

**MINUTES OF MEETING
CITY COUNCIL OF PEACHTREE CITY**

July 8, 1995

7:00 p.m.

The Mayor and City Council of Peachtree City met in special session on Saturday afternoon, July 8, 1995 at 1:30 p.m. in the City Hall Council Chambers for the purpose of conducting a public hearing.

Mayor Lenox led those in attendance in the pledge of allegiance. Present were Mayor Robert Lenox, Councilmembers Annie McMenamin, Robert Brooks, Caroline Price and Ed Bradford.

7-95-6 PUBLIC HEARING - Rezoning Request for the southwest corner of GA 74 and GA 54

Mayor Lenox stated that the item to consider a rezoning request would be conducted as a public hearing. Mayor Lenox read the rules for a public hearing and stated that each side of the issue would have ninety minutes to be heard. Mayor Lenox asked to hear first from a representative for the applicant.

Chase Broward addressed Council and stated he was representing PCDC, as well as the other two owners, Peachtree City Associates, L.P. and L-Chen, Inc. Broward distributed to Council a written request for 26.85 acres located on Highway 54 and 74 to be rezoned to L.U.C. **The rezoning request is attached and made a part of these minutes.**

Broward stated that the site plan being presented was for illustration purposes only and that it had been through a number of revisions. The property being considered for rezoning included the former HiBrand site, Shanghai Chinese Restaurant, and undeveloped property located on the southwest up to the railroad tracks.

Broward said the property is currently zoned industrial, but the owners felt like a commercial use would be more appropriate for that location. He said they had addressed traffic issues and the internal circulation of the project with their plan. He explained that the project would be unique and would benefit Peachtree City when it is developed.

Broward said the center piece of the plan would be a traffic circle with a 2.6 acre park. Broward said the project would have access from both state highways as well as multiple inlets and outlets to provide proper circulation. He said it was divided into three frontage sites and three rear sites and they would be considering high quality uses such as restaurants and retail businesses.

Broward said that they planned to have private driveway standards rather than commercial or collector standards to give the project an "urban" feel rather than through traffic. Broward said the driveways would be maintained by the owners.

Broward said there would be intensive landscaping done along Highways 54 and 74 to emphasize the driveway entries and property lines, rather than a continuous buffer. Broward explained that lineal planting would be done to lead one's eye to the park rather than the individual sites.

Broward recommended that a sign be located at each entry from Highway 54 and 74 identifying the rear parcels only. He said the front parcels could have their individual signs visible from the street.

Broward said they planned to have special driveway lighting with theme lighting throughout the circle and along the drive. He said individual site lighting would be approved with each individual site plan.

Broward asked the landscape architect for the project to come forward to give a presentation of the landscape guidelines. Bill Lincicome addressed Council and stated that, while he was the City Landscape Architect, he was also in private practice with Post Properties. He said his company had substantial experience with this type of landscaping over the past few years.

Lincicome distributed and discussed a preliminary landscape outline. **(The outline is attached and made a part of these minutes.)** He recommended a 30' buffer along the entire frontage of Highway 54 and 74 except where the carpath is planned, where he recommended a 40' buffer at the crossing. He recommended a 15' landscape buffer along all internal streets except where the carpath system is planned where he suggested a 20 foot buffer. Lincicome recommended a 5' buffer along all side yard areas with 100% coverage with trees, shrubs and ground cover. Lincicome also said that each individual lot would be expected to satisfy all city landscape ordinances and requirements.

Lincicome said all loading areas, outside storage spaces, dumpsters, and mechanical equipment would be permanently screened or landscaped from public view and from adjacent properties.

Lincicome said he understood that the site line along Hwy 54 had been a critical issue with the City and Councilmembers. He said it was his opinion that the problem was essentially non-existent because the highway would be elevated. He suggested the sites further back should be addressed with building separation and that the view corridor be provided to that site by virtue of separating buildings and not necessarily providing ground plane. He explained that the buildings would be lower so, therefore, the roof planes and condensing units should be considered.

Lincicome recommended initially planting 60-70 trees and to hold off planting trees closer to where the construction would be taking place because the construction activity would probably kill them.

