

Planning Commission of Peachtree City
Meeting Minutes
Monday, July 10, 2023
6:30 PM

Pledge of Allegiance

Chairman Michael Link opened the meeting with the Pledge of Allegiance. Other Commissioners in attendance included Scott Ritenour, Kenneth Hamner, and Alternate Andrew Kriz. Commissioners Felicia Reeves and Mitzi Johnston were absent. Also present were Planning Director Robin Cailloux, Senior Planner Lora Hooks, Recording Secretary Martha Barksdale, and IT Specialist Jady Tallman.

Additions or Deletions

None

Announcements and Reports

Cailloux reminded the Commissioners that since there were only three voting members in attendance, all votes had to be unanimous in order for a motion to pass.

Link welcomed City Council Member Clint Holland.

Approval of Minutes

1. Planning Commission Meeting June 12, 2023

Ritenour moved to approve the June 12, 2023, Planning Commission minutes. Hamner seconded. Motion carried 3-0.

Public Hearing

None

Old Agenda Items

None

New Agenda Items

1. 23-07-01 Conceptual Site Plan, New Warehouse, 270 Parkade Court

Cailloux showed the location on the south side of the city in the Gardner Park industrial area. There was already a manufacturing building on this property, and now they were requesting approval to add a second manufacturing and warehouse building. Cailloux pointed out the existing building on the site plan and indicated where the new building would be and the driveway to it that would lead off the cul-de-sac. The total site was 14.2 acres, and the proposed building would be 59,400 square feet.

The automobile parking would be separated from the truck circulation and loading area. She stated that a building of this size required 40 parking spaces, and that was what would be provided.

The City Engineer, she reported, wanted to remind the applicant that the future and existing flood plain data should be shown on the final site plan. The approval of the conceptual site plan would expire in 12 months from the date of approval if a final site plan had not been submitted.

Staff was of the opinion that the conceptual site plan met the City ordinances and recommended approval.

Jeremy Brown of Lewis General Contractors represented the applicant.

None of the Commissioners had any questions. Ritenour said it was always good to see this type of growth, and Hamner, Kriz and Link agreed.

Hammer moved to approve New Agenda item 23-07-01 Conceptual Site Plan, New Warehouse, 270 Parkade Court with the following conditions:

1. *Existing and future flood plain data shall be shown on the final site plan.*
2. *Approval of the conceptual plan expires in 12 months from the date of approval if a final site plan had not been submitted to the City.* Ritenour seconded. Motion carried unanimously.

2. 23-07-02 Building Elevations, Dental Office, 101 Gates Entry

Jefferson Architecture had submitted these building elevations for a dental office, also on the south side at 101 Gates Entry at the entrance to The Gates subdivision. Hooks said the tract was rezoned to Office Institutional (OI), when it was annexed into Peachtree City in 2012, and architectural requirements were established as part of the rezoning for two office lots. They included:

1. *The architectural design, building materials, and color selection shall be residential in character to complement the homes within the subdivision.*
2. *All sides of the office buildings and associated structures shall include similar architectural detailing, building materials, and color selection.*

In addition to these requirements, Hooks explained that Section 725 of the Land Development Ordinance (LDO) established general goals for architectural design, including architectural innovation, high quality design, and compatibility with the surrounding development.

Images submitted by the architect showed the building from all angles, and Hooks observed that it resembled a residential building. It utilized lots of glass and had several covered porch areas, with two stone columns flanking a front porch at the main entrance.

The primary material was a light-colored Eldorado stone, with fiber cement board and stucco used as secondary materials, along with steel beams and metal accents. The roof was proposed to be black metal. The side of the building visible from Gates Entry would be 100% covered with stone, with the opposite side approximately 50% stone, Hooks related, saying Staff felt the proposed building materials met the intent of the zoning requirements and the LDO. A photograph of the area showed plantings atop a small berm, and Hooks said she did not believe the building would be visible from SR 74.

