



Planning Commission

Regular Meeting Agenda
September 11, 2023 | 6:30 PM
Peachtree City City Hall

A quorum of the Peachtree City Mayor & Council may be in attendance.

I. Pledge of Allegiance

II. Additions or Deletions

III. Announcements and Reports

IV. Approval of Minutes

1. Planning Commission Meeting August 14, 2023

V. Public Hearing

1. PH-23-06 Rezone 2011 and 1999 Highway 54 W from OI Office Institutional to GC General Commercial

VI. Old Agenda Items

VII. New Agenda Items

1. 23-09-01 Building Elevations, Chick-fil-A, 1222 HWY 74 S
2. 23-09-02 Landscape Plan, Chick-fil-A, 1222 HWY 74 S

VIII. Workshop Items

Planning Commission of Peachtree City
Abbreviated Meeting Minutes
Monday, August 14, 2023
6:30 PM

Pledge of Allegiance

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

Additions or Deletions

Public Hearing item PH-23-04, Rezoning of 500 Kedron Drive, was withdrawn by the applicant.

Announcements and Reports

Link welcomed City Council Members Clinton Holland and Mike King.

Approval of Minutes

1. Planning Commission Meeting July 24, 2023

Hamner moved to approve the July 24, 2023, Planning Commission minutes. Ritenour seconded. Motion carried unanimously.

Public Hearing

- 1. ~~PH-23-04 Rezoning of 500 Kedron Drive from GR-10, Residential, to OI, Office, with a Conditional Use Permit for a Cell Tower. Request Withdrawn by Applicant~~**
- 2. PH-23-05 Annexation and Rezoning for 52 acres located at the end of Stagecoach Road and along Spear Road from unincorporated Fayette County A-R zoning to Peachtree City E-R and LUR zoning.**

Link read the protocol and opened the public hearing.

Cailloux said she first wanted to give an overview of the annexation process. It was a two-step process. City Council approved step one in May, and tonight the Planning Commission would discuss and make a recommendation on step two. Step one was mandated by a City ordinance that required Staff to look at the request for compatibility with Comprehensive Plan policies. Council then voted whether the request could proceed or be denied; if allowed to proceed, the applicant had a year to follow through with step two.

Step two was regulated by multiple City and State ordinances, Cailloux continued. There were several ways to request annexation. The 100% method said property

owners could make the request if there were no registered voters living on the property. If there were registered voters, at least 60% of them would have to sign the annexation petition. There were methods to annex unincorporated islands, and there were possibilities for annexation through a referendum or by act of the General Assembly. Each method had a different process and set of rules.

The request they were considering tonight was using the 100% method, and Cailloux listed the required steps, noting they all had to be done within 60 days of Council accepting the application, but not in fewer than 30 days. The City had five days to notify the County, then the County had five days to respond and let the City know if they had facilities on the property. The County had 15 days to request a meeting and, if they wanted to object, they had to do it within 30 days. Council could not make a decision within that 30 days, but the Planning Commission could hold a public hearing, and that was what was happening tonight. Cailloux noted that if the County objected, the issue would go to the Department of Community Affairs for an arbitration process that also was very regulated by time. She was optimistic it wouldn't come to that, though, noting they had received some comments from the County in the last week.

An aerial photo showed the location of the property near the northeastern part of the city. Cailloux indicated the new Booth Middle School, then the properties that were asking to annex in and develop as residential. Cailloux pointed out Stagecoach Road and Spear Road on the site plan, along with a tributary of Camp Creek that ran through the property.

She indicated two lots they were asking to zone Estate Residential (ER), noting they could have a maximum of four lots since the lot size was a minimum of three acres. Across the creek, they were looking to create a 21-lot subdivision on 39.6 acres zoned as Limited Use Residential (LUR). Cailloux indicated green space and an access easement to adjacent property. One lot backed up to Spear Road, but there was not a road connection. She said during the step one discussion, Council indicated they wanted the property accessed only via Stagecoach.

The property was currently zoned Agriculture-Residential (A-R) in the County, which called for five-acre minimum, and next to R-72 land, which had a three-acre minimum. Crossing over into Peachtree City, Hyde Park Phase I was an LUR with minimum 1.5-acre lots. There was more ER along Carriage Lane. Schools and churches were allowed in any zoning district, she remarked.

The Future Land Use (FLU) map showed a designated environmentally sensitive area in the County, which Cailloux said meant the property owner needed to be aware that there were environmental issues, not that they couldn't develop the land. The annexation property was planned in the County for Rural-Residential for three-acre lots. Moving into the City, there was single-family low density (SFL), with lots one acre or larger. Cailloux said SFL was the lowest density in the FLU, and that was what the annexation property would fall under. Other nearby properties

were earmarked for single-family medium (SFM) with minimum quarter-acre lots, and the school and church were community service (CS).

The County had submitted a few comments already. One mentioned there might be an opportunity to extend Stagecoach to Ebenezer Road in the future, and the other said they did not see a negative impact on the County from the annexation. The County Commission would hear this at their August 24 meeting, so they had not made an official decision, but County staff had indicated there was no impact and recommended the Council to not object.

Step two asked Staff to look at the impact of annexation on public services. Fayette County water was available, and if the diameter of the pipe needed to be increased, the developer would shoulder that cost. Sewerage would be provided by individual septic systems on each lot, approved by the Fayette County Health Department. Both the Police and Fire chiefs said this request would have no impact on their ability to provide services.

Next, Cailloux talked about roads, showing what the developer had proposed. However, Staff suggested that Stagecoach Road be moved north, allowing it to be continued if adjacent properties were developed in the future. They were not saying development would happen or supporting it, but just wanted to leave that option open. All roads in the development were required by ordinance to be built to Peachtree City standards, as would the paths. There would be a path to connect to Hyde Park and to the middle school.

The Comp Plan policy suggested that environmentally sensitive lands should be separated out from individual lots, but the proposed conceptual site plan did not meet this standard because the floodplains were incorporated into the proposed lots. However, the applicant's narrative stated they would be open to dedicating this land to the Southern Conservation Trust (SCT). She suggested the Commissioners ask the applicant about this. Pulling that land out could have a big impact on the size or number of lots.

The Comp Plan included a policy of encouraging aging in place, working from home, and multi-generational housing. While that wasn't usually done through zoning, an LUR allowed them to request certain conditions, so Cailloux suggested the Commission consider requiring a ground floor bedroom and bath in each of the LUR homes. Another condition in all LUR districts was a requirement for low maintenance siding.

Staff created a land use fiscal impact model every year, Cailloux explained. It was not to be used to evaluate the impact of specific developments; it looked at what it cost to provide services in the city overall and what property tax value was needed to recoup those costs.

They considered all of the acreage in the city, categorized it by land use, along with

the number of dwellings in the city, then used the current budget to figure out that the average cost of providing services to a dwelling unit was about \$1,379. That would be the tax bill for a dwelling unit valued at about \$570,000.

There was another way to look at this. Land was a limited resource. So if you looked at it per residential acre, a \$1.8 million fair market value would be needed to recoup the \$4,455 cost of providing services. She explained the disparity in numbers by saying most of the homes in Peachtree City were on lots smaller than half an acre, so it took 2.25 homes to equal one acre in the calculation.

They also calculated projected tax revenue, considering the impact of the property moving from the County to the City. Homes in the City did not pay taxes for County fire or EMS. However, they did pay school and County taxes, in addition to the City taxes. The loss of fire and EMS revenue would probably be balanced by not having the obligation to serve those areas, Cailloux stated.

She reminded everyone that the Planning Commission was a recommending body; City Council would make the final decision. If the Planning Commission did vote to recommend approval, Staff had proposed some conditions to be attached:

- Stagecoach should be built as a Village Connector with no lots fronting it. Environmentally sensitive lands should be platted separately and deeded to a non-profit, homeowners association (HOA), or the City.
- 50-foot landscape buffer be saved along Spear Road.
- LUR must have a maximum of 21 lots with a minimum size of one acre in order to meet the SFL FLU designation. The minimum lot width would be 35 feet or 100 feet in the cul-de-sacs.
- The building setbacks in the LUR must be 50 feet in the front, 15 on the side, and 30 on the rear.
- Low-maintenance siding and architectural details on the sides facing a public street must be utilized.
- All homes must have a ground floor bedroom and bathroom.

Link asked about the recommendations shown on the slide, and Cailloux said she had condensed them from the 13 recommendations she included in her written report.

Reeves asked if the property owner had to get agreement from all other property owners in the area for the 100% method? Cailloux said the property owner in this case was the same entity. There were three LLCs, but behind them was the same property owner. Were the property owners in the nearby R-72 area of Fayette County involved? Reeves continued. No, said Cailloux; they were not within the requested area and would not be annexed if this was approved. Reeves confirmed that the same was true for the property owners on the Peachtree City side.

Had a traffic study been conducted? Reeves wondered, and Cailloux said it was not because the trigger for a traffic study was 100 peak trips per hour, which was along the lines of a major industrial development. She could ask the City Engineer to create a trip generation memo using data from the Institute of Transportation Engineers.

Ritenour mentioned signaling problems at the intersection on SR 54 at Carriage Lane and Walt Banks Roads. Left turns from those roads were especially problematic. Had there been any additional discussions with the State?

Cailloux said they did something to the signal before school started. She had heard it was working and pledged to follow up on that, and get that information. The land right now in the unincorporated County was zoned AR, Hamner noted. What uses were permitted under that zoning? Cailloux said it could be residential with a five-acre minimum lot, but it could also be any kind of agricultural use, including timbering. Could they clear cut the trees? Hamner asked, and Cailloux said they could.

Kriz noted they could build homes in the County with larger lot sizes. Could the County extend Stagecoach Road without Peachtree City's approval? Yes, Cailloux said, noting that the County mentioned it in their response so she wouldn't be surprised if they pursued it in the future.

Kriz said he didn't mean extend Stagecoach to Ebenezer, but connect it to Peachtree City. Cailloux said Peachtree City was in the process of getting a dedicated right-of-way along Stagecoach that would go to the end of the school property. If the County wanted to build a road past there, there was nothing Peachtree City could do to stop it.

Link called up the applicant. He also welcomed Council Member Phil Prebor to the audience.

Attorney Rick Lindsey represented the applicant, Hyde Park Properties II LLC. The owners, Mike and Michael Hyde, were present as well. Lindsey went over what Cailloux had stated: they were seeking annexation of 52 acres for a 23-lot development. Two of the lots would be ER and about seven to eight acres, while the other 21 would be on the remaining 39 acres.

He said he had talked with Cailloux about the environmentally sensitive area, and his client had been in discussion with SCT about deeding that property to them. If that occurred, all the lots would still be larger than one acre. If approved, the property to the west of the creek would be zoned ER, and the other side would be LUR, subject to the conditions Cailloux had outlined.

The homes would become part of the Hyde Park HOA. The multi-use path planned for the northern side would be built to City standards, Lindsey continued. Homes in

the LUR would all be about \$1 million each, while they would have to see what the market would bear for the ER homes, which would be very large, he remarked.

They had talked with the School Board and the SCT about continuing to allow the school to use the protected wetlands for the middle school's Project Adventure program.

It was a possibility to move Stagecoach Road to the north, Lindsey stated, but it was not as clear cut as depicted in Cailloux's description. Old Stagecoach Road, which was a dirt road, was not on their property; it was just to the north. He could understand the desire to move Stagecoach, but it would then be parallel with Old Stagecoach. The County and the owners of that property, the Davis family, would have to work that out. Their original plan meant the road would come straight from the school. However, they were amenable to discussing the change.

He noted they had reserved a 50-foot road easement along Kensington Court's northern cul-de-sac, so the County could bring access into the subdivision if desired. There was also a 50-foot access at the southern cul-de-sac on Kensington Court to allow for internal access to the adjacent property if it ever was developed in the future. He pointed out the Hydes did not own the property to the east and had nothing to do with it; it just seemed like good planning.

The lot at the far south did not have access to Spear Road, which was a request from Council at the step one hearing. It would have a long driveway through the adjacent lot to connect it through Kensington Court to Stagecoach Road.

Lindsey said they had tried to address the concerns and comments from Council, the Planning Staff, and the School Board to get access so they could build the bridge across the creek and extend Stagecoach onto School Board property. He also noted that the Police and Fire chiefs had said this development would have no impact on them, adding that he believed Peachtree City already serviced the property through the mutual aid agreement with the County.

Link opened the hearing to comments from the public. No one indicated they wished to speak in support. He told the speakers they would have up to five minutes and asked them not to repeat what others had said.

Jim Forestal said he was against more annexations. Traffic was already bad, and new developments set the stage for worsening it. He noted that the City had to raise taxes to cover services and maintain infrastructure. Annexations would increase the burden.

Randy Hough of Spear Road said he was against this because there had always been trouble when they deviated from the land use plan in place when he moved here in 1973. He said there should be a master plan for this and future annexations to prevent unintended consequences.

Larry Manwaring said he lived across from the school on Stagecoach Road. He moved to Peachtree City in 1976 and acknowledged he had seen many changes caused by development. He said it violated the good faith with citizens to ignore the original land use plan.

Brad Williams of Carriage Lane said he didn't have a problem with the density or the number of homes, but was concerned about building first and letting the infrastructure follow. He said he was familiar with the difficulty of crossing SR 54 at Carriage Lane and Walt Banks. There were handicap access ramps on all four sides of Walt Banks but no sidewalk for them to connect to. There was no infrastructure for cart access on Carriage Lane. Students were walking in the right-of-way on Stagecoach. Infrastructure needed to be a consideration before building. He asked what was next?