McMenamin asked if they were planning on cutting trees in the natural buffer along Hwy 54. Lincicome said they would save as much as possible but that most of the trees were pine trees and were not healthy and that it would make more sense to plant healthier more attractive trees at a later date.

Broward addressed and discussed the traffic concerns addressed in the rezoning request. He said Phases I would include the following:

1. 54/74 improvements described in the study including the northbound left turn lane.
2. Old HiBrand 74 entry will be right in, right out only.
3. Driveway connection from Clover Reach to Hwy 54 adjacent to the out parcels.
4. Right in, right out driveway on Hwy 54.
5. Left turn lane on highway 74 northbound into Clover Reach at Waffle House and left turn lane at Clover Reach northbound on SR 74.

Broward said Phase II would include:

1. The carpath constructed in the first phase would be extended from the circle toward SR 54 and along SR 54 to the railroad bridge. Broward said they would provide the connection to the proposed tunnel under SR 54 after the widening of SR 54 by the GA Department of Transportation.
2. Left turn lane on Hwy 54 to accommodate westbound traffic.

Peterson addressed Council to explain the plan for architectural control. He said they would have a goal of consistency and guidelines for all of the buildings.

Broward said it would be cost prohibitive to move or bury the existing power lines along the Highway. He said that GA Power estimated it would cost \$187,000 to bury the lines and Southern Bell estimated it would cost \$16,000 to bury their lines. He said they had not received estimates from EMC and Intermedia Cable as to the cost of burying their lines. Broward said he did not feel the cost of relocating the lines would be justified because it would not greatly benefit the appearance of the site.

Broward also said that they have tried to market the site for industrial use but there was no interest in that site for industrial use.

Lenox asked to hear from anyone else in favor of the proposed rezoning. Williams addressed Council and gave a brief history on the property. He said that, in 1994, a request to rezone the property to General Commercial was denied. He said subsequently, a Land Use Plan Task Force was appointed by the City to look at all of the areas of the City in an effort to update the Land Use Plan. He said one of the Task Force's primary focus points was this particular corner and they had set the following guidelines for that property:

1. It should be rezoned only for a special project and not for just a strip commercial area.

2. Power lines should be buried.
3. Safe pedestrian access to the site should be required.
4. Fundamental changes to improve the traffic pattern should be required before increasing traffic with a commercial load.

Williams said a second rezoning application was filed in April of 1995 which was withdrawn before the Planning Commission could take action on it. He said the third application was filed in May of 1995 with a public hearing held by the Planning Commission on June 26, 1995. The Planning Commission voted to recommend denial of the request. Williams said following that action, the applicant made a serious effort in preparing an acceptable plan which Williams recommended should be approved and the site be rezoned with the following conditions:

1. The perimeter buffer on GA 54 from the railroad to the eastern access drive should be a minimum of 50 feet wide, and all existing trees in that buffer should be saved.
2. The balance of the perimeter buffer on GA 54 and GA 74 should be a minimum of 30 feet wide.
3. The perimeter buffer on Clover Reach should be a minimum of 30 feet wide.
4. The landscape buffer on both sides of all four primary access drives should be a minimum of 20 feet wide.
5. The landscape buffer on the outer perimeter of The Circle should be a minimum of 20 feet wide.
6. The Circle should be a minimum of 200 feet in diameter measured from back of curb. The Circle should be designed as a public gathering place with paths and benches, and a major central architectural element like a bandstand or a fountain.
7. The access drives should be at least 28 feet of pavement measured from back of curb.
8. The master plan needs to create a strong visual axis from the GA 74/GA 54 intersection to the focal point at The Circle. In this area the distance between buildings should not be less than 120 feet, and the width of the landscape area should not be less than 40 feet.
9. A special landscape plan will be required for all buffer areas, for the visual axis, and for The Circle.
10. All buildings on the site should be of a consistent architectural character, and they should share similar design features, finish materials, and color schemes.

11. All overhead utility lines that are not high voltage transmission lines should be relocated underground.
12. The recommendations of the Moreland Altobelli study for improvements to GA 74 and GA 54 should be implemented.
13. A special northbound right turn lane on GA 74 should be included in the Phase I highway improvements.
14. Short-term cart path access will be via at grade crossing on GA 74 at Paschall. An actual path should be installed to the commercial area from the crossing rather than use commercial/industrial streets for pedestrian traffic.