The colors proposed were a light stone, along with iron gray and light mist for the fiber cement board. Stucco and beams would be burnished slate, with the roof being black. Hooks said Staff believed this color palette was neutral and complementary to the homes in The Gates and that it met the zoning and LDO requirements. She then presented a night view of the building and a view of the building as you turned into the parking lot.

Hooks stated that Staff was of the opinion that the proposed building elevations met the City's ordinances and standards as well as the rezoning conditions and recommended approval.

Architect Jefferson Brown stated that the owner, Dr. Brian Bragassa, was present, as were members of The Gates' homeowners association (HOA). He told the Commission they visited the community to look at the styles of homes and the color palettes that were used. He said

they wanted this building to blend in, and maybe even look like it was there before the houses were built, while, at the same time, creating something that was unique and maybe a little artistic.

Link thanked the HOA members for their attendance, even though the format did not allow them to speak. Brown explained that they invited them into their office to show them the model, do a fly-through, and present examples of the materials. The HOA held an open house at the pool pavilion where they shared some of the architecture with the community. Link thanked him, saying the Commission appreciated that kind of collaboration between developers and the community.

Kriz asked if there were any objections from the homeowners? Brown told him he had heard none. None of the other Commissioners had questions.

Ritenour stated that he thought this was a wonderful, modern rural design that would blend in well. He noted there was always a concern with light pollution in these commercial developments that abutted residential, so he would be interested in seeing how they handled that going forward. Brown said they used lighting to accent the building and materials, and no one would be looking directly at the lighting source.

It was a beautiful building, Hamner stated, and he was glad they reached out to the community. Kriz and Link agreed.

Ritenour moved to approve New Agenda item 23-07-02, Building Elevations, Dental Office, 101 Gates Entry. Hamner seconded. Motion carried unanimously.

Cailloux said she forgot to get a Planning Commission representative for the warehouse project on Parkade Court. Hamner volunteered.

3. 23-07-03 Concept Plat, MacDuff Townhomes, 1100 MacDuff Parkway

Cailloux said a conceptual plat, which involved the subdivision of land, had to go through the Planning Commission, which was the platting authority for the City. This tract was on the north side, off MacDuff Parkway, and she presented a zoning map with it highlighted in yellow. It was zoned to Limited Use Residential (LUR), which meant it was a site plan-specific zoning district.

There were some conditions associated with the rezoning, and she discussed the conditions that applied to the platting process. Cailloux indicated the outline of the property on the plan, pointing out the railroad, MacDuff Parkway, and the road that led into the development, ending in a cul-de-sac with a row of townhomes on either side. She showed a map that was presented when the property was rezoned.

The rezoning called for a 100-foot buffer to the west that abutted an overhead power easement. A 40-foot buffer was required for the front off of MacDuff in addition to the 50-foot that was already dedicated to the City. Along the railroad right-of-way, a 50-foot buffer was required. These buffers needed to be undisturbed to the greatest extent possible. A privacy fence was mandated along the railroad right-of-way, and Cailloux pointed it out on the plan.

Evergreen plantings would need to be added where trees were sparse, Cailloux continued, saying that shouldn't be an issue along the 50-foot buffer, but might be along the 100-foot buffer. A landscape plan including canopy and understory trees, along with evergreen plants, was required for the 40-foot buffer along MacDuff.

The development was approved for 36 units, but they now proposed 30. They had removed some perpendicular parking spaces and replaced them with the mail kiosk and several parallel

parking spaces, including handicapped accessible. A parking lot at the front entrance also was removed.

Cailloux said this met the LDO as well as the zoning requirements, and Staff recommended approval.

Link asked Cailloux why she thought there might be a problem with landscaping on the west? On the Cresswind side of this 75-foot overhead utility easement, she stated, they had to have the developer add more landscaping to their buffer. When they got to the road construction phase, Staff would go out and look for gaps in the buffers and ask for evergreen planting if needed.