Linda Ellis said she was against all annexations. But if they did approve it, she wanted clear cutting the land and building in the protected area to be prohibited. She also said they should have to connect to Peachtree City's sewer system due to possible contamination of Camp Creek. Why wasn't there a mandatory greenbelt around this entire development and along the streets? Ellis asked. Who was going to establish guidelines for the two bridges? She again asked them to deny the request and let this be built in the County.

Suzanne Brown said this development could make a lot more money if Peachtree City annexed the land so he could build 23 houses rather than the 14 permitted under County zoning. Brown commented there was no legal basis to say a property owner was entitled to maximize their investment; they did have the right to use the property as zoned at the time of purchase. Hyde could submit a building permit request to Fayette County right now for 14 homes on three-acre lots. But he would make about a million dollars more if he could be annexed into Peachtree City and building 23 homes.

She pointed out that residential property generated less in taxes than it cost in services. Taxes would have to be raised because they lacked industrial revenue in Peachtree City. She said this annexation benefitted the developer but not Peachtree City, and it should be denied. Brown went on to mention they were leaving easements for access to adjacent parcels; was he planning to develop them and ask for future annexations? She also disliked the lack of access to Spear Road and the plan to build a covered bridge over Camp Creek, saying that would impede emergency vehicle traffic.

Ronnie Raines said he objected to this annexation, and Pam Howland was concerned about traffic, especially construction traffic along Carriage Lane. Steve Ballas cautioned them to be careful in approving growth. Nick Roth stated he believed the adjacent 187 acres would be next for development, while Linda Manwaring expressed concern about traffic, especially with the school in the area.

There were no further comments, and Link closed the public hearing.

Kriz asked Lindsey if they were agreeable to the condition of separately platting the environmentally sensitive land? and Lindsey said they were. Kriz asked him to elaborate on their tentative agreement with SCT. They had talked to SCT about deeding the land to them, and SCT's interim director had expressed interest in that, Lindsey stated. They were a conservation and education group and would protect the land for future generations, he told Kriz.

Did the Hydes have an interest in expanding in any direction? Kriz inquired. No, Lindsey replied. That property belonged to the Davis family, and they had no connections or options. He emphasized they wouldn't be building roads to that property, just leaving room for future connections if they ever wanted to be annexed in. They would have to follow the same procedures as the Hydes were doing now, but having planned for that connection would be a benefit to the City. If nothing ever happened, it would be 50 feet of green space.

Kriz asked Cailloux about Council's object to the connection to Spear Road. She said the concern was that Public Safety would have to leave the City, go into the County, then come back into the City to serve this area if the connection was through Spear Road and not Stagecoach. The applicant could clarify this, but she believed there was a deed restriction that prevented a connection from Spear to Stagecoach.

Were there City ordinances that talked about a buffer on the school side of the road that abutted the school property? Cailloux said there was no transitional yard buffer required between these uses. That only applied to Commercial and Office, but it could be a condition.

Why were they not tying into sewer? Ritenour inquired. Lindsey said there was no connection within 200 feet. It was on the school property, and Cailloux said it was private sewer. If the County ever wanted to tie Stagecoach into Ebenezer, could they tie into a City street? Cailloux said they could. He asked about the size of the ER homes and was told 4,000 to 5,000 square feet.

Link asked about discrepancies in information from the County. Cailloux said it was Rural Residential 3, which meant three-acre, not two-acre, lots. The previous land use for the County was two-acre minimum lots, but they increased it in the last update. The environmental mapping was based on Federal mapping, and the County knew it was not accurate. On the ground surveys would be needed.

Link again wondered about the talks with SCT, and Lindsey said the SCT Board would have to approve any agreement, but they were open to transferring the property. If something couldn't be worked out with SCT, the property could be owned by the HOA or deeded to the City.

Johnston wanted to know the main objective in pursuing the annexation. Lindsey explained the Hydes had developed Hyde Park just to the north, and the properties were purchased over a 28- or 30-year period with the idea that it would all be part of one development. He also pointed out that the residents would be getting Peachtree City's Police and Fire services, so it made sense to have them paying taxes to the City.

Reeves asked Cailloux what was the difference in a master plan and the Comprehensive Plan? There was none, Cailloux said, explaining that master plan was the term used in the 1970s and '80s before the State adopted a law requiring a Comprehensive Plan. To comply with the law, Peachtree City began calling the master plan a Comprehensive Plan.

The last annexation study was done in 2014, Reeves observed. Were there plans to update it? It was on the list for Council to consider in the next five years, Cailloux replied, but they had not budgeted for that.

Reeves asked how they arrived at the one-acre lot size from the Rural Residential 3? The State did not allow cities to plan for anything outside their jurisdiction, and that meant when there was an annexation request, they didn't already have a FLU for that property. Cailloux said all they could do was see which existing category applied, and the lowest density they had was SFL, which was lots of one acre or larger. The 1985 plan had a policy of stepping down in density as you got to the edges of the city, and she noted that the smallest lot in Hyde Park was 1.5 acres, so this did follow that pattern.

Reeves also asked for an explanation of the term "creating an island" and did it apply to lots one and two? Cailloux explained that was a situation where a piece of the unincorporated County was completely surrounded by a City. They were not creating an island here.

Link asked if the Commissioners had comments. Kriz said he understood there was a demand for housing, but traffic was a concern. As had been mentioned, the developer could build these homes in the County with larger lots and connect to Stagecoach Road without annexation.

He noted he was not a voting member, but if the rest of the Commission favored annexation, Kriz said he thought all the Staff conditions should be accepted. He also thought the minimum lot size should be increased to at least 1.5 acres or more in order to align with the adjacent neighborhood. He also thought the environmentally sensitive land should be deeded to the City or the SCT. He wanted a buffer between the road that came down next to the school and the cul-de-sac and also a connection to Spear Road. Kriz added he recognized the need for housing, but wanted consideration of the surrounding neighborhood.

Hamner's only comment was that there was a plan for annexation adopted in 2014,

and this was not part of it. Ritenour remarked that he was not opposed to annexation, but it had to be carefully planned and thought out. Growth could be good, but it had to be controlled. He went back to a comment from a citizen who said infrastructure should be in place before new building. Ritenour said he had lived in several cities where building never caught up to infrastructure. Other issues included traffic around the school. Carriage Lane provided the only way in and out. He thought there should have been an agreement with the State to improve signaling before the school even opened. Ritenour said he liked the idea of tying into Spear and hoped there was a way to work around the deed restriction to provide a secondary entrance and exit and alleviate some of the traffic issues.

Ritenour also mentioned support for the land being deeded to the SCT. He was disappointed they couldn't tie into sewer. There was nothing stopping the developer from putting homes in, even if the land remained in the County. There was nothing stopping the County from tying into Stagecoach. If it was annexed, the City could impose their rules and ordinances to limit some of the negative impacts that could happen.

Link said he also was not opposed to annexation, but traffic was a concern, and they needed a connection to Spear Road. He did not like the idea of expansion without infrastructure. While City services could handle this, could they handle much more expansion? He agreed that they needed more housing options, but development needed to be thought out to lessen any negative impacts.

Growth was inevitable, Johnston remarked, but they needed to fix some of the current problems, mainly traffic, before adding more development. Reeves said there was not much more she could add. She was in favor of housing options, but she was more in favor of a plan. Comprehensive plans, traffic studies, and annexation plans should be followed. They might want to consider lowering the threshold for requiring traffic studies.

Link again reminded the audience that their vote was just a recommendation to City Council.

Ritenour moved to recommend denial of Public Hearing item PH-23-05, Annexation and Rezoning for 52 acres located at the end of Stagecoach Road and along Spear Road from unincorporated Fayette County A-R zoning to Peachtree City E-R and LUR zoning. Reeves seconded. Motion carried 5-0.

Old Agenda Items

None

New Agenda Items

1. 23-08-01 Conceptual Site Plan, Hoshizaki Expansion, 618 S HWY 74

Hooks said Integrated Science and Engineering (ISE) had submitted a conceptual site plan for a warehouse addition at the Hoshizaki manufacturing facility. The

property was on SR 74 just south of TDK Boulevard and was zoned General Industrial (GI). The proposed warehouse would be two levels of about 60,000 square feet each, bringing the total square footage of the facility to 384,562 square feet.

The new warehouse would be north of the existing building, connected by an enclosed passageway for forklifts. The upper floor would be at the same level of the existing building. Loading would take place from the lower level where the grading of the property was naturally lower, so it wouldn't appear to be two stories from SR 74, Hooks remarked.

The warehouse would sit atop what was now a parking area, and that parking would be relocated to a new lot in the rear with additional parking near the front entrance. The property currently had 529 parking spaces, and the proposal was to maintain that number. This was more than required.

A new circulation road was proposed off the northern property entrance drive with a direct path around the existing parking area for truck access to the loading area behind the new building. That would eliminate some of the existing tree buffer, but still maintain more than the required 60-foot buffer. This property was along a major thoroughfare, so an architectural review would be required.

Hooks said Staff believed the proposed plan met City ordinances and recommended approval.

ISE's Jason Walls represented the applicant, reminding them this was a project they had brought to them about a year ago. At that time, the warehouse was where the new parking was and the parking was where the building will be now.

Johnston asked how many employees they had. A Hoshizaki representative said about 380, and that was for shift work, so they weren't all there at one time. The warehouse would add about 20 or 25 people, and they planned to grow and hire more each year. Currently, he said, they were using warehouses in Griffin and Jonesboro, and this would bring it all back to Peachtree City.

Johnston asked Staff about the statement in the report that four loading docks were required, with six new docks proposed. Why six? Hooks said that's what Hoshizaki felt they needed. The representative said they currently had six and wanted to go ahead and add six to the new building in anticipation of growth. All receiving would be in the north end, with shipping on the south end. That flow was why they flipped the plan, he said. Hooks added that the ordinance required a minimum of four docks.

Would this be a sufficient number of parking spaces? Kriz asked, and was told they had more than what they needed right now.

Hamner said he was always glad to see industrial growth.

Johnston moved to approve New Agenda item 23-08-01, Conceptual Site Plan, Hoshizaki Expansion, 618 S HWY 74. Hamner seconded. Motion carried unanimously.

2. 23-08-02 Conceptual Plat, Mill Farms, 2443 Redwine Road

Cailloux told the Commission this should look familiar to them. City Council had approved the rezoning of Mill Farms subdivision to LUR but, because they changed the setbacks, the conceptual plat had to come back to the Planning Commission. Staff had reviewed the proposal against the ordinances as well as the conditions Council imposed for LUR approval.

They were allowed 74 lots of at least 12,000 square feet each. There were minimum width requirements on all those. The front setback was 25 feet on all lots, the side setbacks were allowed at five feet except for the lots adjacent to existing subdivisions, where the side setback would remain at 10 feet. Rear setbacks would be 20 feet except for those lots bordering other subdivisions, where they would be 30 feet. The plat satisfied all these conditions.

The multi-use path condition was satisfied, with the plat showing connections to the north and the south. The required buffer on Redwine was shown, and Cailloux mentioned the County had taken additional property from the right of way so that technically reduced the buffer, but the land was still there—it had just changed ownership.

The final condition was that floodplains and buffers not be in the buildable envelope. Although this plat indicated flood plain buffers on several lots, Cailloux said the buffers would go away when the property was developed, per the Corps of Engineers permit.

Staff was of the opinion that this conceptual plat met all the requirements of the City's development ordinances as well as the conditions of the LUR zoning and recommended approval.

Sean Shanks of Moore Bass Consulting was there on behalf of the applicant, Jeff Lindsey Communities. He said they had no issues with the conditions. The Commissioners had no questions, but Kriz commented that he didn't like to see a development of this size with no amenities. There was no park and no pool. Residents would have to leave the community for recreation, which created more traffic. Kriz stated he knew they weren't looking at that tonight, but thought it should be a consideration for developments of more than 60 homes.

Johnston moved to approve New Agenda item 23-08-02, Conceptual Plat, Mill Farms, 2443 Redwine Road. Hamner seconded. Motion carried unanimously.

3. 23-08-03 Building Elevations, Sherwin-Williams, 1110 Crosstown Court

This Sherwin-Williams was going into the former Pizza Hut location at 1110 Crosstown Court at the intersection with Crosstown Drive, across from the Braelinn Village Shopping Center, Hooks stated. It was zoned General Commercial (GC). Because Crosstown Drive was a major thoroughfare, the building was required to follow the architectural standards in the ordinance. She explained the orientation of the building and how she used color to indicate where there was brick on the building. The proposed color palette was neutral to blend with the natural surroundings. It was 100% brick on three sides, except for the roof gables, and Hardi lap siding above the brick base on the rear wall.

The front entrance was accentuated by a gabled roof with board and batten siding over the entry doors. There was a covered area for patrons, and side windows and clerestory windows over the doors provided additional natural light inside the store, while a dormer window provided visual interest. The facade facing Crosstown Drive looked similar to the entrance façade, Hooks stated.

She said Staff felt the elevations met the City's standards and ordinances and recommended approval.

Tom Webb said he was the developer and owner and introduced his son Jackson. This would be the 53rd Sherwin-Williams he had developed. He said Sherwin-Williams had changed their color palette in the last five years to be more earth-toned and neutral. Jackson Webb presented material samples to the Commission. Johnston asked if the sign would be visible from Crosstown Road. Webb said the main entrance faced Crosstown Court, and that's where the sign would be located over the door. Cailloux said sign permitting was a separate process.

Was this a totally different color scheme than Sherwin-Williams on SR 74, Johnston wondered, and Webb said there was very little difference. Was there an upstairs, she continued, and Webb said there was not; the dormers were for appearance only.