Williams said, in addition to the above conditions, the Shanghai Restaurant property needed to be brought up to a reasonable standard of appearance as a part of the first phase of the development. He said long-term, the Shanghai site should be completely redeveloped in accordance with the design standards for the rest of the corner area.

Williams also suggested that a special study be made of the proposed west access drive on GA 54. He said he felt that left turn movements in that location might pose a serious traffic and safety problem prior to the construction of the new railroad bridge.

Finally, Williams suggested a long-term cart path access from the south from the Kelly Drive path and underpass and that the applicant should be responsible for funding all or an appropriate share of the cost of a path from Kelly Drive to the commercial area.

Lenox asked to hear from anyone else in favor of the rezoning. The following people came forward to speak in favor of the rezoning: Frances Meaders, Julian Campbell, Bill Snow and Phyllis Aguayo. Reasons stated for speaking in favor of the rezoning included: limited use commercial would restrict the type of uses, and an architectural review for the project was desirable. Those speaking in favor of the project did, however, voice concerns about pedestrian safety, proper buffering, appearance of parking from the street, and appearance of roof lines.

Lenox asked if there was anyone else who would like to speak in favor of the rezoning. Hearing none, Lenox asked to hear from anyone opposing the rezoning.

Ted Thomas spoke in opposition of the rezoning stating that he did not feel the plan was ready to be approved and that it needed more details ironed out.

Jim Savage spoke in opposition of the rezoning stating that the Airport Authority had passed a Resolution to discourage rezoning any industrial land in Peachtree City. Savage said he felt it could be developed as an industrial site but that a strong effort had not been made to market it for that use.

Lenox closed the Hearing for debate.

Brooks asked if the utilities were in the right of way on Hwy 54 west and if they will have to be relocated when the highway is widened. Williams said he believed they would have to be relocated with the widening of the highway.

Price said she was in favor of the rezoning because it was a prominent corner and the plan presented did address the focal point. She said if it were rezoned to limited use commercial the owners and developer would have to return to the Planning Commission to work out the details.

McMenamin said she served on the Land Use Task Force Committee and was aware of their concerns and recommendations. McMenamin said she was concerned that lower land would be filled in to some degree and that the circle should remain raised so that it could remain the prominent feature. She said she was supportive of the concept but that she felt the architectural review would be important. Williams said they should not place requirements for a certain style of buildings but rather require that they are all designed with the same scheme.

Price expressed her concerns that she did not want self service storage buildings or gas stations permitted in the complex.

Bradford asked where the water runoff for the project would go. Broward said that the water would flow to the pond at West Park and should not affect the pond at Clover Reach.

Brooks said he voted against zoning last Summer because he was concerned about traffic and pedestrian paths and he had since spent time talking to citizens concerning that property. He said most people did not want it to be industrial in nature. He said he would be supportive of a commercial project and that a lot of issues needed to be worked out, but that many issues should be worked out by the Planning Commission. Brooks said his main three concerns were the power cables, exterior buffering, and visual access from the major intersection. He said he thought a 20 foot buffer would be appropriate for the rear parcels. He said he would much rather have emphasis placed on the circle rather than exterior land. He said there had been discussions of a carpath going down Hwy 74 but that they might want to consider the future widening of Highway 74 and look at what it would do to the easements for the path. Brooks said he felt the powerlines would have to be dealt with along highway 54 and 74 all the way to the Coweta County line in the next four or five years and he felt it did not make sense to make the developer pay the cost for such a small portion at this time. He said he felt it would be more cost effective to do when the road is widened.

Lincicome asked to address Council concerning the site line. Council had a discussion concerning the site line and screening parking.

Meaders asked to address Council and said that the ordinance required the limited use commercial zoning to specifically define the uses. Broward said their intent was for General Use Commercial business.

Brooks made a motion to adjourn for a ten minute break. Motion seconded by Bradford and passed unanimously. Meeting adjourned at 4:25 p.m. and reconvened at 4:35 p.m.

