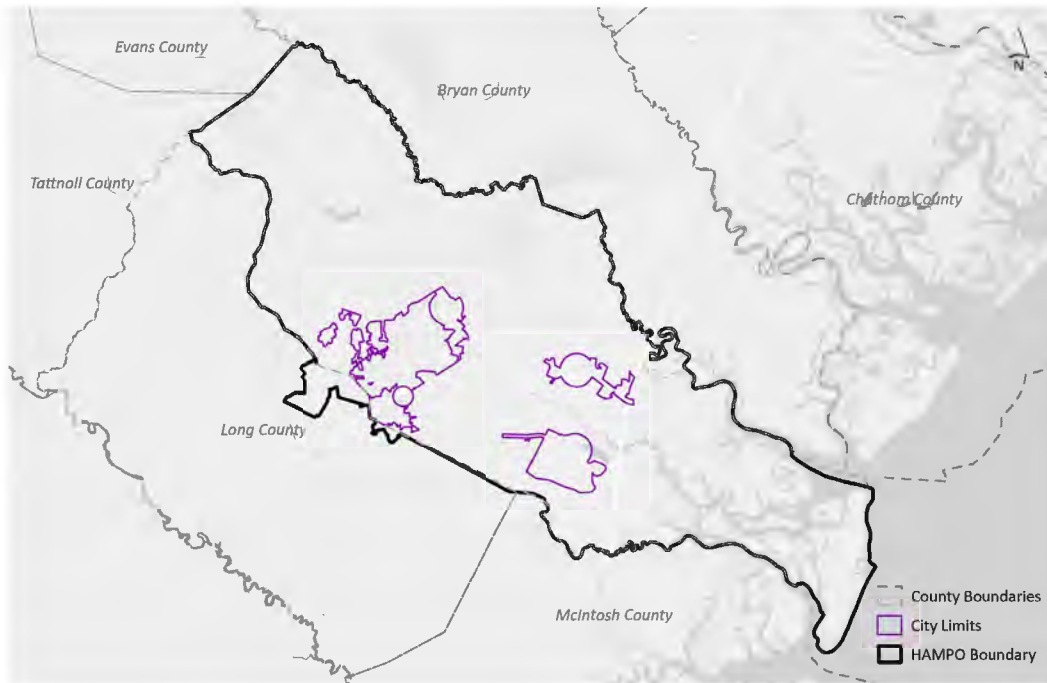
Two public transit systems operate within the City of Flemington: Liberty Transit, and Coastal Coaches. Liberty Transit provides fixed route and paratransit services in City of Flemington, City of Hinesville, City of Walthourville, and Fort Stewart. Coastal Coaches, operated by the Coastal Regional Commission, is a demand-response, advanced-reservation, regional rural transit system that serves ten coastal counties.

6.1.3 Freight

Located between the Ports of Savannah and Brunswick, Liberty County is positioned to support port-related warehousing and distribution, as well as other freight movements. The County is also home to significant freight generators and attractors, including Fort Stewart, industrial parks, and distribution centers. The significant freight activity and the freight-related industries are critical components of the local and state economy and support the states' position in the global economy. With the continued expansion of industries in the region, it is projected that truck and freight-related activities will increase significantly in the future.

6.2 Hinesville Area Metropolitan Planning Organization (HAMPO)

Federal law mandates that transportation planning in urbanized areas with populations exceeding 50,000, or areas expected to become urbanized within the next twenty years, must be managed by a Metropolitan Planning Organization (MPO). In the 2000 Census, the population of the Hinesville urbanized area was 50,360, and as a result, the Hinesville Area Metropolitan Planning Organization (HAMPO) was established. The HAMPO boundary is shown below.



As a federally designated transportation planning agency, HAMPO's mission is

"to provide the citizens of the HAMPO study area, the traveling public, and the military with a safe, efficient, environmentally sound, and cost effective multimodal transportation system that operates at reasonable levels of service, supports, and enhances our economy, promotes our comprehensive development goals, and complements the mission of Fort Stewart."

HAMPO is responsible for addressing transportation needs and overseeing the long-range transportation planning within the urbanized areas in Liberty and Long Counties.

HAMPO is staffed by the Liberty Consolidated Planning Commission (LCPC) and operates under the leadership of a Policy Committee comprised of elected officials and decision-makers from each participating jurisdiction, the Georgia Department of Transportation (GDOT), and other state and federal agencies. A Technical Coordinating Committee (TCC) and Citizens Advisory Committee (CAC) provide valuable input to the Policy Committee on transportation issues. The TCC provides technical recommendations on transportation planning while the CAC advises the Policy Committee on public opinion regarding planned changes to the HAMPO plans and programs, study findings, and recommendations. The CAC ensures that public participation in the transportation planning process will be incorporated and is accomplished in accordance with the HAMPO Participation Plan.

6.2.1 Related Transportation Plans

6.2.1.1 Metropolitan Transportation Plan (MTP)

The HAMPO Metropolitan Transportation Plan (MTP) was adopted in September 2020 with a horizon year of 2045. The MTP identified, analyzed, and recommended a fiscally constrained and prioritized list of short-and long-range strategies and investments that will support a safer and more efficient intermodal transportation system in the HAMPO area. The goals and objectives identified in the 2045 MTP are listed in table below.

Goals	Objectives
Promote Quality of Life and Protect Existing Resources: Provide a transportation system that protects the environment and improves the quality of life for all residents.	<ul style="list-style-type: none"> • Minimize impacts on wetlands, historic resources, neighborhoods, recreational facilities, and other important resources. • Support infill development. • Provide access to essential services. • Preserve/enhance the community's character.
Invest in a Multimodal System: Provide a connected, multimodal transportation system that allows for efficient movement of freight while meeting the needs of all transportation users.	<ul style="list-style-type: none"> • Provide for a connected bicycle and pedestrian network. • Maximize accessibility for populations to employment and activity centers. • Minimize network deficiencies and impacts on efficient freight mobility and access.
Promote the Management and Preservation of the existing transportation system: Preserve and maintain the existing transportation infrastructure while enhancing the efficiency and operations of the system.	<ul style="list-style-type: none"> • Require improvements necessary to accommodate future growth in the development review process. • Coordinate with state, regional, and local planning partners. • Maximize the efficiency of signalized intersections. • Expand the use of intelligent transportation systems. • Maintain the existing transportation system.
Promote Economic Development and Support Freight Movement: Support the economic vitality of the area through efficient transportation systems that support local and global competitiveness and productivity.	<ul style="list-style-type: none"> • Minimize work trip and congestion delays. • Enhance freight connections. • Provide transportation alternatives.