Reeves moved to approve 23-08-03 Building Elevations, Sherwin-Williams, 1110 Crosstown Court. Ritenour seconded. Motion carried unanimously.

4. 23-08-04 Building Elevations, Warehouse, 782 S HWY 74

Davis Building Company had submitted elevations for a warehouse on SR 74 South, across from Cooper Lighting. The property was zoned G1. Hooks explained the design proposal was for a mix of brick, EIFS, and metal siding with a color palette of white, gray, and a dark brick.

The architectural guidelines in the ordinance said that blank walls that could be seen from the street should have offsets, jogs, or other distinctive changes in the building façade. The proposed design of the front façade facing SR 74 included

emphasis on the building entry, with a brick surround and ground level windows. Hooks remarked that a canopy gave the entry a human scale.

The remainder of the front façade, she went on, was broken into 25-foot sections that alternated between the dark brick and the white EIFS. High windows accented the EIFS sections. The brick wrapped around the corners to the sides of the building for about thirty feet, then the materials alternated between vertical and horizontal metal siding in white and gray. There was a three-foot dark brick base along the side facades. The rear façade was all-white metal siding.

Per the ordinance, front façades should be at least 80% brick and/or stone, and side facades should be at least 50% brick and/or stone. There was no rule for rear façades. Hooks stated that the building was proposed to be 57% brick on the front, and 20% brick on the sides.

The design guidelines called for unobtrusive structures that would blend harmoniously with the natural surroundings. Sec. 728 of the Land Development Ordinance (LDO) stated that façade colors should be low reflectance, and subtle, neutral, or earth-tone colors. Staff recommended that if the Planning Commission approved these elevations, the applicant should work with the Planning Department to choose an alternative color for white that had a lower reflectance, such as off-white, ivory, or gray.

The LDO also listed building materials that should not be used on the exterior of a building exposed to public view. Before continuing, Hooks said she wanted to point out some of the adjacent properties. To the south was the Air Traffic Control facility that was not open to the public and had a substantial tree buffer along the side property line. There was a large industrial building on the north side, and the rear of this parcel backed up to the rear of another industrial parcel. She continued with the ordinance, saying it stated that metal without a masonry base should not be used on a façade exposed to public view. The warehouse would have a brick base down the full length of both side facades, plus the brick wraparound on the front corners. The rear did not have a brick base, but Staff felt it was not exposed to public view and therefore met the requirement.

That same section of the LDO mentioned that materials of a mill finish, or non-colored, aluminum metal windows or doorframes should not be used on façades exposed to public view. Here, the front windows and entry door were proposed to be clear anodized aluminum without color. If approved, Staff recommended the front windows and doors be painted to match the canopy.

The applicant did address the "shall" statement in the ordinance of not having a blank wall facing a street, and the proposal called for a brick wrap and base for the metal siding where the building might be seen by the public on the side façades, Hooks reported. However, the proposal did not satisfy all the "should" statements in the ordinance and the proposed color did not blend with the natural

surroundings. Therefore, approval or denial of Agenda item 23-08-04 was at the discretion of the Planning Commission, she noted.

Should the Planning Commission approve the building elevations, Staff recommended the following conditions be considered for adoption:

1. The applicant shall work with Staff to select an alternate color for white that has a lower reflectance, such as off-white, ivory, or gray.
2. The windows and doors on the front facade shall be painted to match the entrance canopy.

The co-applicants were John Tiernan, who was the developer, and Peter Fejfer of SP Meditec, who said they were excited to be part of Peachtree City and ready to get to work. Tiernan explained that this would not be a warehouse; it was a manufacturing facility and would be the headquarters for SP Meditec, a Danish company that made a variety of molded products.

Johnston asked if the change to manufacturing facility from warehouse had any bearing on these elevations and Cailloux said it did not.

Link asked the developer why they did not meet those “should” statements regarding materials. Did he not understand that, while not required, it was what they liked to see? If he did, then why did they come in with percentages far less than that?

Tiernan said he thought mixing the materials would give the building more interest. There were several buildings on SR 74 that were finished in a concrete panel and this was a similar finish, he stated, with more of an industrial look.

Historically, Link told him, this Commission had wanted applicants to stick to that standard. They had held a lot of folks to that because they wanted buildings to look a certain way.

Ritenour noted, too, that they had asked developers to stick to the ordinances. He said he didn’t think the color scheme was bad, but asked why didn’t they stick with the earth tones. Tiernan commented that he would have no problem working with Staff on the colors.

Kriz asked if he had any objection to adding a footer in brick to the back of the building. Tiernan said he could do that if they wanted, but he would rather spend the money where it would be seen and have the biggest impact. No one from the public would be in the back of the building, but they could add brick and a water table to the front.

Reeves and Johnston had no comments. Link said this building just didn’t do a lot for him; it wouldn’t catch his eye as he drove down SR 74. There were plenty of nice-looking buildings of this type on 74, and this wouldn’t stand out.

Ritenour remarked that he would like for them to move back to the earth tones. He thought they should stick to the ordinances as they had required other builders to do. Tiernan said they were happy to work with Staff on the colors. Hooks said they had brought some brick samples.

Link told the Board they had three options: table, deny or approve with the recommended conditions.

Hamner said he liked the building, but he, too, felt they needed to comply with the ordinance and was glad to hear they were willing to work with Staff. Like Link, Kriz said this building didn't do a lot for him. Overall, though, he was pleased to have them in the city.

Johnston moved to approve New Agenda item, 23-08-04 Building Elevations, Warehouse, 782 S HWY 74, with the condition they work with Staff on the colors as requested. Hamner seconded. Motion carried 3-2 with Hamner, Johnston, and Reeves voting in favor, and Link and Ritenour voting against.

Cailloux said they needed a representative from the Planning Commission to work on this project. Staff would work with the developer on the color scheme, but the representative would have to okay it as well.

Workshop Items

None

Hooks said the next Planning Commission meeting would be September 11, with Cailloux adding there would be two public hearings.

Hamner was appointed as the representative for the MediTec project.

There being no further business, Link adjourned the meeting at 8:56 p.m.

Martha Barksdale

Michael Link

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Planning Commission

FROM: Robin Cailloux, Planning Director 8/31/2023

DATE: September 11, 2023

SUBJECT: PH-23-06 Rezone 2011 and 1999 Highway 54 W from OI Office Institutional to GC General Commercial

Recommendation:

Staff is of the opinion that the proposed rezoning does not meet a majority of the criteria for rezoning and does not recommend approval. However, should the Planning Commission recommend approval of the request to the City Council, staff recommends the following conditions:

- There shall be no vehicular access from these tracts to or from Sumner Road.
- A 25-foot undisturbed landscape buffer shall be preserved along Sumner Road. Additional evergreen landscaping may be required to create an evergreen buffer.

Discussion:

The property owners of 1999 and 2011 Highway 54 are requesting rezoning from OI Office Institutional with conditions to GC General Commercial. They propose to redevelop both properties into a single commercial car wash. See the Zoning Map and the applicants' conceptual development plan attached at the end of this memo.

The properties are single-family homes that were repurposed to offices. Both properties have frontage along Highway 54 and Sumner Road. They were annexed into Peachtree City in 2013, along with properties up to the Peachtree Professional building on the northwest side of Highway 54. When the properties were annexed into the City, they were zoned to OI with conditions that prohibited driveway access to Sumner Road.

In addition to the conceptual site plan, the applicants have provided a Narrative and a Trip Generation Memo, both of which are attached at the end of this memo.

Evaluation Criteria:

Per Section 1304 of the Zoning ordinance, City Council shall consider the following factors, where relevant, when evaluating a proposed change to the zoning map:

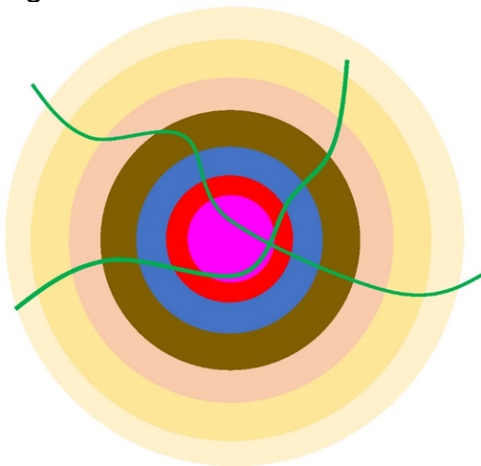
1. *Whether the zoning proposal is in conformity with the policy and intent of the land use plan;*

2. *Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;*
3. *Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;*
4. *Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned;*
5. *Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools;*
6. *Whether there are other existing or changing conditions affecting the use and development of the property which give supportive grounds for either approval or disapproval of the zoning proposal.*

Comprehensive Plan and Future Land Use Map

The Comprehensive Plan states that the land uses within a Village Center should follow the 'step-down' land use model, which places the most intense land uses (commercial and mixed-use) in the center and then gradually decreases land intensity outwards. This model buffers low-density residential uses from high intensity uses such as commercial.

The graphic below depicts the step-down land use model. Commercial (red) and Mixed-Use (pink) are located in the center. Then Office (blue) and Multi-Family Residential (dark brown) step the land use intensity down. The lowest-intensity land uses of residential are located on the outer rings, shown in various shades of beige. The lowest-intensity land use is Single Family Low (shown in lightest beige). The multi-use path system and greenbelts are shown as green lines connecting all land uses together.



The Comprehensive Plan states that commercial, mixed-use, office, and multi-family residential uses are appropriate land uses within a Village Center. The attached Future Land Use map shows that the properties are located within a Village Center and have a Future Land Use designation of Office. While the requested commercial use is appropriate within a Village Center, the Office designation on the Future Land Use map is a response to the low-density residential located across Sumner Road. As depicted

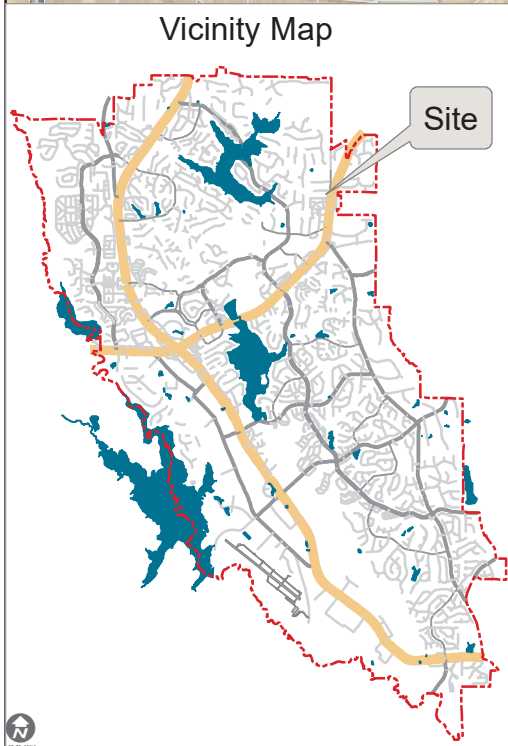
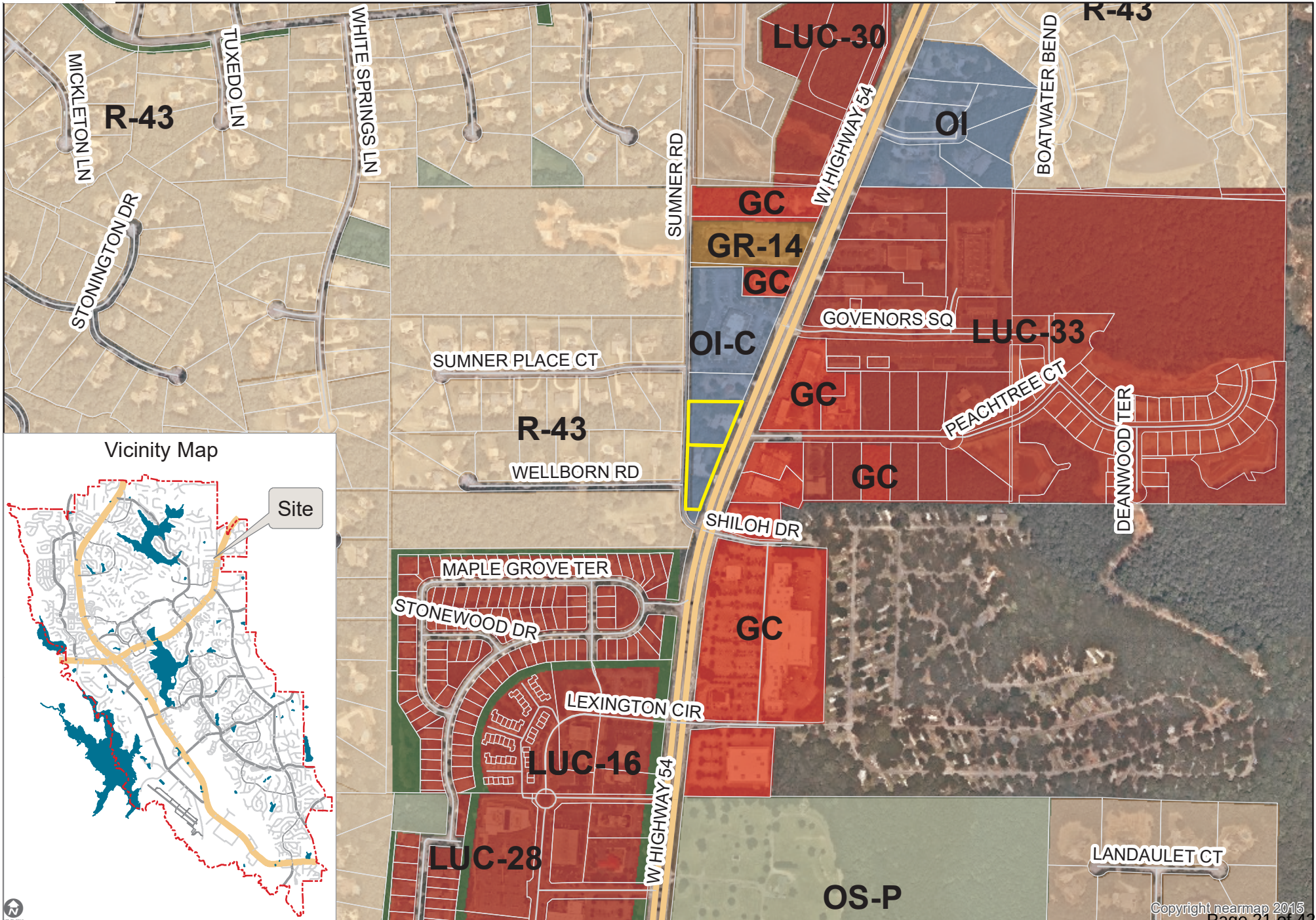
in the step-down land use model, the proposed office use on these properties buffers the low-density residential on Sumner Road from the commercial uses on Highway 54.