Daniel Fields of Brent West Village represented the applicant. He said the plat was in accordance with the zoning requirements that were approved, and Cailloux gave a thorough presentation.

Ritenour said he noticed a condition in one of the other items on the agenda that the street must be constructed to City requirements. Would that be added to the conceptual site plan here, since this, too, was a private road? It was a zoning condition, Cailloux stated, and Staff would review the road construction specifications during the next phase of development.

He went on to say this was a challenging location with the railroad right-of-way, along with a significant drop-off down to the railroad, so he was glad to see the fence for safety as well as privacy.

Hamner asked about keynote 2 on the map at the top of the property near the cul-de-sac. There was a note saying that was for a future phase.

Cailloux pointed out a triangular parcel to the north, saying as of July 1, that was officially part of Peachtree City by act of the State Legislature. It had formerly been in Tyrone, but the Legislature declared it to be in Peachtree City because it was accessible only through Peachtree City. Peachtree City's ordinance said if annexed property was not rezoned at the same time, it would come in as Agricultural Residential (AR).

When the property they were talking about was rezoned, she continued, they were aware that there was no access to this other property, so they required that access be granted through the cul-de-sac.

Did that mean the AR property had to be annexed? Link asked. Cailloux said it was annexed by the State Legislature. Both the Peachtree City and Tyrone Councils passed resolutions of support for this.

Fields affirmed that they would need to come to the City to rezone the property for a very similar townhome use.

Was there golf cart access? Hamner asked. Cailloux said there was a major path along MacDuff, and this property fronted right on it.

Kriz asked about the overall approval process prior to construction? Cailloux said it was similar to commercial/industrial, but with some differences because of the addition of infrastructure that affected people's ability to use their homes. The conceptual plat was the first step after rezoning. The Planning Commission had final approval; it did not go forward to City Council.

The next step was a preliminary plat, and that was a middle step between the concept plan and the final construction plan. Staff reviewed it for technical appropriateness, then sent it to the Planning Commission representative to verify that the plans matched.

Next were civil site plans, or infrastructure development plans, which covered sewer, water, everything below ground, in order to ensure that stormwater didn't leave the property, that erosion did not occur, and so on. That was reviewed by multiple departments before the City Engineer issued a Land Disturbance Permit. That was a State permit, but Peachtree City was allowed to issue it because it met certain high standards set by the State. After that was issued, they could start moving dirt.

Before houses could be built, the City conducted inspections, and the developers had to produce many types of reports. When all of that was approved, they could present a final plat, which at that point would be reviewed to see if it met all requirements. It would be recorded in the County Clerk's office, and only then could building permits be issued.

Kriz stated there was a threshold number of properties when parks and green space was required. Cailloux said the ordinance required a certain number of acres per 100 dwelling units. If there were less than 100, there was no requirement. However, it could be discussed during rezoning, and that's why they established the buffers. She acknowledged buffers were not the same as a park, but did offer some natural space.

Kriz asked Fields how many dwelling units were anticipated for phase two? He said it would be well under 100 between the two phases.

Why did they reduce the number of units? Kriz asked, and Fields told him it was due to issues with the challenging topography. Why was the front parking removed and the location of the mail boxes changed? The reasons were similar, said Fields.

How many cars could each driveway accommodate? Kriz inquired, and Fields said they could get two in each driveway, plus there would be a two-car garage.

Link asked Cailloux if these were the last two pieces of land in that area for potential residential? and Cailloux said they were. She pointed to some undeveloped property to the south that was zoned General Industrial (GI), but stated that industrial and residential next to each other rarely made good friends. But it was zoned GI, and the property owner had every right to build that on it.

Had they considered the impact on public services? Link asked. Cailloux said that was one of the things City Council had to consider during the rezoning hearing.

Kriz reflected that 30 units on 6.1 acres was relatively high density, and the Comprehensive Plan called for high density only near the village centers, which this was not. He did not think this should have been approved as residential.