Goals	Objectives
<p>Improve Safety and Security: Ensure the safety and security of the multimodal transportation system for all users.</p>	<ul style="list-style-type: none"> • Ensure all transportation systems are structurally and operationally safe and secure. • Minimize the frequency and severity of vehicular crashes. • Promote continuity with applicable state and local emergency preparedness plans. • Prepare coordinated incident responses. • Enhance Safe Routes to Schools through multimodal infrastructure improvements. • Improve the safety and accessibility of the non-motorized transportation network.
<p>Invest in Mobility Options: Maximize mobility for all users through an integrated, connected, and accessible transportation system.</p>	<ul style="list-style-type: none"> • Minimize congestion delays. • Maximize accessibility for the population to employment and activity centers. • Provide efficient and reliable freight movement. • Encourage transportation services for the transportation disadvantaged. • Encourage multimodal use.
<p>Promote Resiliency and Reliability while promoting transportation projects and practices that minimize stormwater impacts</p>	<ul style="list-style-type: none"> • Minimize delays due to recurring and non-recurring congestion. • Coordinate with local and state emergency management agencies. • Identify vulnerable areas of the system that impact the reliability of travel and identify strategies to address them. • Review transportation projects to ensure minimal stormwater impacts.
<p>Provide a transportation network that enhances travel and tourism through regional accessibility</p>	<ul style="list-style-type: none"> • Promote regional connectivity. • Promote transportation investments and strategies that provide access to tourist attractions.

| 6 Transportation

The 2045 MTP included a list of non-motorized projects in the HAMPO area as listed below. Since the MTP adoption in 2020, several projects have been completed. In the upcoming MTP updates, the list will also include recommendations from Safe Streets and Roads for All (SS4A) and transit supportive infrastructure projects.

	Project Type	From	To	Location
1	New Facility	McDowell Rd	Varnedoe St	Hinesville
2	New Facility	Existing sidewalks south of Martin St	Existing sidewalks north of E Mills Ave	Hinesville
3	New Facility	Lakeview Drive	E General Stewart Way	Hinesville
4	New Facility	E G Miles Parkway	South Main St	Hinesville
5	New Facility	W Oglethorpe Hwy	Talmadge Rd	Allenhurst / Walthourville
6	New Facility	Bacon Rd	Existing sidewalks W of Brett Dr	Hinesville
7	New Facility	E G Miles Parkway	Bacon Rd	Hinesville
8	New Facility	Fraser St	Gray Fox Rd	Hinesville
9	New Facility	W Oglethorpe Hwy	Forest St	Hinesville
10	New Facility	East General Stewart Way	East Oglethorpe Hwy	Hinesville
11	New Facility	Pineland Avenue	Varnedoe St	Hinesville
12	New Facility	Citation Boulevard	Airport Rd	Hinesville
13	New Facility	S Main St	W Oglethorpe Hwy	Hinesville
14	New Facility	Lakeview Dr	Snelson-Golden Middle School	Hinesville
15	New Facility	N Main St	Martin Rd	Hinesville
16	New Facility	Glenn Bryant Rd	Darsey Rd	Hinesville
17	New Facility	Olmstead Dr	Lakeview Dr	Hinesville
18	New Facility	Darsey Rd	W Oglethorpe Hwy	Hinesville
19	New Facility	Lakeview Dr	Jacks Hill Rd	Hinesville
20	New Facility	EG Miles Parkway	Bacon Rd	Hinesville
21	New Facility	Existing sidewalks W of Cherrydale St	Existing sidewalks on Madison Dr	Hinesville
22	New Facility	Existing sidewalks on Debbie Dr	Desert Storm Dr	Hinesville
23	New Facility	Tupelo Trail	Gray Fox Rd	Hinesville / Walthourville
24	New Facility	Darsey Rd	Airport Rd	Hinesville
25	New Facility	W Oglethorpe Hwy	Dunlevie Rd	Walthourville
26	New Facility	Bacon Rd	Honey Ridge Lane	Hinesville
27	New Facility	Dunlevie Rd	State Hwy 119	Walthourville
28	New Facility	US Hwy 84	Cay Creek	Midway
29	New Facility	East Oglethorpe Hwy	Liberty Elementary School	Midway
30	New Facility	Veterans Parkway	Azalea St	Hinesville
31	New Facility	Interstate 95	Fort Morris Rd	East Liberty County
32	New Facility	US Hwy 17	US Hwy 84	Midway

	Project Type	From	To	Location
33	New Facility	Holmestown Rd	Cay Creek Rd	Central Liberty County
34	New Facility	Barrington Ferry Rd	US Hwy 17	Riceboro
35	New Facility	Sandy Run Rd	E B Cooper Hwy	Riceboro
36	New Facility	Barrington Ferry Rd	US Hwy 17	Riceboro
37	New Facility	Barrington Ferry Rd	Rail-To-Trail Connector	Riceboro
38	New Facility	US Hwy 17	S Liberty County Line	Riceboro
39	New Facility	Hines Rd	Fort Stewart Boundary	Flemington
40	New Facility	Old Sunbury Rd	Arts Center Rd	Flemington

6.2.1.2 Unified Planning Work Program (UPWP)

In accordance with federal requirements, HAMPO staff established its annual Unified Planning Work Program (UPWP). This work program identifies transportation planning priorities and activities in the upcoming fiscal year that are funded through GDOT, Planning ("PL") funds and Transit ("5303") funds.

6.2.1.3 Transportation Improvement Program (TIP)

The HAMPO Policy Committee adopts the Transportation Improvement Program (TIP) every four years. The TIP lists all federally funded capital and operational transportation projects over a four-year timeframe.

6.2.1.4 Transit Development Plan (TDP)

In 2024, Liberty Transit updated its short- and long-range transit plan through the Transit Development Plan (TDP). The plan summarized the existing conditions of the transit system, identified public needs, defined goals and objectives, and recommended actions.

6.2.1.5 HAMPO Multimodal Plan: Transit Coordination and Bicycle/Pedestrian Facilities

This plan, published in 2008, focused on building an integrated, multimodal transportation network in the HAMPO area.

6.2.1.6 HAMPO Regional Freight Plan

In 2017, HAMPO completed a Regional Freight Plan highlighting freight's importance and impact in the region.

7 Housing

The housing section of the Plan evaluates the adequacy and suitability of the existing housing stock to address current and potential future community needs.

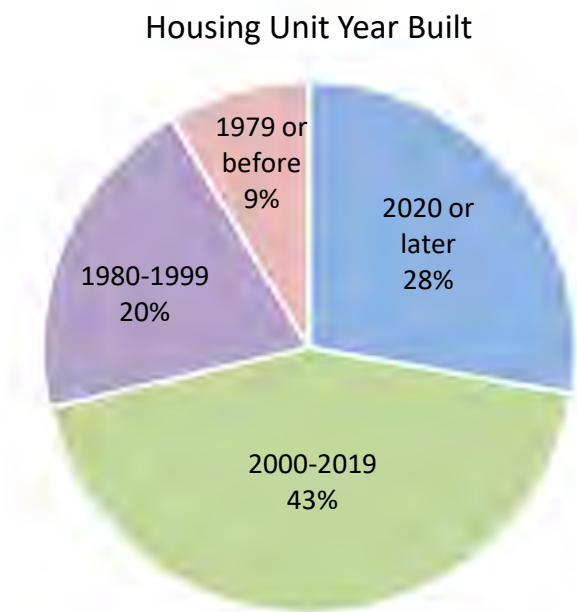
7.1 Existing Housing Conditions

7.1.1 Housing Occupancy and Condition

According to the U.S. Census Bureau's 2023 American Community Survey (ACS) five-year estimates, the City of Flemington has 468 housing units. With a full-time population of 1,324, this equates to an average of 2.8 people per housing unit in the City.