Budget Impact:

There are no budget impacts associated with this item.

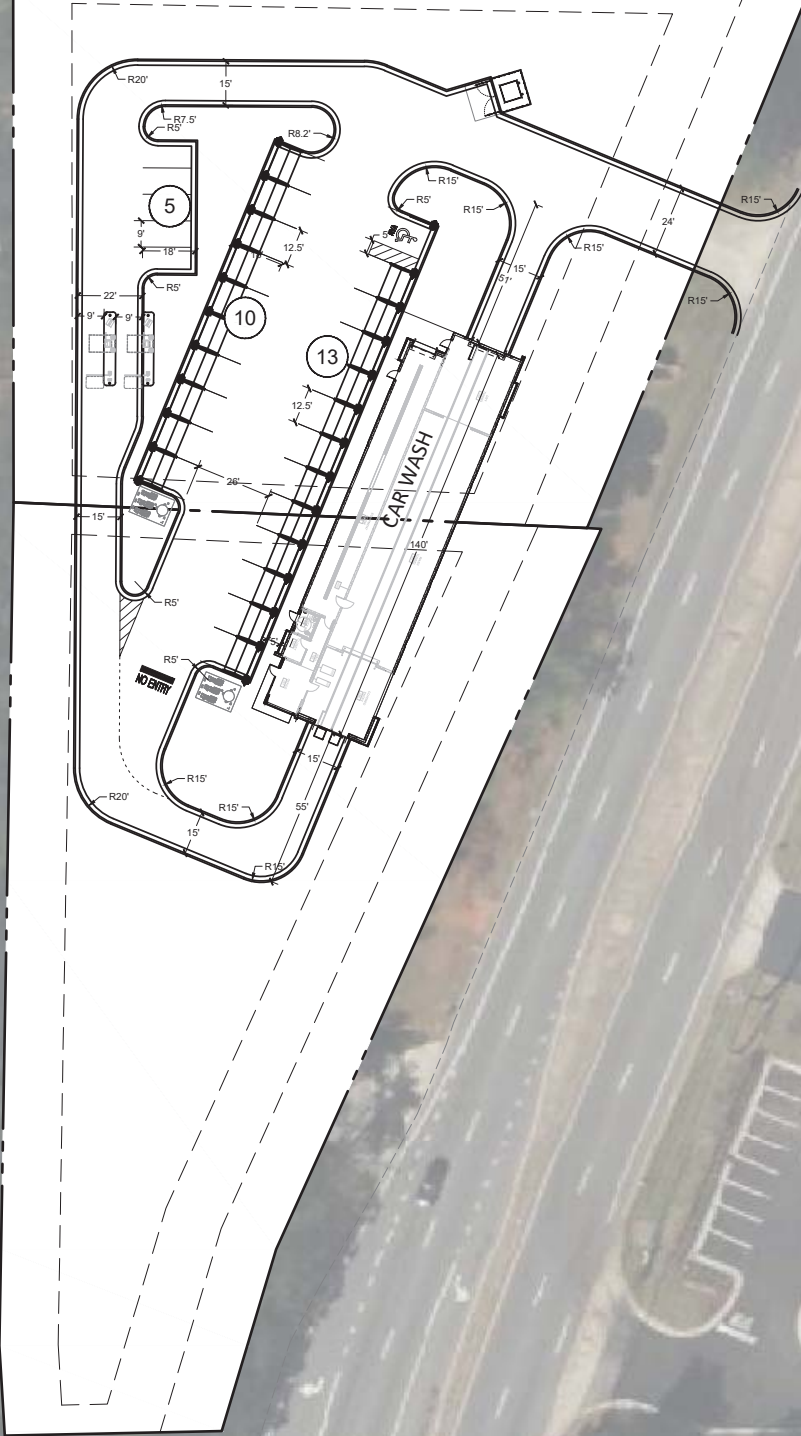
Attachments:

1. Zoning Map
2. Site Plan
3. Applicant Narrative
4. Trip Generation Memo
5. Future Land Use Map



Monday, July 17, 2023 06:35:59pm (x4)PC24
Project: 23302 - Highway 54 Foamworks
Drawing: 23302-CP1-17-23.dwg [CP1]
User: jay@civilogistix.com

NOTE: THE PREPARATION OF THIS SITE PLAN IS BASED UPON INFORMATION READILY AVAILABLE DURING THE DILIGENCE PROCESS AND SHOULD NOT BE RELIED UPON FOR ZONING ENTITLEMENTS. ZONING, LEGAL ENTITLEMENTS AND AN ALTA SURVEY SHOULD BE REVIEWED BY AN ATTORNEY.



VICINITY MAP

GENERAL NOTES

1. PROPERTY NEEDS TO BE REZONED FROM O-I (OFFICE) TO GC (GENERAL COMMERCIAL).
2. PROPERTY HAS "OTHER" SPECIAL REQUIREMENTS BASED OFF CURRENT ZONING.
3. PROPERTY MAY REQUIRE BIGGER BUFFERS THAN CURRENTLY SHOWN, FURTHER RESEARCH REQUIRED.

Level 1		
	Existing/Req'	Proposed
Zoning	O-I	GC
Use Allowed	No	Yes
Use Specific Req'	No	-
Flood Zone	N/A	-
National Wetlands Inventory	N/A	-
Overlay District	N/A	-
Foamworks	-	5457 SF
Parcel A	-	.98 AC
Parcel B	-	.97 AC
Total Site Area	-	1.95AC
Building Setbacks	-	-
Major	75'	40'
Minor	-	-
Side	10'	10'
Rear	20'	20'
Landscape Strips	-	-
Major	20'	-
Minor	20'	-
Side	-	-
Land Use Buffers	-	-
Environmental Buffers	-	-
Level 2		
	Existing/Req'	Proposed
Parking Ratio	1/ EMP	-
Parking Spaces	-	5
Vacuum Spaces	-	23
Parking Size	9'x18'	-
Compact Parking %	-	-
Loading Space	N/A	-
LS - Open Space %	-	-
Minimum Lot Size	-	-
Minimum Frontage	-	-
Adjacent Zoning North	GC	-
Adjacent Zoning South	O-I	-
Adjacent Zoning East	Hwy 54	-
Adjacent Zoning West	Summer Rd.	-
Water Sewer Proximity	-	-
Overlay Requirements	-	-

SCALE: 1" = 30'



PRELIMINARY SITE PLAN

HWY 54 FOAMWORKS
1999 GA-54
FAYETTEVILLE, GA 30215

CP1

23302

JULY 17, 2023

REVISIONS

APPLICANT NARRATIVE

Steven L. Jones | Partner
Direct Dial: 678.336.7282
Cell Phone: 404.218.275
E-mail: sjones@taylorench.com

July 31, 2023

VIA EMAIL: RCailloux@peachtree-city.org

Ms. Robin Cailloux, Director
Peachtree City, Georgia
Planning & Development Department
153 Willowbend Road
Peachtree City, Georgia 30269

Re: 1999 Highway 54, Fayetteville, Georgia 30214; Fayette County Parcel Identification Number: 0719 033 (the “Bost Property”); 2011 Highway 54 West, Fayetteville, Georgia 30214; Fayette County Parcel Identification Number 0719 032 (the “Paletta Property” and collectively with the Bost Property the “Property”); and Applications for Rezoning the Property (collectively, the “Application”).

Dear Ms. Cailloux:

This letter serves to convey to the Planning & Development Department (the “Department”) of the City of Peachtree City, Georgia (the “City”), and as the report/letter of intent (the “Report”) for, the Applications.

The Applications seek to rezone the Property for a Foamworks Auto Spa (“Foamworks”), a class-A owner and operator of car washes. Foamworks refers to its locations as Auto Spas because Foamworks aims to provide a more luxurious experience for customers by focusing meticulous attention on their cleaning process and customer service. This includes using high-quality products, state-of-the-art equipment, and skilled technicians who are required to participate in regular educational events focused on adopting and mastering new techniques and processes.

Foamworks has existing locations in Georgia in Brunswick, Fayetteville, Lithia Springs, Macon, Riverdale, Stockbridge, and Vidalia. Foamworks has locations that will open soon in Georgia in Alpharetta, Cordele, Ellenwood, and McDonough.

The Properties

The Property consist of 1.951 +/- acres, identified as TPNs 0719 033 and 0719 032. The Property is currently zoned OI office institutional district (“OI”), under the 1977 Zoning Ordinance of Peachtree City, Georgia, as amended (the “Zoning Ordinance”), which is codified at Appendix A of the Code of Ordinances, City of Peachtree City, Georgia (the “Code of Ordinances”). Zoning Ordinance § 1005B.6. As presently zoned, an auto spa is not a permitted use on the Property. *Id.* The Application seeks to rezone the Property to GC general commercial (“GC”), a district in which an auto spa is permitted. Zoning Ordinance § 1006.2(3). As shown by Figure 1 below, an excerpt of the official zoning map of the City below, the majority of properties in proximity to the Property and also fronting on Service Road 54 West (i.e., “Highway 54”) are zoned GC or for commercial use. Zoning Ordinance § 1006.2(3). The OI zoning applied to the Property is an outlier in the general vicinity of the Property.

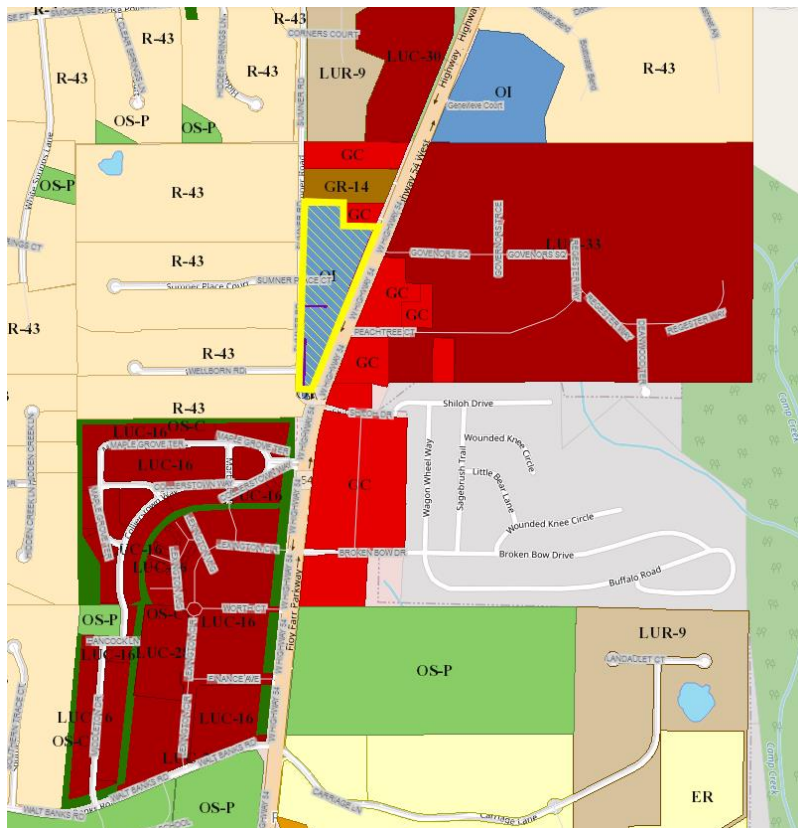


FIGURE 1

Proposed Use and Description of Daily Operations

The proposed use of the Property is an automotive car wash facility (i.e., an auto spa), which is a permitted use in the GC zoning district. Zoning Ordinance § 1006.2(3).

The daily operation of the auto spa is similar to normal car wash. However, the customer experience, maintenance, upkeep, and of the auto spa are anything but typical. Foremost, Foamworks is committed to exceptional customer service and experiences. Additionally, Foamworks utilizes specialized, eco-conscious chemicals and 100% water reclamation. In addition to its industry-leading chemicals, Foamworks equipment is designed to provide scratch-free washes to the most luxurious cars and finishes, a claim that is not true of most competitors.

Upon opening and throughout the day, team members will greet customers, answer inquiries, and provide information about available services and pricing options, and assist customers with selecting the appropriate wash package and processing payments.