He said the Commission should consider tabling this until they knew the extent of the entire development. There would be a lot of residents with no recreational facilities in their neighborhood. It was not in the spirit of the Peachtree City community, Kriz remarked. He added that he would support some type of condition that a park be constructed in the second phase.

The zoning was done, Hamner told him. They discussed all this during the zoning hearing, and even considered the idea of commercial development, but it didn't work. The townhomes would blend in with other townhouses along this stretch. He understood Kriz's concerns, but this met the zoning requirements and worked for the property. He said this met the intent behind what had been discussed and approved, and he felt the plan met the requirements.

Ritenour said he agreed. This was a difficult parcel because of the railroad. He said he assumed the cul-de-sac met the specifications for emergency equipment access. Cailloux said they would make sure the cul-de-sac met the turning radius needed for emergency vehicles

during the road construction plan review process. It was very tight, Ritenour commented.

He, too, noted there were other townhomes along MacDuff, and said what was presented did meet the requirements for this type of development.

Link told Kriz he understood his concerns, but he, too, felt this project was appropriate for this site.

Hamner moved to approve New Agenda item 23-07-03 Concept Plat, MacDuff Townhomes, 1100 MacDuff Parkway with the conditions as stated. Ritenour seconded. Motion carried unanimously.

Link explained to those in attendance that Kriz could not vote because he was an alternate member.

4. 23-07-04 Conceptual Site Plan, Gerresheimer Plant Expansion, 305 Naeco Way

Integrated Science and Engineering (ISE) had submitted a conceptual site plan for a multi-phase plant expansion for the Gerresheimer medical manufacturing facility, Hooks reported, pointing out the location on a zoning map as being past the current end of Naeco Way. Staff had assigned an address of 305 Naeco Way.

The current zoning was G1, which permitted the proposed use. The site was bordered by more G1 to the east, and the land to the north, west, and south was Open Space-Public (OS-P). The Planterra clubhouse was north of the property, and holes 5-9 of the golf course were on the south and west sides.

Hooks stated that the proposal was for phases 1 and 2 of the project, totaling 234,550 square feet, including two buildings of equal size with 230 parking spaces, and a truck court in the rear. The wooded property was currently vacant and had no access.

She indicated the high point, saying the land fell away in all directions with an approximate grade change of 90 feet. Phases 1 and 2 would sit about 45 feet below the high point, meaning that the hill would be cut down about halfway. Stormwater ponds were proposed for the low areas on the south and southwest portions of the site. Staff recommended evergreen plant material be used to supplement existing vegetation as needed around the truck court and along the truck access drive to create a visual buffer to screen these areas from the golf course.

The primary entrance for employees, Hooks went on, would be from Clubhouse Drive. A warranty deed from 1993 deemed what was now known as Clubhouse Drive a 30-foot wide ingress and egress easement and allowed up to five curb cuts to access property on the south side. Truck access was proposed from the future extension of Naeco Way. That extension would have to be a paved road constructed to City standards. The site plan noted that the driveway extension would be coordinated with a development across the road.

The front parking lot would have 162 parking spaces, with an additional 68 spaces in the rear. The required number was 92 per phase, for a total of 184, and the maximum permitted was 125% of that, which was 230. So, Hooks concluded, the plan met the parking requirement.

Four phases were planned in total, and Hooks indicated their locations on the site plan. They were planning four equal size buildings totaling around 469,000 square feet. This did not qualify the project as a Development for Regional Impact (DRI). A DRI was any development project that impacted the regional transportation network, as determined by the State. The threshold for requiring a DRI review on industrial projects was 500,000 SF, even if the project was phased. If this development ever exceeded that threshold, a DRI review with the Atlanta

Regional Commission and the Georgia Transportation Authority would be required, she reported.