Of the 468 total housing units in the City of Flemington, 48 units are estimated to be vacant with a 6.9 rental vacancy rate in 2023. The majority of the housing units are owner-occupied with 19.3 percent renter-occupied housing units, which is lower than the average of 40 percent rent-occupied housing units in other places.

Since 2000, the City of Flemington has experienced a rapid increase in subdivision development, including Flemington Village, Tranquil South, Baconfield, Flemington Oaks, and Gravel Hill subdivisions.



Source: 2023 ACS 5-year Estimates (Table DPo4: Selected Housing Characteristics)

7.1.2 Housing Types

To assess the housing needs of a community, it is helpful to look at the breakdown of household sizes as it compares to what is currently available in terms of form, function, and cost. ACS reports that the average City of Flemington household size is 3.15 persons per household, which is higher than the Liberty County average of 2.7 and the Georgia average of 2.6. In the City of Flemington, 44 percent of households have one or more people under 18 years old, contributing to the higher average household size in the City. Most housing units in the City of Flemington have 3 or more bedrooms. According to ACS data, over 95 percent of the housing units are single-family detached structures.



Source: 2023 ACS 5-year Estimates (Table DPo4: Selected Housing Characteristics)

7.1.3 Housing Costs

Housing costs for the City of Flemington's long-term renters have increased over the past few years as a response to the increasingly limited supply of short-term housing and increasing construction costs. ACS reported that the median gross rent in the City was \$1,731 a month in 2023, a 27 percent increase since 2020.

Home prices in the City of Flemington have also appreciated 33 percent, with the median home value increasing from \$196,400 in 2020 to \$261,000 in 2023.

7.1.4 Cost-Burdened Household

The U.S. Department of Housing and Urban Development (HUD) considers housing affordable if housing expenses, primarily rent or mortgage payments, utilities, and insurance, comprise no more than 30 percent of a household's income. This number is calculated as the threshold that a resident can be expected to pay for housing while being able to afford critical expenses, such as groceries, medication, transportation, etc. If a household pays more than 30 percent of its gross family income on housing costs, HUD considers these households cost-burdened. If a household pays more than 50 percent of their family income on housing costs, HUD considers these households severely cost-burdened, meaning their housing costs substantially affect their ability to afford other necessities. Using the 2021 ACS 5-year estimates data, HUD has determined that 12 percent of households in the City of Flemington are classified as cost-burdened, and 11 percent as severely cost-burdened.

8 Historic and Cultural Resources

Historic and cultural resources are invaluable to the City of Flemington. They provide insight into the past and shape the present identities. Preserving and interpreting these resources allows the City to honor the diverse cultural narratives, foster community pride, and ensure that future generations can connect with the stories that have shaped their surroundings.

8.1 Inventory

Flemington Presbyterian Church

William Fleming established Gravel Hill in 1815 as a summer retreat. In 1832, a church was built on land given by Simon Fraser. In 1850, the name of the retreat was changed to Flemington. A new church for the old Gravel Hill church was built. T.Q. Cassels was the architect. The structure is a classic example of Greek revival religious architecture of the mid-Victorian period. He was knowledgeable of classical civilization and its monuments, ultimately incorporating an impressive steeple on the church. In 1866, the church officially adopted Presbyterianism.

Roselon Plantation

The Victorian-style home was built by Richard Baxter Cassels on his father's plantation. It remained in the family for years and was used as a summer home for many years. The house is often referenced as the Cassels-Martin House.

Quarterman-Stacy House

The house was built for Luther Quarterman, a descendant of the original Quarterman family who owned a significant amount of land throughout the community.

Flemington Post Office/Trask Store

The building was built by William Bates Trask who was originally from Massachusetts. He and Fredrick Newsom Lyons operated the store and post office in Flemington and Riceboro under the name of Lyons and Trask. Peter Fleming Martin, Sr. and Herbert Lowery Stacy, Sr later operated the store. The store remains in the Stacy family and is currently utilized as a floral shop.

Trask House

This house was built by William Bates Trask near his general store. The house and store were purchased and restored by the Martin and Stacy families.

M.F. Martin House

Marion F. Martin built this home from lumber milled from his successful lumber business. It is currently used for Thomas L. Carter Funeral Home.

Cassels-Mills House

This house was built as a summer retreat home for Robert Q. Cassels and Alice Gordon Cassels. A room was added for Dr. Charles C. Carson, pastor of the Flemington Presbyterian Church.

Fraser-Davis House

Captain James Bacon Fraser built the house, which is an example of a raised cottage-style house with Victorian additions.

Flemington City Hall

This property originally served as the manse for the minister of Flemington Presbyterian Church. In 2006, the building was renovated to maintain the historical integrity of the house.