Before a vehicle enters the wash bay, team members perform pre-wash tasks such as removing debris, vacuuming interiors, or applying pre-wash treatments to remove stubborn stains or dirt. Once a vehicle is ready, it enters the wash bay where automated washing equipment is used to clean the exterior. This includes high-pressure water jets, brushes, foam applicators, and other cleaning tools. After the wash, air dryers, microfiber towels, or other drying methods are used to remove excess water from the vehicle's surface. The customers will then drive around to the vacuum station to vacuum their vehicles, and apply finishing touches, such as tire shine or window cleaning, to enhance the vehicle's appearance.

Throughout the day, team members will perform routine maintenance tasks to ensure the wash equipment is functioning properly. This includes checking water levels, performing inspections and maintenance on the wash equipment and water reclamation system, replacing cleaning agents, and inspecting brushes. Generally, Foamworks employs five to eight total employees, including the manager, at each location. Foamworks hires from within the community it serves and pays industry-high wages.

Analysis of the Rezoning Factors

The Zoning Ordinance sets forth the following factors (the "*Rezoning Factors*") governing consideration of Rezoning Applications, like the Application. Zoning Ordinance § 1304(1)(e). Below, each factor is restated along with the Applicant's analysis of each such factor.

(1) Whether the zoning proposal is in conformity with the policy and intent of the land use plan;

Zoning Proposal is in conformity with the policy and intent of the land use plan based on the following components:

Land Use: The Property is located along a portion of Highway 54 which is within the Lexington Village Center boundary where the majority of adjoining and nearby properties are zoned for general commercial use. City's Comprehensive Plan, adopted August 2022, (the "Comprehensive Plan" or the "Land Plan"), p. 44; Figure 1 (above). The Comprehensive Plan provides that one of the Villages Policies and Strategies, PLU 2, seeks to "[l]ocate commercial uses within a Village Center [and] . . . [d]iscourage expansion of commercial uses outside of Village Centers." Comprehensive Plan, pp. 39, 45, 49. The City's Comprehensive Plan also states that the appropriate land uses within a village center include commercial uses, and that GC is an appropriate zoning district within a village center. *Id.* Additionally, the proposed use will not have any impact on public and educational facilities because it will not add any additional residents and the majority of customers will be passersby or live in the general area.

Community Design: The Land Use & Development Pattern Map in the City's Comprehensive Plan shows commercial uses on properties nearby and adjacent to the Property. In conjunction with the Land Use component, as described above, the project fits in with the village concept. Although designed for automobiles, the proposed use is interconnected with the multi-use path. As shown by the renderings to-be-filed with the Application, the building architecture, signs, landscaping, lighting, and other urban design elements are fitting with the surrounding area.

Economic Development: Foamworks facilities provide full and part-time employment opportunities within the community. The auto spa will require staff to operate the facility, perform car wash services, and manage customer interactions, thereby contributing to local economic growth and providing job opportunities for community members.

Potable Water: Foamworks goes through great efforts to ensure water conservation by using eco-conscious chemicals, 100% water reclamation technology, and water-saving techniques and equipment, such as high-pressure nozzles and water recycling systems. This helps to minimize water consumption compared to washing vehicles at home, where excessive water usage is common. It also ensures that wash products remain out of local waterways and stormwater systems.

Sewer: Foamworks has incorporated leading-edge technologies, state-of-the-art equipment, eco-conscious chemical compositions, and 100% water reclamation to

ensure the capture and treatment of after-wash water, preventing wash products from entering storm drains and local waterways.

Transportation: The Property will be designed with proper traffic flow and parking considerations, allowing adequate parking spaces and well-deigned entrance and exit points which will minimize congestion and ensure that the auto spa does not create traffic issues that would be an excessive or burdensome use on the City's streets.

(2) Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;

Yes, the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties. The Property is currently zoned for limited office and institutional uses; however, the development trend in the area is towards general, highway commercial uses. This is because the property fronts on a state route, Highway 54.

(3) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;

The proposal will have no adverse effects on the use or usability of the adjacent or nearby properties. As noted above, the proposed auto spa is consistent with the Comprehensive Plan and the development and zoning trend in the area.

(4) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned;

The Property's unique shape and size are different than other properties in the same district. Namely, the property is less than 2 acres and is triangle shaped, meaning the Property's developable area is limited. Without the requested rezoning, the proposed use will not be viable. While the property may be used in accordance with the existing regulations, the current zoning unreasonably limits the use of the Property and creates a substantial burden to the applicant. The uses permitted on the Property as currently zoned have diminished or destroyed the economic use of the property. Specifically, the market has dictated that the Property is suited for commercial uses, such as an auto spa, and not office institutional uses, which are the only uses permitted on the Property as presently zoned. Zoning Ordinance § 1005B.6.1. In fact, only 11 narrowly defined uses are permitted on the Property, as presently zoned (e.g., non-commercial club or lodge, publicly owned building, facility, or land, utility services, accessory uses, small restaurants (with no more than 60 seats), and educational facilities). The Zoning Ordinance as applied to the property creates a practical and unnecessary difficulty.

(5) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools; and

The zoning proposal will not result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. The zoning proposal will not result in any excessive or burdensome uses on the City's transportation facilities or schools because it will not add any additional students to the school system and the vast majority of trips to a car wash are pass by or local, not destination, trips. This means that an auto spa will not create significant new traffic because most of its daily customers will be those already traveling the roadways adjacent to the Property. Additionally, Foamworks uses an environmentally-conscious reclamation system to capture and treat the water used in the auto spa process so that it can be reused, thereby minimizing any excessive or burdensome uses on the City's utilities.

(6) Whether there are other existing or changing conditions affecting the use and development of the property which give supportive grounds for either approval or disapproval of the zoning proposal.

The proposed zoning map amendment would increase the value of the adjacent commercial properties, as well as drive more business to the local community by virtue of having an auto spa in close proximity to local shopping centers and other business establishments.

As shown above, all of the Rezoning Factors support approval of the Applications. As result, the Applicant respectfully request that the Applications be approved as presented without any conditions not consented to the by the Applicant.

Should you desire any additional information, please do not hesitate to contact me.

Sincerely,

/s/ Steven L. Jones

Steven L. Jones, Esq.
TAYLOR ENGLISH DUMA LLP



Memorandum

To: FoamWorks Auto Spa, LLC
 From: Abdul Amer, PE
 Date: August 15th, 2023
 Subject: **Trip Generation Memorandum** for proposed FoamWorks Auto Spa in Fayette County, Georgia | A&R 23-139

The purpose of this memorandum is to estimate the trip generation that will result from the proposed car wash development on SR 54 (Floy Farr Parkway) in Fayette County, Georgia. The proposed development will have one automated car wash tunnel and will be accessible via a right-in/right-out driveway on SR 54. The location of the development is shown below.





METHODOLOGY

Trip generation estimates for the project were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual for the PM peak hour. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation referenced is based on the ITE Land Use Category 948 – *Automated Car Wash*.

Land Use: 948 – Automated Car Wash: An automated car wash is a facility that allows for the mechanical cleaning of the exterior of vehicles. Manual cleaning service may also be available at the facility.

Since the 11th edition of ITE trip generation does not have weekday car wash data (Land Use 948) for the AM peak hour and the overall 24-hour volumes, engineering judgment was used to determine these values based on the PM peak hour values. Assuming automatic car washes generate more trips during the PM peak hour, hourly distribution was estimated from 7 AM – 7 PM based on PM peak hour values provided by ITE to obtain the estimated AM peak hour and overall 24-hour trip volumes.

Additionally, pass-by site volumes were also estimated using engineering judgement based on similar ITE land use reduction values. Since the 11th edition of ITE does not have pass-by percentage data for category 948 – *Automated Car Wash*, two similar categories were chosen for comparison. The first category; 944 – *Gasoline/Service Station* has pass-by rates of 63% for the AM peak hour and 57% for the PM peak hour. According to ITE, this category can apply to gas/service stations that also have a car wash.

The gasoline/service station may also have a car wash. Convenience store/gas station (Land Use 945) and truck stop (Land Use 950) are related uses.

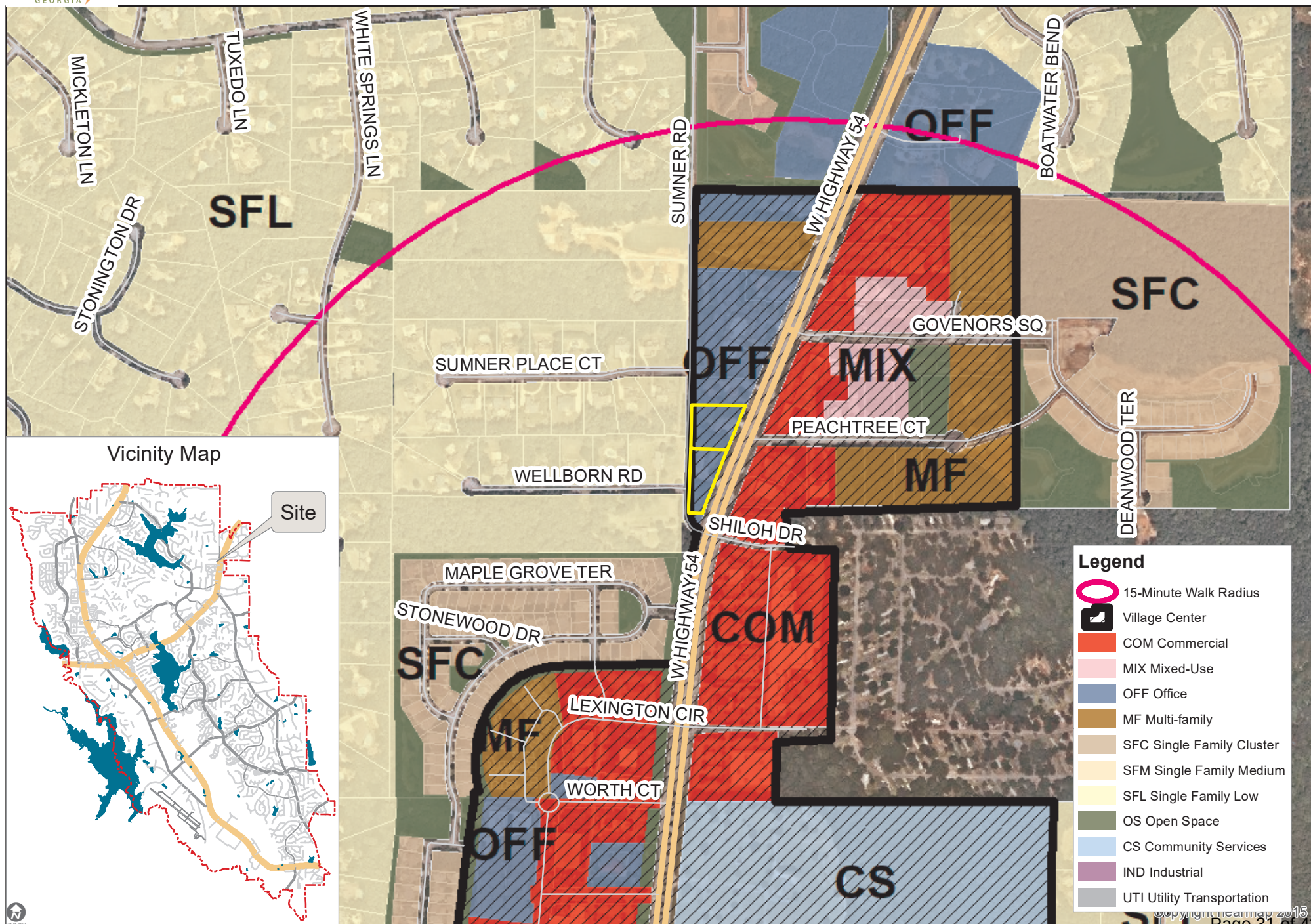
As ITE lists land use 945 – *Convenience Store/Gas Station* as a related category, its pass-by reduction rates of 60% for the AM peak hour and 56% for the PM peak hour (between 2-8 vehicle fueling positions) were also considered when determining the estimated rates for land use 948. Taking these ITE rates into account, it is our professional opinion that the pass-by rate for an automated car wash (with one wash tunnel) in this case will be between at least 30-50%, with 40% being selected for the overall estimations.

TRIP GENERATION

The results of the site-generated traffic analysis for the proposed development are shown in Table 1 below.

TABLE 1 — TRIP GENERATION FOR PROPOSED DEVELOPMENT								
Land Use	Size	AM Peak Hour			PM Peak Hour			24-Hour
		Enter	Exit	Total	Enter	Exit	Total	Total
ITE 948 – Automated Car Wash	1 Wash Tunnel	10	10	20	39	39	78	476
Pass-by Trips (Estimated at 40%)		-4	-4	-8	-16	-16	-32	-190
New External Trips (with Reductions)		6	6	12	23	23	46	286

Based on trip generation rates published in the Institute of Transportation Engineer's Trip Generation Manual, 11th edition, the proposed residential development will generate 12 new external two-way trips in the AM peak hour, 46 new external two-way trips in the PM peak hour and 286 new external two-way trips in a 24-hour duration.



CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Planning Commission

FROM: Lora Hooks, Senior Planner 9/5/2023
Robin Cailloux, Planning Director 9/6/2023

DATE: September 11, 2023

SUBJECT: 23-09-01 Building Elevations, Chick-fil-A, 1222 HWY 74 S

Recommendation:

Staff is of the opinion that the proposed building elevations for Chick-fil-A meet the intent of the ordinances and the Wilshire Pavilion design guidelines and recommend approval of item 23-09-01.