Staff was of the opinion that the conceptual site plan met the City's ordinances and recommended approval. Should the Planning Commission approve the conceptual site plan, Staff recommended the following understandings and conditions:

- 1. Enhanced landscaping with evergreen plant material to supplement existing vegetation as needed around the truck court and along the truck access drive to create a visual buffer to screen these areas from the golf course.*
- 2. Federal Aviation Administration (FAA) determination statements required to be submitted at the time of Final Site Plan review.*
- 3. A paved road shall be constructed to City standards connecting the stub of Naeco Way to the property entrance.*
- 4. Any additional right-of-way required for construction of the road extension or a cul-de-sac shall be dedicated to the City.*

Link asked Hooks if buildings 3 and 4 would require their own conceptual site plans? and she said they would.

ISE's Jason Walls explained that, as engineers, they were tasked with evaluating the entire property prior to purchase. The first phase would be built within a year or two, and the second phase within two years. They understood the other two phases would be well outside the 12-month approval period, so they would be back, he commented.

Walls said they were self-imposing a 60-foot landscape buffer around the property. They were working with the Airport Authority regarding a few trees that were in the airspace and to deed over a proposed runway protection zone (RPZ). They had applications in to the FAA to obtain permission to build in the airspace. Walls said they would be below the airspace, but wanted to get that confirmed by the FAA.

In addition, Walls mentioned they reached out to the Development Authority and had set up a discussion with the neighbors about sharing in the design and construction of the paved road extension, which Walls said would be about 575 feet. He stated he thought there was already a dedicated right-of-way for Naeco Road to extend down and was not sure if additional right of way would be required per approval condition number four.

He introduced Gerresheimer President and CEO Fred Howery, who explained that they would be manufacturing an auto-injection device for diabetics at this facility. They currently had a plant on SR 74 that would support Phase 1. Each phase would add around 200 jobs with the average pay around \$59,000. They ran four shifts seven days a week, so there wouldn't be a lot of traffic congestion at one time. They had looked at sites all over Georgia, Howery remarked, but wanted to be in Peachtree City for proximity to the main plant.

Ritenour noted there was a lot of traffic in that area and wondered how many workers were on each shift? Howery said about 60 on day shifts and the rest in the evenings. Shifts began at 7 a.m. and 7 p.m., which weren't peak traffic times, he observed. Would Phase 3 and 4 be similar? Howery said it would, but those were years in the future.

Ritenour confirmed that the building height would be below the current tree line. The rooftops would be below the top of the hill, Walls stated.

The other Commissioners had no questions. Kriz said he was happy to see this development, and Hamner called it a great project. Ritenour echoed those comments, and Link agreed.

Link asked if they would have to approve a landscape plan? Cailloux said they would, and Link

said he was glad to see they were trying to protect the golf course with landscaping.

Would there be any kind of road improvements at the intersection? Ritenour asked. Cailloux said they were not proposing that Naeco go all the way out to TDK, so most of the traffic would funnel out to International Drive and Dividend. There were no plans to expand, and a traffic study wasn't needed since this expansion wouldn't be happening all at once. The City Engineer had the authority to require one if it ever got to that point.

Ritenour said he had noticed increasing traffic there, and Cailloux said she would check the County Transportation Plan and see if anything was being considered for that area.

Howery again pointed out that day shift started at 6:45 a.m. and night shift at 6:45 p.m. It was offset to avoid traffic. They would not be bringing in a lot of truck traffic, either. The traffic was cumulative, though, Ritenour pointed out.

Ritenour moved to approve New Agenda item 23-07-04, Conceptual Site Plan, Gerresheimer Plant Expansion, 305 Naeco Way, with the Staff recommendations and conditions. Hamner seconded. Motion carried unanimously.

Cailloux asked who would like to be the representatives for Gerresheimer and MacDuff? Link volunteered for the townhomes, and assigned Reeves to Gerresheimer.

Workshop Items

None

They had four agenda items already for the July 24 meeting, Cailloux said. There being no further business, Link adjourned the meeting at 7:35 p.m.



Martha Barksdale



Michael Link