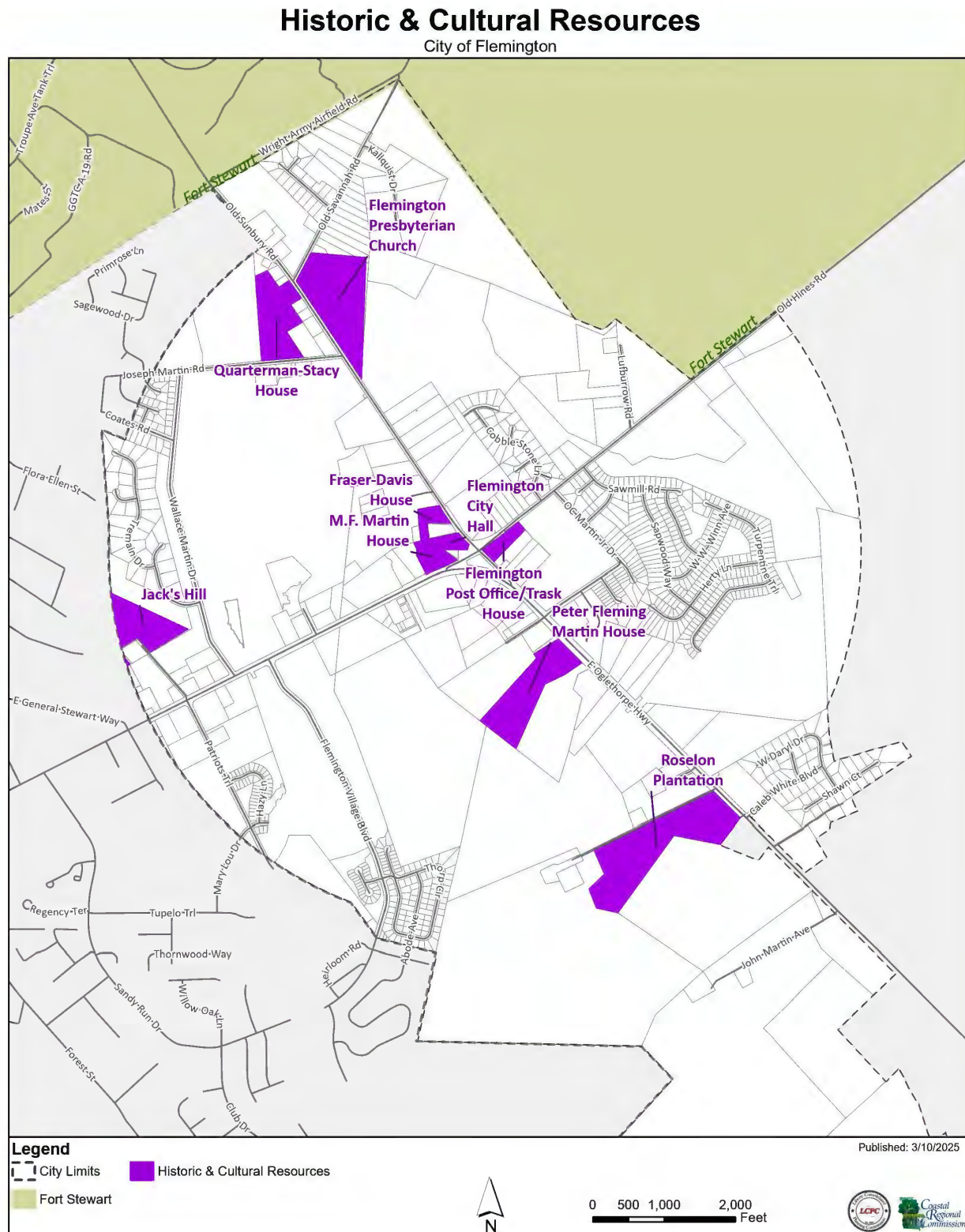
Jack's Hill

John Martin built the original home on this site in 1803, which was burnt in 1872. The foundation of the present house was built using the original brick from the chimney. The house remained in the Martin family.

Peter Fleming Martin House

The original home of William Wilson Winn, a professor at Tranquill Institute. The home has been continuously owned and occupied by descendants of Peter Fleming Martin, a prominent family in the Flemington community.

8.2 Historic & Cultural Resources Map



9 Broadband

In 2018, Georgia launched the Georgia Broadband Deployment Initiative to provide high-speed internet to rural communities and underserved areas statewide. Georgia defines broadband services as a minimum of 25 Mbps download and 3 Mbps upload speed. The Georgia Broadband Map identifies homes and businesses that do not have access to broadband services. This helps local communities and providers to direct investment to reach the unserved areas.

9.1 Benefits

Access to broadband internet is one of the most crucial elements for a community looking to grow its economy, develop its workforce, and improve the overall quality of life for residents. With the younger and more educated workforce coming to the community, fast and reliable internet services are expected.

9.2 Current Access

According to the June 2024 Federal Communications Commission (FCC) Broadband Data Collection (BDC), 97 percent of the broadband serviceable locations in the City of Flemington have low-latency fiber, cable, copper, or licensed terrestrial fixed wireless offering the speed of at least 100/20 Mbps. 2 percent of the locations are classified as underserved (speed is at least 25/3 Mbps but less than 100/20 Mbps) and 1 percent is classified as unserved (speed is less than 25/3 Mbps). The map below shows the number of underserved and unserved locations at a Census Block level. These locations are eligible for the Broadband Equity, Access, and Deployment (BEAD) Program.

10 Community Work Program

The community work program (CWP) presents the specific action items designed to address the needs and opportunities identified in [Section 4](#). It is important to note that the implementation of these elements is dependent on a number of variables, such as future developments, federal and state programs, legislation, etc.

Action Item	Timeframe					Responsible Party	Estimated Cost	Funding Source
	2026	2027	2028	2029	2030			
Economic Development								
Pursue establishment of a millage rate	x					City Council	N/A	General Fund
Community Facilities & Services								
Pursue funding for a new municipal complex	x	x	x			City Council	Staff Time	General Fund
Establish a recreational center with Bowling alley & restaurant					x	City Council	TBD	Public-Private Partnerships
Establish recreational facilities, e.g. basketball courts			x	x		City Council	TBD	General Fund
Construct a fire station			x	x		City Council, City of Hinesville	TBD	General Fund, Grants, CIE
Expand water & sewer infrastructure on Hwy 84	x	x	x			City Council	TBD	General Fund
Land Use & Development								
Pursue Annexation to expand the Hwy 84 Corridor	x	x				City Council, LCPC, County Board of Commissioners	N/A	General Fund
Housing								
Encourage the development of diverse housing	x	x	x	x	x	City Council	N/A	Grants, DCA Tax Credits, Private Funding
Transportation								
Bike/Ped Facility (sidewalk) on Old Sunbury Rd	x	x	x	x	x	GDOT	TBD	GDOT

Action Item	Timeframe					Responsible Party	Estimated Cost	Funding Source
	2026	2027	2028	2029	2030			
Median along US 84 (from General Stewart Way to Old Hines Rd)	x	x	x			HAMPO, GDOT	\$500,000	GDOT, TSPLOST
Median along US 84 (from Old Hines Rd to Near Spires Rd)	x	x	x	x	x	HAMPO, GDOT	\$1,700,000	GDOT, TSPLOST
Continue to pursue having the State take over maintenance of Old Sunbury Rd	x	x	x	x	x	GDOT, City Council	N/A	General Fund
Install sidewalks from Joseph Martin Rd to Old Savannah Rd	x	x				City Council	TBD	TSPLOST, LMIG
Beautify Old Sunbury Rd through landscaping and paving					x	City Council	TBD	TSPLOST
Align Wallace Martin Dr & Flemington Village Blvd	x	x	x			City Council	TBD	GDOT, TSPLOST
Resurface Patriots Trl	x	x				City Council, County Board of Commissioners	TBD	General Fund, LMIG