Brooks made a motion to approve the rezoning of 26.85 acres from LI and GC to LUC with the conditions as follows:

1. The road infrastructure and The Circle, as described on the drawing would be built up front as part of Phase One.
2. The perimeter buffer on GA 54 from the railroad to the eastern access drive should be a minimum of 45 feet wide.
3. The balance of the perimeter buffer on GA 54 and GA 74 should be a minimum of 30 feet wide.
4. The perimeter buffer on Clover Reach should be a minimum of 20 feet wide.
5. The landscape buffer on both sides of all four primary access drives should be a minimum of 20 feet wide.
6. The landscape buffer on the outer perimeter of The Circle should be a minimum of 20 feet wide with no curb cuts off The Circle other than the access road.
7. The Circle should be a minimum of 200 feet in diameter measured from back of curb. The Circle should be designed as a public gathering place.
8. The access drives should be at least 28 feet of pavement measured from back of curb.
9. The master plan needs to create a strong visual axis from the GA 74/GA 54 intersection to the focal point at The Circle. In this area, the distance between buildings should not be less than 120 feet and the width of the landscape area should not be less than 10 feet but with visual screening between parking and the intersection.
10. A special landscape plan will be required for all buffer areas, for the visual axis, and for The Circle.
11. All buildings on the site should be of a consistent architectural character, and they should share similar design features, finish materials and color schemes.
12. The recommendations of the Moreland Altobelli study for improvements to GA 74 and GA 54 should be implemented.
13. Short-term cart path access will be via at grade crossing on GA 74 at Paschall. An actual path is to be installed to the commercial area from

the crossing rather than use commercial/industrial streets for pedestrian traffic.

14. The following types of businesses shall be excluded:

- a) Open yard for the sale rental and/or storage of materials or equipment, including junk or salvage materials
- b) Transportation facility or terminal
- c) Self-service storage facilities; e.g. mini-warehouses
- d) gas stations

15. All other permitted uses in Section 1006A.2 and 1006A.3 shall be permitted.

Bradford seconded the motion.

McMenamin moved to amend the motion to give the Planning Commission the right to require a 40 foot buffer unless the applicant can provide a more appropriate screening with less buffer. Price seconded the amendment and stated that the Planning Commission was the body to deal with the site plan. Motion failed with McMenamin voting Yea and Lenox, Brooks, Price, and Bradford voting Nay.

Lenox moved to amend the wording in Condition 9 of the motion from "but with visual screening between parking and the intersection" to "plus such additional perimeter and internal buffering as required to screen parking to be determined by the Planning Commission"; Motion seconded by Brooks. Motion carried unanimously. Lenox asked Broward if he would agree to Condition 9. Broward replied yes.

McMenamin expressed her concerns about the City being responsible for the costs of relocating overhead utility lines underground until after the widening of the highway. Lindsey replied that he researched the issue last Friday and that the City might not have the authority to tell GA Power they have to bury their cable and there was a possibility that the City would be responsible for the costs of burying the cable. Lindsey suggested that the issue of power lines be decided at the site planning stage. Lenox asked Broward if his group would be willing to assist in the cost of burying the lines at a later date if the City would be willing to help fund the cost. Broward agreed to work on it but he did not want it part of the zoning requirements.

Price expressed her concerns that the motion did not include Williams' recommendation to include a north bound, right turn lane on 74 during Phase One. Lenox asked Broward the cost of such improvements. Broward replied that it would cost approximately \$10,000 and that they would rather not pay the expenses because it was not recommended in the Moreland Altobelli study. Lenox asked what the improvements would cost if it was done separately. Broward said it would most likely be more expensive. Lenox asked if they would include the improvements

in Phase One if the City were to pay for it, so that it would not cost more money at a later date. Broward agreed. Lenox said Council would make a determination concerning the turn lane at a later date.

Lindsey asked Broward to clarify that there was only one Moreland Altobelli study. Broward said that there was only one study but that it was done based on a different site plan. Williams said he recommended the first phase of the improvements of the study to be a zoning requirement. Broward said the phase one improvements of the study were acceptable to them.

Lindsey asked Broward if he agreed to all of the conditions. Broward replied he had concerns about prohibited outdoor storage. He said they would like to have outdoor storage permitted as long as it was properly screened because a nursery was being considered for the site. Broward said he would not mind if Council prohibited outdoor storage from any of the frontage parcels along the state highways.

Lenox moved to amend the motion to permit nurseries and other retail operations combining both indoor and outdoor sales areas as long as the outdoor sales areas are properly screened. Brooks seconded the motion. Motion carried unanimously.