Discussion:

CPH, on behalf of Chick-fil-A, has submitted building elevations for the restaurant location at 1222 Highway 74 S in the Wilshire Pavilion shopping center. Due to a minor building expansion for a kitchen renovation, the west side of the building will be renovated. As part of the renovation, the proposal is for the entire building facade to undergo a refresh.

The property is zoned GC, General Commercial.

Building Materials and Colors

As part of the building refresh, the proposal is to update the building colors to the current standard Chick-fil-A color palette. The proposed color palette is very neutral, much like the palette shown in the Wilshire Pavilion design guidelines. The color of brick will remain the same and the proposed stucco colors are similar to the existing colors but darker.

The existing building was approved just prior to the adoption of the current architectural requirements for primary materials and therefore does not contain the amount of brick we typically require on buildings along Highway 74. It has a brick base all around the building, brick accent columns on three sides that extend to three quarters the height of the building, and a brick appendage in the rear. In addition, the trash enclosure is brick. The proposal for the renovation is very similar. New brick, where replacement is required, will match the existing brick and the brick base will be maintained. The existing brick color is the brick specified in the Wilshire Pavilion color palette.

The proposal includes painting the stucco with new updated colors. While the proposed stucco colors are not identical to the Wilshire Pavilion color palette, they are

in the same neutral color family. Staff believes the proposed colors blend well with the existing buildings and the natural environment and will remain consistent with the development scheme for the shopping center.

Wilshire Pavilion color palette:

- Field Brick - Boral 'Red'
- EIFS - Finestone 'Vanilla'
- Cornice - Finestone EIFS 'Starbright'
- Metal storefront - Clear anodized aluminum

The proposed color palette is as follows:

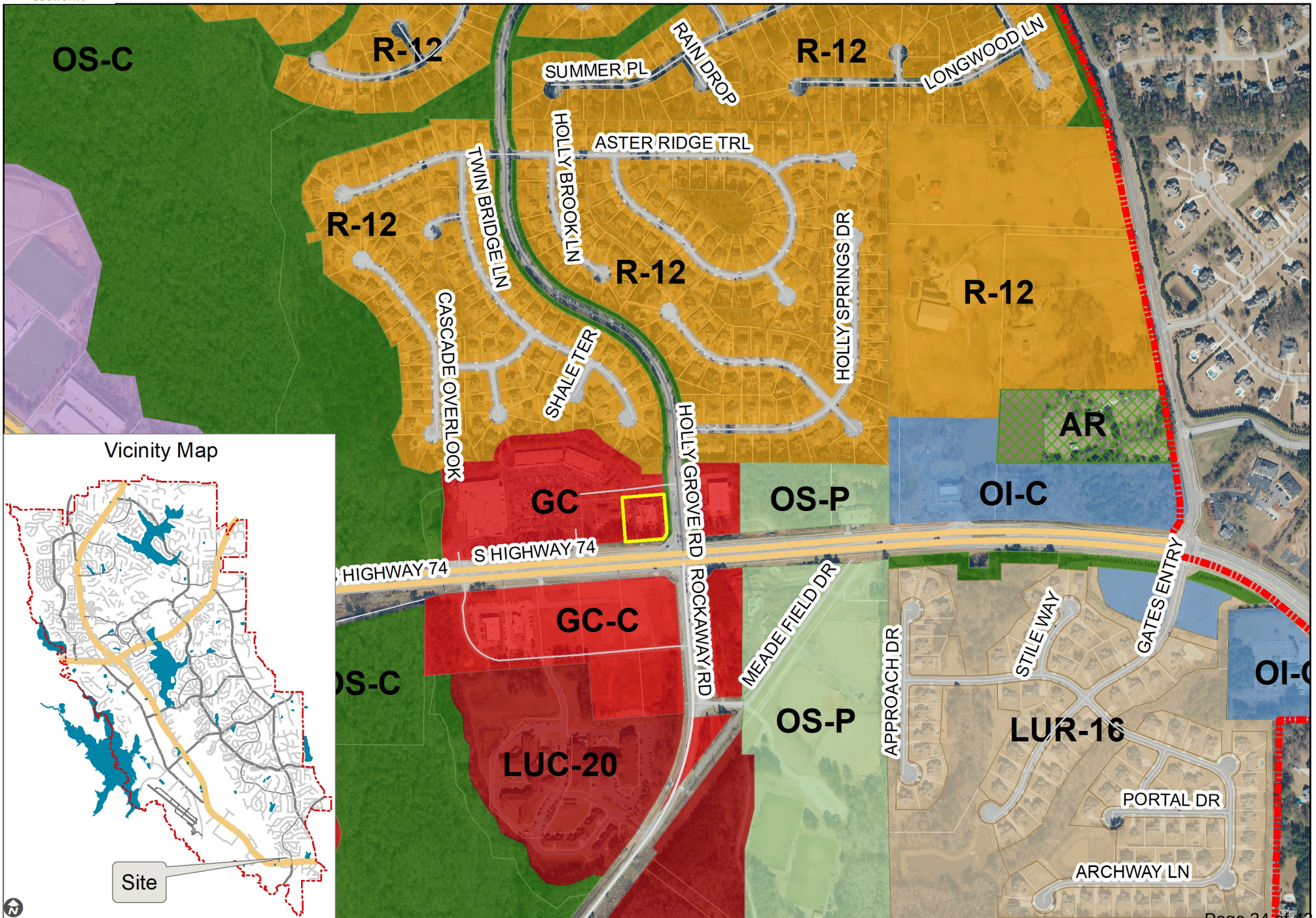
- Brick - Boral 'Red' (to match existing)
- Stucco (Field) - Sherwin-Williams Latte, SW 6108
- Stucco (Accent) - Sherwin-Williams Toasty, SW 6095
- Stucco (Trim) - Sherwin-Williams Grounded, SW 6089
- Metal - Dark Bronze

Budget Impact:

There are no budget impacts associated with this item.

Attachments:

1. Zoning Map
2. Building elevations
3. Color and Material Palette



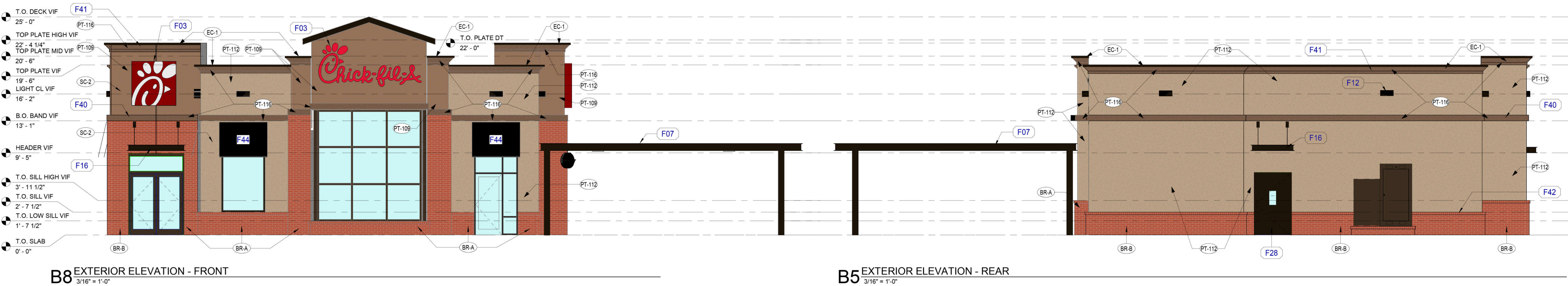
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S06E-R-1982-A-301-EXTERIOR ELEVATIONS

EXTERIOR ELEVATION LEGEND



KEYNOTE LEGEND	
KEYNOTE	DESCRIPTION
F03	NEW LIGHTED SIGNAGE BY SIGNAGE VENDOR. REPLACE EXISTING SIGNAGE WITH NEW PER CURRENT CFA STANDARD.
F04	4'-6" x 1'-0" ALUMINUM CANOPY BY CANOPY VENDOR. PAINT FRAMES (PT-113) TYPICAL.
F07	OMD CANOPY BY CANOPY VENDOR. SEE PLANS & DETAILS.
F12	NEW EXTERIOR LED LIGHT FIXTURE TO MATCH EXISTING. SEE ELECTRICAL, TYPICAL.
F13	DRIVE THRU SLIDING DOOR REFER TO SHEET A-801.
F16	NEW METAL CANOPY BY CANOPY VENDOR. SEE PLANS & DETAILS. PAINT. PT-113
F25	INFILL OPENING TO MATCH ADJACENT. RE: EXTERIOR FINISH SCHEDULE.
F28	NEW SERVICE DOOR. RE: FLOOR PLAN AND DOOR SCHEDULE.
F38	NEW OWNER FURNISHED FABRIC AWNING TO MATCH EXISTING.
F40	STUCCO DECORATIVE BAND TO MATCH EXISTING, TYPICAL.
F41	STUCCO CORNICE AND COPING TO MATCH EXISTING, TYPICAL.
F42	BRICK ROWLOCK COURSE TO MATCH EXISTING, TYPICAL.
F44	EXISTING AWNING TO REMAIN.

GENERAL NOTES - EXTERIOR ELEVATIONS						
1	U.N.O. ALL EXISTING METAL COPING SHALL BE PAINTED TO MATCH "EC-1"					
2	U.N.O. ALL FABRIC AWNINGS SHALL BE NEW. FRAMES PROVIDED BY OWNER. FRAME TO BE PAINTED TO MATCH PT-113					
3	CONTRACTOR TO VERIFY ALL EXTERIOR LIGHTS ARE LED LIGHTING. IF NOT, REPLACE WITH LED LIGHT FIXTURES IN ORIGINAL LOCATIONS. RE: ELECTRICAL					
FINISH SCHEDULE - EXTERIOR						
MARK	DESCRIPTION	MANUFACTURER	MODEL NAME	MODEL NUMBER	COLOR	NOTE
EXTERIOR						
BR-A	BRICK VENEER (EXISTING)	*	MODULAR	*	*	EXISTING TO REMAIN
BR-B	BRICK VENEER (NEW)	*	MODULAR	*	*	NEW TO MATCH EXISTING
EC-1	PARAPET WALL COPING	DUROLAST / EXCEPTIONAL METALS			DARK BRONZE (MATT)	
SC-1	STUCCO	SHERWIN WILLIAMS	POWERWALL	*	PAINT AS INDICATED	NEW TO MATCH EXISTING
SC-2	STUCCO	SHERWIN WILLIAMS	POWERWALL	*	PAINT AS INDICATED	EXISTING TO REMAIN
PAINT COLORS						
FINISH		MANUFACTURER		COLOR		COLOR CODE
PT-A (EXTERIOR PAINT)						
PT-100	SHERWIN WILLIAMS	ROCKWOOD MEDIUM BROWN			SW2807	
PT-101	SHERWIN WILLIAMS	HOPSACK			SW6109	
PT-102	SHERWIN WILLIAMS	COLONIAL REVIVAL STONE			SW2827	
PT-103	SHERWIN WILLIAMS	NOMADIC DESERT			SW6107	
PT-104	SHERWIN WILLIAMS	SAND DOLLAR			SW6099	
PT-105	SHERWIN WILLIAMS	TWILIGHT GREY			SW0054	
PT-108	SHERWIN WILLIAMS	WEB GREY			SW7075	
PT-109	SHERWIN WILLIAMS	TOASTY			SW6095	
PT-110	SHERWIN WILLIAMS	SANDS OF TIME			SW6101	
PT-111	SHERWIN WILLIAMS	BISCUIT			SW6112	
PT-112	SHERWIN WILLIAMS	LATTE			SW6108	
PT-116	SHERWIN WILLIAMS	GROUNDED			SW6089	
MISC SITE METALS						
PT-113	SHERWIN WILLIAMS	DARK BRONZE			SW504-B54T104	
PT-114	SHERWIN WILLIAMS	TRICORN BLACK			SW6258	
PT-115		SAFETY RED			842R38	
<u>BRICK EXPANSION JOINT LEGEND</u>						
① ALIGN EJ WITH JAMB		③ ALIGN WITH EXTENT OF BRICK ABOVE				
② ALIGN EJ WITH CORNER OF WALL		④ PLACE EJ AS DIMENSIONED				
NOTE: EJ SEALANT COLOR TO MATCH MORTAR COLOR.						



Chick-fil-A

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998



www.cphcorp.com

A Full Service
A & E Firm

Plans Prepared By :
CPH, Inc.

State of Georgia Licenses:
Engineer No. PEF006331
Surveyor No. LSF000870
Architect No. N/A
Landscape No. N/A

PROTOTYPICAL SET

NOT FOR
REGULATORY
APPROVAL,
BIDDING, OR
CONSTRUCTION

CHICK-FIL-A
STRATEGIC
REINVESTMENT
1222 HWY 74
PEACHTREE CITY, GA 30269

FSR# 1982

BUILDING TYPE / SIZE: SRI S06E-R
RELEASE: 22-12

REVISION SCHEDULE
NO. DATE DESCRIPTION

CONSULTANT PROJECT # C29169
PRINTED FOR ARB
DATE 07/07/2023
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SHEET
EXTERIOR ELEVATIONS

SHEET NUMBER

A-301

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Planning Commission

FROM: Lora Hooks, Senior Planner 9/6/2023
Robin Cailloux, Planning Director 9/6/2023

DATE: September 11, 2023

SUBJECT: 23-09-02 Landscape Plan, Chick-fil-A, 1222 HWY 74 S

Recommendation:

Staff is of the opinion that the proposed landscape plan for Chick-fil-A meets the variance requirements and recommends approval of item 23-09-02.