11 Report of Accomplishments

Action Item	Responsible Party	Estimated Cost	Funding Source	Status	Comments
Economic Development					
Pursue the establishment of a millage rate	City Council	N/A	General Fund	Underway	Anticipate to become effective in 2026 after the 2025 election.
Natural & Cultural Resources					
Create a Historic Preservation Ordinance	City Council	TBD	General Fund	Cancelled	Lack of initiation; no longer a priority.
Community Facilities & Services					
Pursue study of water and wastewater management options	City Council	TBD	General Fund	Completed	Water and wastewater services provided through Hinesville.
Limit use of septic tanks	City Council, LCPC	TBD	General Fund	Completed	Septic tanks are prohibited through ordinance if water and sewer services are available.
Pursue funding for a new municipal complex	City Council	TBD	General Fund	Underway	Lack of funding for land acquisition.
Hire an additional deputy	City Council	TBD	General Fund	Completed	
Transition to waste disposal with County	City Council	TBD	General Fund	Completed	
Land Use & Development					
Pursue Annexation to expand the Hwy 84 Corridor	City Council, LCPC, County Board of Commissioners	N/A	General Fund	Postponed	Pending communication regarding water service provider because the area currently receives services from the County.
Complete the Unified Development	LCPC, City Council	N/A	General Fund	Completed	

Action Item	Responsible Party	Estimated Cost	Funding Source	Status	Comments
Ordinance with the County					
Transportation					
Bike/Ped Facility (sidewalk) on Old Sunbury Rd	GDOT	TBD	GDOT	Postponed	Pending state route designation for Old Sunbury Rd to receive funding. There are also concerns about tree preservation.
Transportation Study to ID New Needed HAMPO Projects	HAMPO, City Council	\$20,000	City Transportation Impact Fee	Cancelled	No CIE was dedicated to transportation
Regional Airport Access - Mid Coast Regional Airport to New Flemington Loop	HAMPO, GDOT	\$13,500,000	GDOT, TSPLOST	Cancelled	A new residential subdivision development blocks potential access.
US 84 Access Management Improvements - East of General Stewart Way to West of Old Hines Road	HAMPO, GDOT	\$500,000	GDOT, TSPLOST	Underway	
Continue to pursue having the State take over maintenance of Old Sunbury Rd	GDOT, City Council	N/A	General Fund	Underway	Pending on state route realignment effort on Fort Stewart
US 84 Access Management Improvements - West of Old Hines Rd to Near Spires Rd	HAMPO, GDOT	\$1,700,000	GDOT, TSPLOST	Postponed	Postponed due to unknown development in the area

12 Community Engagement

The City of Flemington has developed this comprehensive plan to plot the future course for the City. This Plan is intended to embrace the special character of the City while encouraging economic development and improving the quality of life for the City’s residents. To accomplish this, a series of community engagement sessions were conducted.

12.1 Stakeholder Committee

Through the community engagement process, the stakeholder committee identified priority goals, strategies, and action items that have been incorporated into this Plan.

A total of five individual stakeholder meetings were held throughout the planning process. The dates of the meetings and topics covered are summarized below.

Date	Topic
December 12, 2024	This meeting was to inform the stakeholders of their purpose in the planning process. Census demographics data was presented. Stakeholders discussed their visions for the City.
January 15, 2025	The committee reviewed and discussed the vision and goals.
February 13, 2025	This meeting focused on the strengths, weaknesses, opportunities, and threats for the City of Flemington.
February 27, 2025	This meeting focused on reviewing and updating the Future Land Use and Character Area maps, descriptions, and regulations.
DATE	This meeting focused on reviewing the community work program.



12.2 Public Hearings and Community Planning Meeting

The Department of Community Affairs (DCA) minimum planning standards require two public hearings to be held throughout the comprehensive planning process, at the beginning and end of the planning process. In addition to the required public hearings, the City of Flemington held a community planning meeting. Below is a summary of the topics discussed at each public meeting. Stakeholder meetings were also open to the public with chances for public comment at specific times in each meeting.

Public Hearings

A public hearing was held on January 18, 2024. The Liberty Consolidated Planning Commission delivered a presentation that introduced the comprehensive planning process and the purpose of updating the plan. The presentation discussed the minimum planning requirements as defined by the DCA, the general benefits of planning, and the opportunities the City will use to engage and involve residents and other key players in the community.

A second public hearing was held on April 8, 2025, at a regularly scheduled City of Flemington Council Meeting. Interested parties could provide final comments before the Council voted to transmit the comprehensive plan draft to the Coastal Regional Commission and the Department of Community Affairs for a regional and state review.

Community Planning Meeting

A community planning meeting was held on February 26, 2024 at 6pm at the Liberty County Performing Arts Center located in Flemington. During the meeting, the Liberty Consolidated Planning Commission presented the comprehensive planning process and reviewed future land use and character area maps. Comments and suggestions were collected from attendees.



2 — COASTAL COURIER (Hinesville, Ga.) — THURSDAY, DECEMBER 28, 2023

CALL 912-876-2566 TO SUBSCRIBE

COMMUNITY CALENDAR - DECEMBER 28

ANNOUNCEMENT OF PUBLIC HEARING TO UPDATE THE JOINT COMPREHENSIVE PLAN OF LIBERTY COUNTY, HINESVILLE, MIDWAY, GUM BRANCH, ALLENHURST, FLEMINGTON, RICEBORO, AND WALTHOURVILLE

In accordance with Georgia DCA Minimum Standards and Procedures for Local Planning, the Liberty County Board of Commissioners will be holding a public hearing for input from the citizens of Liberty County, Hinesville, Gum Branch, Allenhurst, Midway, Flemington, Riceboro, and Walthourville concerning the upcoming 10-year update of the Liberty County Joint Comprehensive Plan. For more information, visit the LCPC office, located in the Liberty County Historic Courthouse, 100 Main Street, 2nd floor, Hinesville or visit the LCPC website at www.thelcpc.org. The LCPC office is open Monday through Friday, between 8 a.m. to 5 p.m., or you can call us at (912) 408-2030.

This hearing will be held by the Liberty County Board of Commissioners on Thursday, January 18th, 2024, at 5:00 p.m. at the Liberty County Courthouse Annex at 112 N Main Street, Hinesville, 2nd Floor. This hearing is open to the public.

16 — COASTAL COURIER (Hinesville, Ga.) — WEDNESDAY, JULY 3, 2024

Planning meetings for comprehensive plan gaining steam

By PAT DONAHUE
pdonahue@coastalcourier.com

MIDWAY — The character area for most of Midway is not expected to change over the course of the next several years —



PLANNING continues on 16

PLANNING

Continued from page 1

even as more growth is headed to the area.

Liberty Consolidated Planning Commission staff met with Midway area residents, including those from Lake George and Isle of Wight, at a June 24 community planning meeting. The LCPC is making the rounds across the county to prepare for the 2026 comprehensive plan.

"We're definitely seeing growth in Liberty County, and that underscores the need to plan for growth," LCPC executive director Jeff Ricketson said at

the meeting.

The 2020 Census put the county's population at 65,274, and a 2022 estimate pegged it at 68,000. By 2030, Ricketson said, there could be 78,000 people living in Liberty County.

Midway has grown, Ricketson added, and the building of 250 homes on Isle of Wight in the Alder Grove subdivision is underway. That sparked concern from residents on traffic, especially along Isle of Wight and its intersection with Highway 84.