Broward asked that each condition of the rezoning be restated to allow him an opportunity to respond to each issue.

1. The road infrastructure and The Circle as described on the drawing would be built up front as part of Phase One.

Broward stated that he agreed to the condition.

2. The perimeter buffer on GA 54 from the railroad to the eastern access drive should be a minimum of 45 feet wide.

Broward stated that he agreed to the condition.

3. The balance of the perimeter buffer on GA 54 and GA 74 should be a minimum of 30 feet wide.

Broward stated that he agreed to the condition.

4. The perimeter buffer on Clover Reach should be a minimum of 20 feet wide.

Broward stated that he agreed to the condition.

5. The landscape buffer on both sides of all four primary access drives should be a minimum of 20 feet wide.

Broward said there were only three primary access drives in phase one.

Bradford made a motion to amend condition 5 of the motion from "four primary access drives" to "three primary access drives". Motion was seconded by Lenox. Motion carried unanimously.

6. The landscape buffer on the outer perimeter of The Circle should be a minimum of 20 feet wide with no curb cuts off The Circle other than the access road.

Broward stated that he agreed to the condition.

7. The Circle should be a minimum of 200 feet in diameter measured from back of curb. The Circle should be designed as a public gathering place.

Broward stated that he agreed to design The Circle as a public gathering place but that it would be privately owned.

8. The access drives should be at least 28 feet of pavement measured from back of curb.

Broward stated he agreed to the condition.

9. The master plan needs to create a strong visual axis from the GA 74/GA 54 intersection to the focal point at The Circle. In this area the distance between buildings should not be less than 120 feet, and the width of the landscape area should not be less than 10 feet plus such additional perimeter and internal buffering as required to screen parking to be determined by the Planning Commission.

Broward previously stated he agreed to the condition.

10. A special landscape plan will be required for all buffer areas, for the visual axis, and for The Circle.

Broward stated he agreed to the condition.

11. All buildings on the site should be of a consistent architectural character, and they should share similar design features, finish materials, and color schemes.

Broward stated he agreed to the condition.

12. The recommendations of the Moreland Altobelli study for improvements to GA 74 and GA 54 should be implemented.

Broward previously stated he agreed to the condition.

13. Short-term carpath access will be via at-grade crossing on GA 74 at Paschall. An actual path should be installed to the commercial area from the crossing rather than use commercial/industrial streets for pedestrian traffic.

Broward stated he agreed to the condition; however, he stated they would need the assistance from the City in acquiring any necessary easements or other details of installing the path but they would fund the improvements.

MOTION: Brooks made a motion to amend the condition to state that the applicant would fund the carpath improvements and the City would assist as needed with the details of installing the path and acquiring easements. Lenox seconded the motion. Motion carried unanimously.

14. The following types of businesses shall be excluded:

- a) Open yard for the sale rental and/or storage of materials or equipment, including junk or salvage materials
- b) Transportation facility or terminal
- c) Self-service storage facilities, e.g. mini-warehouses
- d) gas stations

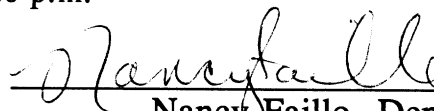
Broward previously stated he agreed to the condition.

Broward said that they were interested in a gas station on that site at some time in the future. Brooks suggested gas stations be excluded at this time but permit the applicant to come back with a specific plan for a gas station as a modification to the zoning at a later date. Broward agreed.

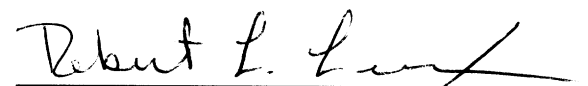
Bradford asked if Chase agreed to all of the conditions on behalf of all of the land owners. Broward said that he did.

Mayor Lenox called for a vote on the motion. Motion carried unanimously.

McMenamin moved to adjourn the meeting. Lenox seconded the motion. Motion carried unanimously. The meeting adjourned at 5:20 p.m.