More construction and traffic is expected to occur at the Highway 84 and Interstate 95 interchange, where two large gas station

and convenience centers are planned, one to go on the southeast side of the interchange and the other on the southwest side.

The Jones convenience center, which also is expected to include

The Love's travel center, on the southeast side, is expected to be about 15,300 square feet with two restaurants.

The LCPC is continuing to review plans for both of those and Ricketson said it is likely Jones will break ground in a couple of months while the Love's could start construction some time early in 2025.

Ricketson said there are on average 40,000 vehicles a day on I-95 going

through Liberty County.

But much of the current zonings and land use aren't likely to change, Ricketson said, adding most of the new commercial building will take place along Highway 84 between the railroad tracks and exit 76.

"I don't really anticipate there is going to be a need for a lot of change," he said.

Ricketson also addressed questions on the potential of the county bringing water and sewer service to the Lake George/Limerick Road area and on the extension of Hinesville's bus service to the east end. He said he did not know of any county plans to bring water and sewer service out to those

areas and to extend the bus service to the Midway Industrial Park or Tradeport East requires substantial funding.

Some residents worried about the future of their subdivision in Lake George and if it would remain zoned that way, and Ricketson said it did not seem feasible for a venture to buy up to as many as 300 homes for another zoning use.

He said the Tradeport East area remains attractive to industries because of how close it is to I-95.

"The market is going to determine where they want to be," he said. "They want to be in a proximity to the interstate."

The next set of community planning meetings will take place for the Walthourville area on July 22 at the Liberty College and Career Academy. Other meetings will include Allenhurst, Gum Branch and there will be three meetings for Hinesville residents. The final meeting is set for January 27, 2025, for the area east of I-95.

Comprehensive plans are done every 10 years, and the current comp plan was adopted in 2016, meaning the next one has to be concluded by 2026. Ricketson said he hopes they can start the adoption process for the next comp plan in 2025.

Flemington Community Planning Meeting Sign-In Sheet



Flemington Community Planning Meeting Sign In Sheet

Name	Email	Address
Phil Odom	kpohsi@gmail.com	Spencer Standen Rd. Baconfield
Jimmie & April Causer	CAUSERjimmie@yahoo.com	81 W Daryl Drive
Liegh Smiley		
David DeWard		
HASIT PATEL		
Larry Logan	llogan72@gmail.com larrylogan@yahoo.com	
Hannah Mendill	hannah@onehundredmiles.org	
Susan Inman	susan@onehundredmiles.org	
Gretta Logan	gretta.logan@yahoo.com	
Mayor Hawkins		
Steve Dantzler	stevedantzler7@gmail.com	222 Sepwood Way TS
Marcus Sach	marcus@mesack.com	515 N Main
GAIL EVANS	rdevans@coastalnow.net	2239 E. GLETHORPE 3130
Tenika Evans	tenika-evans@yahoo.com	10 Herty Ln TS
Jody Smiley		
Rene Harwell		
Vicky Nelson		
Jeff		
Kem		
Maggie		

Stakeholder Meeting #1 Sign-In Sheet



Serving the Cities and Counties of Coastal Georgia since 1964

Meeting Sign-In Sheet

Project: LIBERTY COUNTY JANT COMP PLAN Date: 12/12/2024 Location: LIBERTY COUNTY COURTHOUSE

Name	Title	Organization	Email
SIMON HARDT	PLANNING MANAGER	CRC	shardt@crc.ga.gov
TINA EASON	MAYOR	Gum Branch	
Jeff Rickatson	Executive Director	LCPC	jrickatson@thelepc.org
Pace Hawkins	MAYOR	Flemington	hawkinspace@gmail.com
Todd Kennedy	Planner III	LCPC	tkennedy@thelepc.org
JAMES WILLIS	MAYOR	ALLENHURST	willisj_w@coastalnow.net
Larry Logan	city Council	Flemington	larryloganrealmail@gmail.com
Jennifer Peterson	DAC	USAG Fort Stewart	jen.peterson@army.mil
Brynn Grant	CEO	LCDA	brynn.grant@cenegrow.global
RACHEL HATCHER	HAMPO PLANNER	HAMPO	RACHEL.HATCHER@RSAWH.COM
Justin Dammons	HAMPO Planner	HAMPO	justin.dammons@rsawh.com
Phil Ogden	LCPC Member	LCPC	PO1951@gmail.com
MARCUS SACK	CEO	MASE	marcus@mcsack.com
Tracey Howard	Chief Police	HPD	thoward@cityofhinesville.org
KARL RILES	MAYOR HINESVILLE	CITY OF HINESVILLE	MAYOR@CITYOFHINESVILLE.ORG
Carmen Cole	COO	LCDA	Carmen.Cole@cenegrow.global



Serving the Cities and Counties of Coastal Georgia since 1964

Meeting Sign-In Sheet

Project: LIBERTY COUNTY JANT COMP PLAN Date: 12/12/2024 Location: LIBERTY COUNTY COURTHOUSE

Name	Title	Organization	Email
Arnold Sacks	COO	LCSS	gsacks@liberty.k12.ga.us
Donald Lopez	China BOC	LCBDC	
Kenneth Howden	City of HV		kenricketson@hinesville-downtown.com
Michelle Rickleton	Hines Development Authority		
McLessa Stokken	Hines Development	HDA	
Trent Long	LIBERTY COUNTY	T.LONG ENGINEERING	TLONG@TLONGENG.COM
Marvin Stevens	LC BOC	Commissioner	
Mayor of Walthamville			

Stakeholder Meeting #2 Sign-In Sheet



Serving the Cities and Counties of Coastal Georgia since 1964

Meeting Sign-In Sheet

Project: LIBERTY COUNTY JOINT COMP PLAN Date: 01/15/2025 Location: LIBERTY COUNTY COURTHOUSE

Name	Title	Organization	Email
SIMON HARDT	PLANNING MANAGER	CRC	shardt@crc.ga.gov
Alan Volosky	Area Manager	GPC	avolosky@sonthovnc.com
Susan Inman	Mid Coast Advocate	OHM	suksen@onehundredmiles.org
Ryan Arch	Coastal City Mgr	COH	romick@cityofhinesville.org
Tracy Howard	Police Chief	Hinesville	thoward@cityofhinesville.org
Verdell Jones	Board Chair	BOE	vjones@liberty.k12.ga.us
Sarah B. Hayes	Mayor - Walthamville		mayor.sarah@cityofwalthamville.com
Phil Odom	LCPC V. Chair	LCPC	KPO1951@gmail.com
Arnold Jackson	LCSS - COO	LCSS	ajackson@liberty.k12.ga.us
George W. Smith	Director of Inspections	Hinesville	gsmith@cityofhinesville.org
Paul Simonton	Engineer Simonton Eng.	Simonton Eng.	paul@simontoneng.com
Hannah Mendillo	Coastal planner	OHM	hannah@onehundredmiles.org
Todd Kennedy	Planner III	LCPC	tkennedy@theLCPC.org
Justin Frasier	County Commissioner	Liberty	Justin.Frasier172@gmail.com