Nancy Faillo, Deputy City Clerk

Attest: 
Robert L. Lenox, Mayor

THE CORNER HIGHWAY 54 & 74
Rezoning Request

The three property owners are cooperating to produce a unified plan for this important corner of Peachtree City. This includes a circulation plan, traffic improvements and an overall plan / guidelines to unify the architectural and landscaping elements for each user as well as the entries and perimeter.

GENERAL

This rezoning request is for the entire southeast corner of Highway 54 and Highway 74 which is a total of acres. acres of the property is presently zoned L.I. with the remaining 7 acres presently zoned G.C. The request is for the entire 26.85 acres to be rezoned to L.U.C.

There are 3 separate petitioners for the rezoning request which are as follows:

<u>Owner</u>	<u>Acres</u>	<u>Existing Zoning</u>	<u>Proposed Zoning</u>
Peachtree City Associates L.P.	8.5	L.I.	L.U.C.
L-Chen, Inc.	1.25	L.I.	L.U.C.
PCDC	10.1	L.I.	L.U.C.
PCDC	7.0	G.C.	L.U.C.
TOTAL	26.85		

The site plan submitted for rezoning is for illustration only. The 26 acres is divided into 2 phases. Phase I would include the outparcels along Highway 74 and Highway 54. Final site plans will be submitted for review at the proper time, although the following overall site conditions are included with the zoning request:

URBAN DESIGN (SITE DEVELOPMENT):

- A. Private driveway standards. Not commercial or collector engineering standards, but drives as narrow as possible to support a "town" feel rather than through traffic. Possibly residential width (26' B. to B.) 2 lane drives.
- B. Landscaping along Highways 54 & 74 to emphasize the driveway entries and property lines, rather than continuous buffer.

- C. Landscaping along radial drives and boundary lines should emphasize the radial views to the Circle rather than buffers from Highways 54 & 74. This may be lineal planting along the drives to lead ones eye to the park rather than the individual sites.
- D. Dimensions for landscape areas will vary depending on function, such as containing a path or not, and location of landscaping. See drawing.
- E. Signage standards will include one common sign on both Highway 54 & 74 identifying 3 of the major tenants located in the rear of the site closest to the railroad.
- F. Special driveway lighting for drives and the circle. Similar site lighting for each of the sites.

LANDSCAPE:

Landscaping guidelines will be identified for each parcel. These guidelines will address the goals for landscaping on each parcel.

A conceptual landscape plan for the area will be drawn as a guideline for the detailed plans to be produced later for specific locations. This conceptual plan will suggest areas and massing, not a planting plan, for the highway entries and their relation to the highway buffer planting. It also may suggest some hardscape features possibly a part of the signage, that may be a theme throughout.

This plan will also provide guidelines for the individual parcels covering plants to be used and critical areas to be landscaped. The individual building will thus be unified with common plant materials and pattern of landscaping, especially along the driveways and common areas.

TRAFFIC

Traffic improvements recommended in the Moreland Altobelli Study (attached) would be built in stages relating to the phasing of the proposed project as follows:

Phase I Includes:

- A. 54/74 improvements described in the study including the northbound left turn lane.
- B. Old Hi-Brand 74 entry will be right in, right out only.
- C. Driveway connection from Clover Reach to Highway 54, adjacent to the outparcels.
- D. Right in, right out only driveway o Highway 54.
- E. Left Turn Lane on Highway 74 northbound into Clover Reach (at Waffle House) and a left turn lane at Clover Reach northbound on SR 74.

Phase II Includes:

- A. The cart path constructed in the first phase will be extended from the circle toward SR 54 and along SR 54 to the railroad bridge. This will provide the connection to the proposed tunnel under SR 54. Although planned, the timing of the tunnel construction is part of the widening of SR 54 and beyond the control of the developer.
- B. Left turn lane on Highway 54 to accommodate westbound traffic.

ARCHITECTURE:

The developers will produce an architectural control document, probably with the help of an experienced commercial architect, which will address a choice of allowable materials and colors all buildings must use. This will likely include several materials and colors with accent and roof potentials, but will be compatible as a whole.

It will address architectural elements such as entries, roof types, mechanical screening, location of service areas and dumpsters, the general massing and shape of individual buildings, and significant sight lines from the state highways. Sites fronting the Highways are looking down on may require extra requirements such as higher walls, or special placement on the site.

There may be some typical architectural elements such as a column type that could be

There may be some typical architectural elements such as a column type that could be repeated, but it is not the intent to make all the buildings look alike. The goal would be visual continuity, not repetition.

These guidelines will also include a signage standard for the corner which would allow for individual expression while fitting within a consistent system development. There would be several types / colors of signs allowed while still fitting within an overall design guideline.

These guidelines would be applied to both the small "restaurant" type of users and any "large box" type users to the rear of the site.

REVIEW:

Properties of both owners will be reviewed with the same guidelines by the same party. This review may include an outside professional along with PCDC.

The goal is to produce a unified appearance for all the buildings on the property, yet provide individual expression for each as usually required for highway commercial areas.

These guidelines will be completed prior to the first buildings so that it can apply to all structures.

MISCELLANEOUS:

Existing power lines are prohibitive to move or bury and will remain.

Detention will be addressed at site plan review.

SUMMARY:

We believe this is the appropriate zoning for this site at this time. The city will change, in the near future, the land use plans for this corner to commercial. All the parties involved in the application to rezone this property have been working diligently together to bring a plan for the entire tract that incorporates the necessary access and design to meet the requirements of the planning department. This is the best and last chance for this request to be heard as the entire corner in Peachtree City.

LANDSCAPE GUIDELINES
OUTLINE

PEACHTREE CITY
Highway 54/74 Commercial Center
July 7, 1995

PRELIMINARY FOR REVIEW ONLY

A. INTENT:

To provide landscape standards for the commercial development in Peachtree City so as to enhance architectural features, strengthen vistas and provide shade.

B. PURPOSE:

1. To preserve landscaping in its natural state to the greatest extent possible.
2. To promote architectural harmony between buildings, landscaping and the local environs.
3. To enhance economic opportunities over the long term by maintaining Peachtree City as an attractive and progressive community for residents, businesses and developers.
4. To minimize the adverse impacts of new development on existing land uses.
5. To promote xeriscaping or water-saving techniques where practical.

C. PRELIMINARY GUIDE LINES

1. Landscape Buffer Requirements
 - a. A 30' landscape buffer is required along the entire frontage of Highway 54 and Highway 74 except where the cart path is planted. In these areas a 40' landscape buffer is required. (The buffer is measured from the R. O. W.) (See attached sketch)

Landscape Ordinance Outline

Peachtree City - Highway 54/74 Commercial Center

July 7, 1995

Page 2

C. PRELIMINARY GUIDE LINES (continued)

- b. A 15' landscape buffer is required on all internal streets except where the cart path system is planned. In these areas a 20' landscape buffer is required. (The buffer is measured from the back of the curb to the property line.) (See attached sketch)
- c. A 5' landscape buffer is required for all side yard areas. 100% coverage with trees, shrubs and ground cover is required for these areas. (The buffer is measured from the back of the curb to the property line.)
- d. Each individual lot is expected to satisfy all city landscape ordinances and requirements.

2. EXTERIOR SCREENING

All loading areas, outside storage spaces, dumpsters, air conditioning condensers, fuel tanks, telephone/electrical boxes and other mechanical equipment are to be permanently screened/landscaped from public view and from adjacent properties.

3. PARKING LOT LANDSCAPING

All perimeter areas of parking lots are to be screened with continuous landscaping, i.e., evergreen hedge or equal. Parking islands with tree plantings are required in all commercial parking lots. One to two acre parcels are required to have one tree, where parking bays exceed 12 continuous spaces. The planting islands are located no further apart than every 12 parking spaces and at the terminus of all rows of parking. All parking islands are a minimum of 10' in width (measured from the back of the curb) and a minimum of 150 square feet in area. All planter islands are curbed to prevent vehicular encroachment. The parking lot islands are to have at least one shade tree. The remaining area is to be planted with shrubs, ground cover or other authorized landscape materials not to exceed 3' in height. Turf grass is not permitted in the parking islands.

Landscape plans for commercial parcels larger than two acres will be reviewed on a case by case basis for tree plantings and parking lot island locations and may not be required to satisfy the one island per 12 continuous parking spaces

4. PREFERRED PLANT LIST

See attached 'Preferred Plant List' for general acceptable landscape plantings. Other trees can be approved on a case by case basis. All planting plans are subject to approval by Peachtree City.