Project:	Liberty County Joint Comp Plan	Date:	2/13/2025	Location:	Liberty County Courthouse
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Coastal
Regional
Commission

Serving the Cities and Counties of Coastal Georgia since 1964

Project:	Liberty County Justice Camp Plan	Date:	2/13/2025	Location:	Liberty County Courthouse
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Flemington Comprehensive Plan 2025

Stakeholder Meeting #4 Sign-In Sheet



Serving the Cities and Counties of Coastal Georgia since 1964

Meeting Sign-In Sheet

Project: Liberty County Comp Plan Date: 2/27/2025 Location: Liberty County Courthouse Annex

Name	Title	Organization	Email
Tina Eason	Mayor	Gumbranch	¹⁹⁶⁰ tina.eason@libertycountyga.gov
Phil Odom	Commissioner	LCPC	5001951@gmail.com
Clementine Washington	Mayor Pro-Tem	City of Midway	clementine.washington@cityofmidwayga.com
Susan Inman	Mid Advocate	OTM	susan@onehundredehiles.org
Brynn Grant	LCPC CEO	LCDA	brynn.grant@conegrow.global
Todd Kennedy	Planner III	LCPC	tkennedy@theLCPC.org
Hannah Meydillo	Coastal Planner	OTM	hannah@onehundredehiles.org
Louise Brown	Mayor Pro Tem	City of Riceboro	lbrown@cityofriceboro.org
Paul Hawkins	Mayor	Frederick Town	
Donald Jette	Chairman	LCB	
Sarah Hayes	Waltonville Mayor		
Nichelle Rickleton	HDHA - Exec Dir		
Arnold Jackson	COO	LCSS	
Sarah B. Hayes	Mayor	Waltonville	
Joseph M. Mosley	Asst. Co. Adm	Liberty County	Joseph.Mosley@libertycountyga.gov

City of Flemington - City Clerk Job Description

Job Title: City Clerk

Department: City Administration

Reports To: Mayor and City Council

FLSA Status: Non-Exempt / Full-Time

Job Summary:

The City Clerk is responsible for the administration of official City records, overseeing municipal elections, and ensuring compliance with state and local statutes. The position acts as a liaison between the public, elected officials, and city departments, providing support to the Mayor and City Council.

The City Clerk will project a positive image for the City by tactfully interacting with citizens of Flemington and others seeking information or involvement in City projects. As a representative of the City, the City Clerk is expected to maintain high standards of conduct, dress, communication, and manners at all times, both on and off the job.

Key Duties and Responsibilities:

1. Official Records Management/Administrative

- Maintain and safeguard all official City documents, records, ordinances, resolutions, and contracts. Be the point of contact for records requests.
- Ensure compliance with state and local records retention laws. Back up historical records to digital form.
- Prepare and distribute meeting agendas, minutes, and public notices.
- Manage the City's website and social media for transparency and public communication.
- Assist the Liberty County Planning Commission (LCPC) and any other entities, in the creation of ordinances and resolutions by following legal processes.

2. City Council Support

- Attend City Council meetings and public hearings; record and prepare accurate meeting minutes.
- Provide procedural guidance to the Mayor and Council.
- Coordinate, when necessary, travel arrangements for outside training. Reconcile credit card usage.
- Provide the Council with an annual evaluation.
- Provide timely responses to Council correspondence and appropriate submission of information as requested.

3. Elections Administration

- Coordinate municipal elections, ensuring compliance with election laws and procedures.
- Certify election results and manage candidate filings.
- Handle the collection and management of documents related to ethics filings for the City Council.

4. Budget and Financial Management

- Assist in the preparation of the annual budget and monitor department expenditure. Provide the Council with a draft budget in April.
- Handle financial reporting and maintain accurate financial records. Reconcile statements and provide the Council with a detailed report at each meeting.
- Coordinate the audit process.
- Backup records and financial data at least weekly.
- Collect all the funds and settle necessary bills for the City, including taxes. Disburse funds according to instructions from the Mayor and City Council, or in their absence, the Mayor Pro Tempore.

5. Customer Service and Public Relations

- Respond to public inquiries, provide information, and process requests for public records.
- Serve as the primary point of contact for citizens, vendors, and government officials.
- Issue all licenses and permits authorized by the City Council and keep a record thereof.
- Ensure that the City Hall is open during normal business hours and be present and on time during normal business hours, except for approved absences.
- Maintain an up-to-date listing of all active boards/committees.

6. Compliance and Policy Implementation

- Ensure compliance with City policies, ordinances, and state regulations.
- Organize and maintain archives and delete records according to Georgia Law and the City's records retention schedule.

7. Performs other duties as assigned.

Qualifications:

- **Education:** Bachelor's degree in public administration, business administration, or a related field preferred.
- **Experience:** Minimum of 3 years of experience in municipal government, public administration, or equivalent.
- **Skills:** Strong communication, organization, and time-management skills. Proficiency in Microsoft Office Suite.

Preferred Qualifications:

- Certification as a Certified Municipal Clerk (CMC) or Master Municipal Clerk (MMC) preferred.
- Experience in budget preparation and records management.
- Maintain a notary public certification.

City of Flemington - Administrative Assistant Job Description

Job Title: Administrative Assistant

Department: City Administration

Reports To: City Clerk

FLSA Status: Non-Exempt / Part-Time

Job Summary:

The Administrative Assistant provides administrative and clerical support to the City Clerk and City departments. This position ensures efficient office operations and serves as the first point of contact for residents and visitors.

Key Duties and Responsibilities:

1. Administrative Support

- Assist the City Clerk with document preparation, filing, and records management.
- Schedule and coordinate meetings, appointments, and public events.
- Prepare correspondence, reports, and other documents.
- Able to schedule and coordinate meetings, appointments, and travel arrangements for staff.
- Fill in when the clerk is out.

2. Customer Service

- Greet and assist visitors, answer incoming calls, and respond to public inquiries.
- Process requests for public records and provide information to residents.
- Ensure a positive and professional public interaction experience.
- Able to make judgments and work in situations that may be stressful.

3. Financial and Data Management

- Assist in processing invoices, maintaining financial records, and preparing reports.
- Manage data entry and maintain databases for City operations.

4. Office Management

- Maintain office supplies and equipment, ensuring availability and functionality.
- Organize and maintain physical and electronic filing systems.
- Scan historical documents to a storage device.
- Manage office supplies and order new supplies as necessary.

5. Communication and Outreach

- Assist in updating the City's website and social media platforms.
- Distribute City announcements and public notices.

6. Additional duties as assigned.

Qualifications:

- **Education:** High school diploma or equivalent required; associate degree preferred.
- **Experience:** Minimum of 2 years of administrative experience, preferably in a municipal or government setting.

- **Skills:** Strong organizational, communication, and interpersonal skills. Proficiency in Microsoft Office Suite.
- Be able to carry and move up to 40lbs.

Preferred Qualifications:

- Familiarity with government operations and records management is a plus.
- Experience with financial reporting and budget assistance.

**MEMORANDUM OF UNDERSTANDING FOR THE PROVISION OF CERTAIN
ADMINISTRATIVE AND PROFESSIONAL SERVICES BETWEEN THE CITY OF
FLEMINGTON, GEORGIA AND THE FLEMINGTON DEVELOPMENT AUTHORITY**

This **MEMORANDUM OF UNDERSTANDING** (herein “MOU” or “Agreement”) is entered into by and between the Flemington Downtown Development Authority (herein the “FDDA”), and the City of Flemington, Georgia (herein the “City”). It spells out the rights, obligations, and responsibilities of the parties hereto with respect to the provision of certain administrative and other professional services performed in support of the FDDA by the City.

WITNESSETH:

WHEREAS, the Flemington Downtown Development Authority is a statutory authority or instrumentality authorized pursuant to O.C.G.A. Section 36-42-1 et seq., and created by local (Resolution 2024-00:) in 2024; and

WHEREAS, the statutory purpose of the FDDA is exclusively to revitalize and redevelop the city’s central business districts; and

WHEREAS, the City of Flemington, Georgia is a municipal corporation organized and existing under the laws of the State of Georgia; and

WHEREAS, the FDDA and the City have joint and mutual interests in the economic development of the city’s central business district and quality of life of the community; and

WHEREAS, due to the joint and mutual interests held by the City and the FDDA, there is economy for the FDDA to continue to utilize certain administrative and professional services of the City in furtherance of its work and the projects it undertakes; and

WHEREAS, all FDDA programs, activities, meetings, and performance of all duties and obligations under this MOU shall be conducted in accordance with all ordinances, resolutions, statutes, rules, and regulations of the City, and any Federal, State, or local governmental agency of competent jurisdiction; and

WHEREAS, the FDDA grants the City unrestricted access to the FDDA’s books and records at all times; and

WHEREAS, the FDDA has previously requested the City’s assistance, and continues to request the City’s support in certain general administrative duties, the administration of employee payroll, administration of human resources and employee benefits, and information technology support and services; and,

WHEREAS, the City and the FDDA have determined that providing the services requested by the Corporation will be mutually beneficial to the City and the FDDA, will promote local economic development, and will stimulate business and commercial activity within the City, all in furtherance of the purposes of the Authority; and

WHEREAS, the City and the FDDA agree that this agreement, once approved, will memorialize the agreement between the parties for the current fiscal year (FY2024) and will continue in place through June 30, 2035, unless terminated in accordance with its terms.

NOW THEREFORE, the parties hereto do mutually agree as follows:

Section I. City Obligations. In consideration of FDDA's obligations, the City agrees to provide the following general administrative and professional services generally described as:

- ◆ Allow the FDDA/Main Street Board of Directors to be covered under the City's "Insurance Liability umbrella" for events and projects
- ◆ Share legal services with the FDDA and Main Street Program
- ◆ Allow FDDA to utilize the City's staff to assist with presentation of grievances to the FDDA Board of Directors
- ◆ Allow FDDA to utilize the City's Finance Department as their fiscal agent
- ◆ Allow the FDDA to utilize office space within City facilities for meetings
- ◆ The City of Flemington will provide financial resources to assist with FDDA operations and activities

Section 2. Corporation Obligations.

In consideration of the City's obligations, the FDDA agrees to

- ◆ Boost the vitality of the area within the FDDA's boundary, with a focus on the Main Street District, Memorial Drive Corridor, and downtown's central business district
- ◆ Promote, recruit and work toward sustainable business development within the FDDA boundary
- ◆ Coordinate incentives for businesses within the triangle, including but not limited to, Grants and the Discover Downtown Revolving Loan Fund,
- ◆ Gather and report appropriate data to sustain Main Street accreditation
- ◆ Promote the downtown and its businesses as a destination
- ◆ Participate in Business Assistance Team
- ◆ Oversee rentals, coordinate maintenance, and manage development of future city property's.
- ◆ Operate visitation hours, respond to inquiries, manage rentals and maintenance for future City owned buildings.
- ◆ Respond to inquiries, manage rentals and keep a calendar of events for future Parks.
- ◆ Staff Historic Preservation Commission & lead public education efforts

- ◆ Collect data and coordinate submittal of City's Tree USA annual application
- ◆ Work with veteran area organizations on behalf of the City of Flemington (specifically staff Flemington Military Affairs Committee).
- ◆ Plan, secure sponsorship funding and produce a series of large-scale events.

Section 3. Term.

(A) This Agreement shall be effective on **January 1, 2025** and shall continue for a period of ten fiscal years from the effective date of this Agreement, subject to the terms of this Agreement, the Bylaws of the FDDA, and state law.

(B) The City and the FDDA may mutually extend this contract, at any time, under its current terms or renegotiate a contract containing additional or different terms. Any such renewal shall be consistent with the city's fiscal year.

(C) This Agreement may be terminated at any time by the City or the FDDA, in whole, or from time to time, in part. Termination shall be effective (90) days after delivery of Written Notice of Termination, which shall specify to what extent services under this agreement shall be terminated. It is understood, and both parties agree, that any payment obligations under this agreement survive termination if not paid in full prior to the termination date.

Section 4. Miscellaneous Provisions.

(A) This Agreement has been duly and properly approved by each party's governing body and constitutes a binding obligation on each party.

(B) This Agreement embodies the entire agreement between the parties and may only be modified in a writing executed by both parties.

(C) The provisions of the Agreement are severable. If any paragraph, section, subdivision, sentence, clause, or phrase of this Agreement is for any reason held by a court of competent jurisdiction to be contrary to law or contrary to any rule or regulation have the force and effect of the law, the remaining portions of the Agreement shall be enforced as if the invalid provision had never been included.

(D) This Agreement shall be construed in accordance with the laws of the State of Georgia, and the venue for all purposes hereunder shall be in Liberty County, Georgia.

IN WITNESS WHEREOF, the parties hereto have executed and entered into this Agreement as of (INSERT DAY/MONTH/YEAR).

ATTEST:

CITY OF Flemington, GEORGIA, a municipal corporation

PAUL HAWKINS, CITY OF FLEMINGTON

Mayor Date _____

NAME OF EXECUTIVE DIRECTOR, FLEMINGTON DOWNTOWN DEVELOPMENT
AUTHORITY

Executive Director Date _____

NAME OF CHAIR, FLEMINGTON DOWNTOWN DEVELOPMENT AUTHORITY

Chair, FDDA Board Date _____

[END OF SIGNATURES]