Discussion:

The Chick-fil-A located at 1222 Highway 74 S in the Wilshire Pavilion shopping center was granted a variance in May of this year for a buffer reduction along Highway 74 and Holly Grove Road for the purpose of continuing the dual lane drive-thru around the building to improve traffic flow. As a stipulation, they were required to submit a new landscape plan to the Planning Commission for review and approval.

The driveway widening to accommodate the additional drive-thru lane will decrease the existing buffer area approximately 10 feet on the highway side and 15 feet along Holly Grove. As a result, four pine trees will be eliminated along Highway 74 and a row of shrubs plus one deciduous tree from a parking island will be eliminated along the Holly Grove side.

The simultaneous building expansion for the kitchen will also affect plant material around the building and therefore the landscape plan includes proposed planting throughout the property.

The buffer area along Highway 74 will be supplemented with 3 new overstory trees, Scarlet Oaks with brilliant red fall color, and 4 understory trees, 3 Dogwoods that will flower in the spring, and 1 'Forest Pansy' Redbud, which blooms in the spring and has purplish to maroon foliage. A row of 'George Tabor' Azaleas are proposed in front of the retaining wall. These are evergreen shrubs with showy pink flowers in early spring. In addition, the proposal includes the addition of some flowering plants around the monument sign.

In the remaining buffer area along Holly Grove Road, which is approximately 12 feet wide, a row of Dwarf Burford Hollies is proposed, which is required to screen the parking spaces. In the parking lot, a Zelkova tree is proposed in the island where a tree was removed, and a variety of shrubs and groundcovers plus Zelkova trees and one cherry tree

are proposed for the remaining parking islands where there currently are no trees.

Beyond the buffers and the parking area, a variety of plant material is proposed around the perimeter of the building, including two Japanese Maples and a mix of shrubs and groundcovers. In addition, three existing Crape Myrtles adjacent to the outdoor seating area will be replaced with new Crape Myrtles.

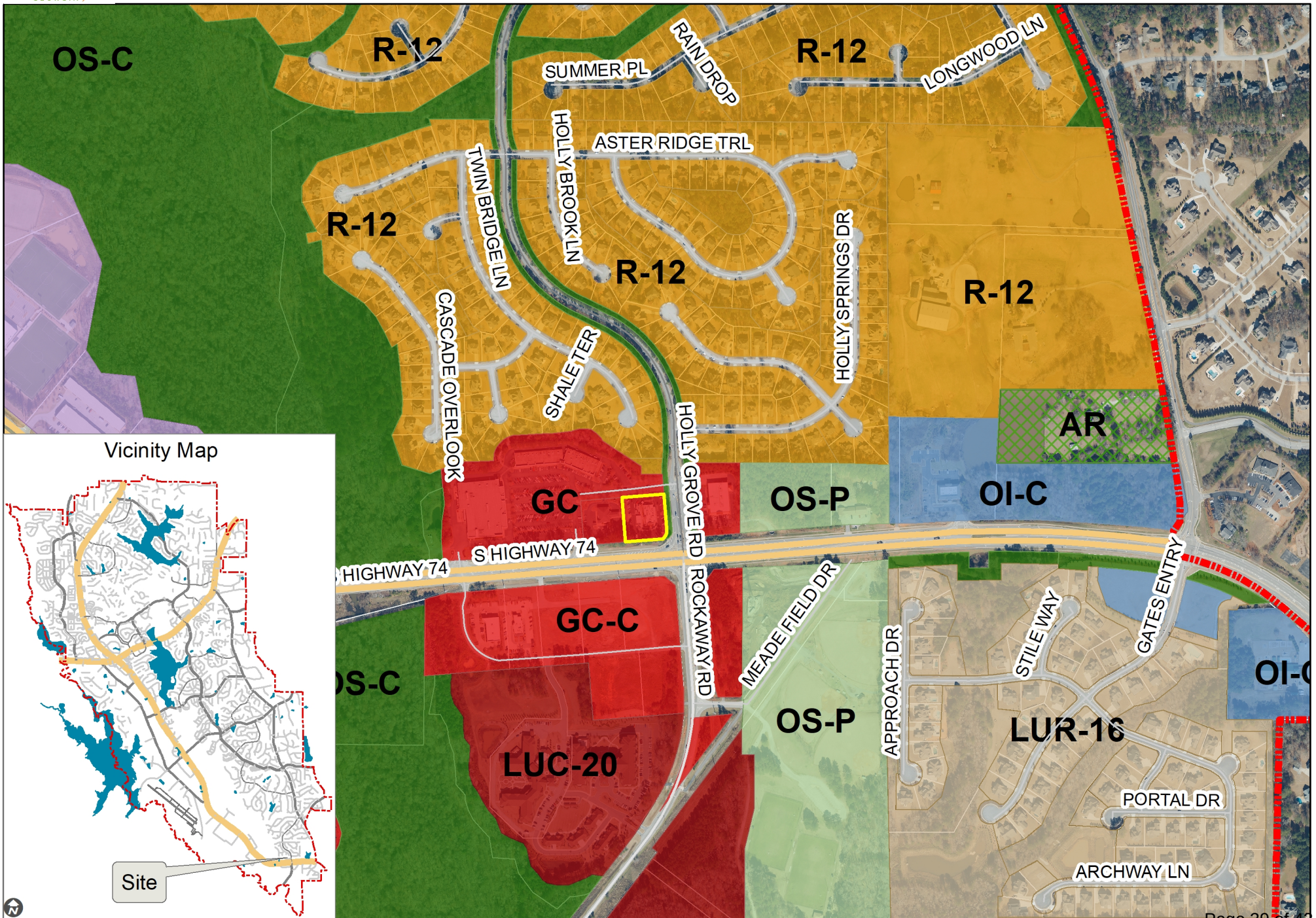
While five trees and some shrubs will be removed for the site improvements, fourteen new trees plus a variety of shrubs and groundcovers are proposed. Overall, there is an abundance of new color and texture being added to the property.

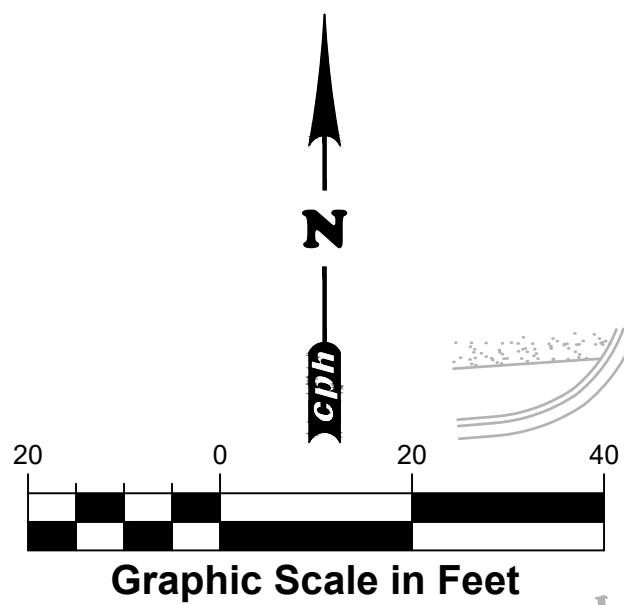
Budget Impact:

There are no budget impacts associated with this item.

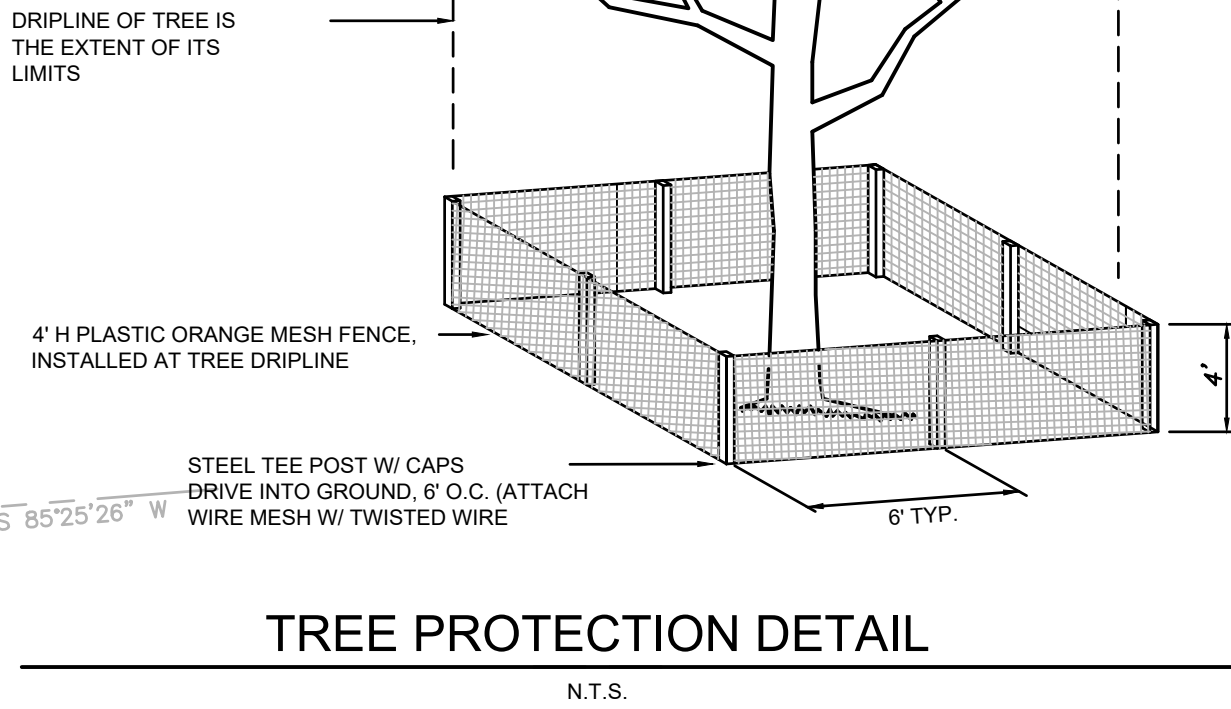
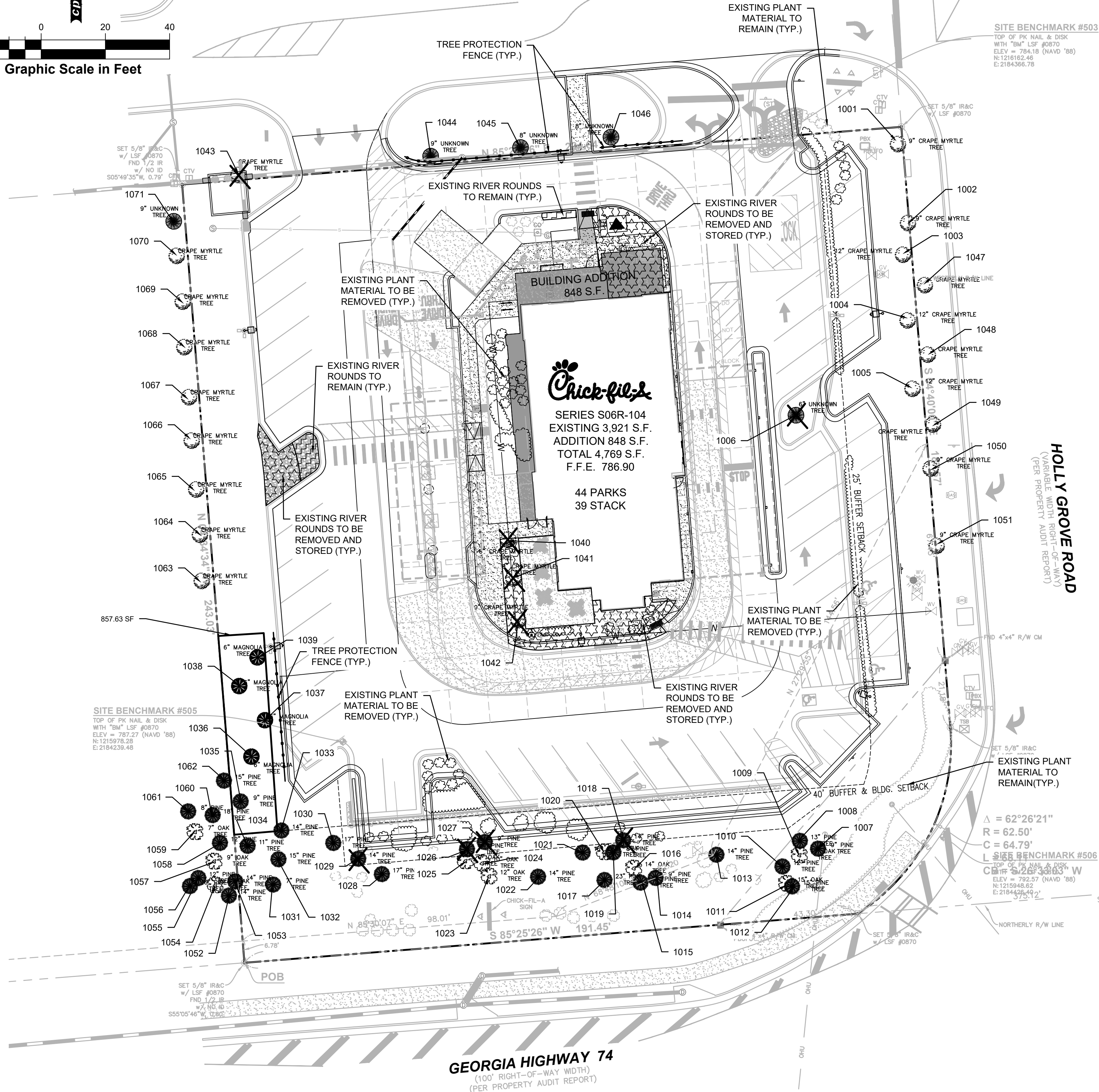
Attachments:

1. Zoning Map
2. Landscape Plans





Graphic Scale in Feet



TREE PROTECTION DETAIL

- TREE BARRICADE APPROVAL**
OBTAIN CITY APPROVAL OF TREE BARRICADES PRIOR TO BEGINNING CLEARING OPERATIONS OR ANY SITE DEVELOPMENTS
- TREE PROTECTION NOTES:**
- Four (4) foot high orange mesh construction fencing shall be installed encompassing the drip line of each tree, or one foot in diameter for each inch of trunk diameter, whichever is greater. When surveyed fencing shall be moved to the edge of the tree protection area (TPA) as indicated on plans and be maintained through completion of construction.
 - Where the TPA occurs within 10 feet of the tree trunk, a trenching device shall be used to sever tree roots. Root raking shall not occur before roots have been clearly severed.
 - All equipment and/or materials are prohibited within the TPA. Including but not limited to cement wash-out, chemicals, fuel or equipment servicing.
 - Grade changes shall not occur within the TPA. No fill shall be added, removed or stored within the TPA with exception of prescribed potting soil (see item 10).
 - Brush and weeds occurring within the TPA shall be cleared by hand or utilizing only the mower of a light wheeled farm tractor (less than 60 hp). During such activities soil profiles shall not be disturbed.
 - Roto-tilling, disking, root raking or other clearing methods that disturb the soil profile are expressly prohibited.
 - Utility lines and/or irrigation lines shall not occur within the TPA.
 - Saved trees shall be pruned to remove dead and damaged wood, correct structural defects and to provide access and visibility.
 - Pruning shall be completed under direct observation by the owner designated ISA certified arborist and be accomplished by an arborist with five years or more experience pruning trees to ISA standards. Arborist must obtain approval from the owner prior to commencement of pruning activities. Two week advance notification is required.
 - Landscaping within TPA shall not disturb existing soil profiles. Eight inches of potting soil shall be imported and evenly spread to provide a planting medium within TPA.

EXISTING TREE LIST			
NUMBER	NAME	D.B.H.	STATUS
1001	CRAPE MYRTLE	9"	REMAIN
1002	CRAPE MYRTLE	9"	REMAIN
1003	CRAPE MYRTLE	12"	REMAIN
1004	CRAPE MYRTLE	12"	REMAIN
1005	CRAPE MYRTLE	12"	REMAIN
1006	UNKNOWN	6"	REMOVE
1007	PINE	9"	REMAIN
1008	PINE	13"	REMAIN
1009	SWEET GUM	12"	REMAIN
1010	PINE	12"	REMAIN
1011	SWEET GUM	15"	REMAIN
1012	PINE	15"	REMAIN
1013	PINE	14"	REMAIN
1014	PINE	9"	REMAIN
1015	PINE	18"	REMAIN
1016	SWEET GUM	14"	REMAIN
1017	PINE	23"	REMAIN
1018	PINE	14"	REMOVE
1019	PINE	8"	REMAIN
1020	SWEET GUM	8"	REMAIN
1021	PINE	16"	REMAIN
1022	PINE	14"	REMAIN
1023	SWEET GUM	12"	REMAIN
1024	SWEET GUM	10"	REMAIN
1025	SWEET GUM	9"	REMAIN
1026	PINE	14"	REMOVE
1027	PINE	9"	REMOVE
1028	PINE	17"	REMAIN
1029	PINE	14"	REMOVE
1030	PINE	17"	REMAIN
1031	PINE	7"	REMAIN
1032	PINE	15"	REMAIN
1033	PINE	14"	REMAIN
1034	PINE	11"	REMAIN
1035	PINE	9"	REMAIN
1036	MAGNOLIA	6"	REMAIN
1037	MAGNOLIA	6"	REMAIN
1038	MAGNOLIA	6"	REMAIN
1039	MAGNOLIA	6"	REMAIN
1040	CRAPE MYRTLE	6"	REMOVE
1041	CRAPE MYRTLE	9"	REMOVE
1042	CRAPE MYRTLE	9"	REMOVE
1043	RIVER BIRCH		REMOVE
1044	OAK	9"	OFFSITE
1045	OAK	8"	OFFSITE
1046	OAK	8"	OFFSITE
1047	CRAPE MYRTLE		OFFSITE
1048	CRAPE MYRTLE		OFFSITE
1049	CRAPE MYRTLE		OFFSITE
1050	CRAPE MYRTLE		OFFSITE
1051	CRAPE MYRTLE		OFFSITE
1052	PINE	14"	OFFSITE
1053	PINE	14"	OFFSITE
1054	OAK	9"	OFFSITE
1055	PINE	12"	OFFSITE
1056	PINE	16"	OFFSITE
1057	OAK	9"	OFFSITE
1058	PINE	12"	OFFSITE
1059	OAK	7"	OFFSITE
1060	PINE	18"	OFFSITE
1061	PINE	8"	OFFSITE
1062	PINE	15"	OFFSITE
1063	CRAPE MYRTLE		OFFSITE
1064	CRAPE MYRTLE		OFFSITE
1065	CRAPE MYRTLE		OFFSITE
1066	CRAPE MYRTLE		OFFSITE
1067	CRAPE MYRTLE		OFFSITE
1068	CRAPE MYRTLE		OFFSITE
1069	CRAPE MYRTLE		OFFSITE
1070	CRAPE MYRTLE		OFFSITE
1071	UNKNOWN	9"	OFFSITE

NOTE: NO SPECIMEN TREES ONSITE

THIS SHEET NOT VALID FOR CONSTRUCTION UNLESS STAMPED APPROVED



Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998



500 West Fulton Street
Sanford, FL 32771
Ph: 407.322.6841

Plans Prepared By:
CPH, LLC
A Full Service A & E Firm

CHICK-FIL-A
STARRS MILL
1222 HIGHWAY 74 S
PEACHTREE CITY, GA
30269

FSR#01982

BUILDING TYPE / SIZE: S06R
RELEASE: vX.YY.MM

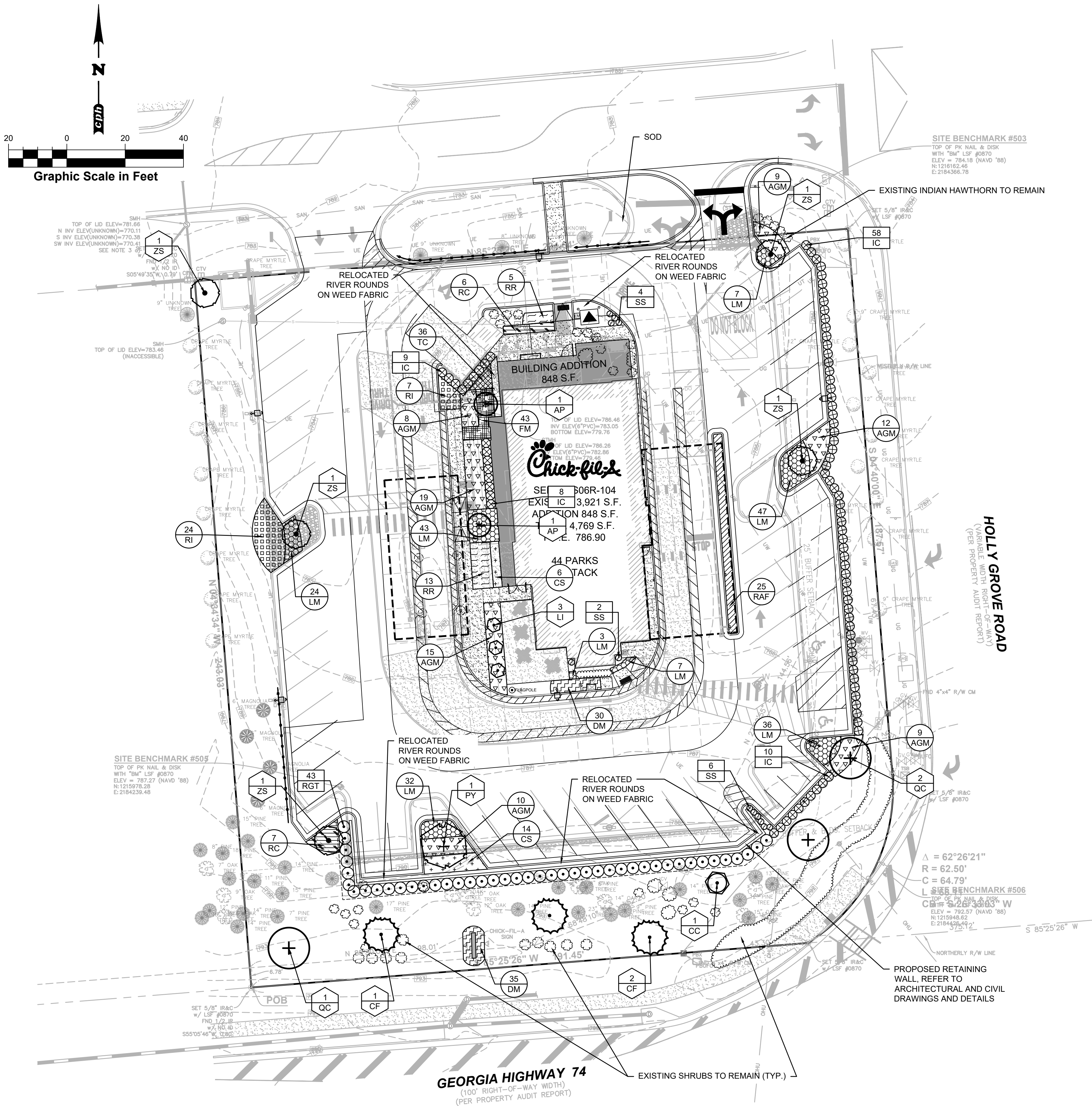
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SHEET
TREE REMOVAL PLAN

SHEET NUMBER
TR-1.0



- PLANT LIST**
- SYM. COMMON NAME
- TREES**
- ZS GREEN VASE ZELCOVA
 - OC SCARLET OAK
 - CF DOGWOOD
 - LI BLACK DIAMOND RED CRAPE MYRTLE
 - CC FOREST RED PANSY
 - PY YOSHINO CHERRY
 - AP CRIMSON QUEEN JAPANESE MAPLE
- SHRUBS**
- RGT GEORGE TABOR AZALEA
 - IC DWARF BURFORD HOLLY
 - SS PRAIRIE MUNCHKIN BLUESTEM
- GROUNDCOVER**
- LM BIG BLUE LIRIOPE
 - CS OCTOBER MAGIC RUBY CAMELLIA
 - AGM MARDI GRAS ABELIA
 - RAF AUTUMN FIRE ENCORE AZALEA
 - RR AUTUMN CHIFFON ENCORE AZALEA
 - RC AUTUMN EMPRESS ENCORE AZALEA
 - DM FRUIT PUNCH DIANTHUS
 - RI INDIAN HAWTHORN
 - FM MOUNT AIRY FOTHERGILLA
 - TC ARCHER'S GOLD LEMON THYME
- SOD 419 BERMUDA



Chick-fil-A

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5200 Buffington Road
Atlanta, Georgia
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BUILDING TYPE / SIZE: S06R
RELEASE: vX.YY.MM

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NO.	DATE	DESCRIPTION
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SHEET
LANDSCAPE PLAN

SHEET NUMBER

L-1.0

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Know what's below.
Call before you dig.

LANDSCAPE NOTES:

1. The landscape Contractor shall be responsible for all materials and all work as called for on the Landscape Plans and in the Landscape Specifications. In the event of variation between quantities shown on plant list and the plans, the plans shall control. The Landscape Contractor shall verify all quantities and report any discrepancies at the time of bidding.

2. The Landscape Contractor shall review architectural/engineering plans and become thoroughly familiar with surface and subsurface utilities

3. Every possible safeguard shall be taken to protect building surfaces, equipment and furnishings. The Landscape Contractor shall be responsible for any damage or injury to person or property which may occur as a result of negligence in the execution of the work.

4. The work shall be coordinated with other trades to prevent conflicts. Coordinate the planting with the irrigation work to assure availability and proper location of irrigation items and plants.

5. All planting shall be performed by personnel familiar with planting procedure and under the supervision of a qualified planting foreman.

6. Furnish standard nursery-grown trees, shrubs and groundcover complying with ANSI Z60.1-2014 American Standards for Nursery Stock.

7. The Landscape Architect or Owner shall have the right, at any stage of the operations, to reject any and all work and materials which, in his opinion, do not meet with the requirements of these specifications.

8. Except as otherwise specified, the Landscape Contractor's work shall conform to accepted horticultural practices as used in the trade.

9. The minimum acceptable size of all plants, measured after pruning, with branches in normal positions, shall conform to the measurements specified on the plant list or as indicated on the landscape drawing. Height and spread dimensions refer to main body of the plant and not extreme branch tip to tip. The caliper of tree trunks is to be taken one foot above the ground level.

10. Plants shall be protected upon arrival at the site, by being thoroughly watered and properly maintained until planted.

11. All tree pits shall be excavated to size and depth in accordance with the USDA Standard for Nursery Stock 260.1, unless shown otherwise on the drawings, and backfilled with the specified planting soil. The Landscape Contractor shall test fill all tree pits with water before planting to assure proper drainage percolation is available.

12. The Landscape Contractor shall be responsible for proper watering of all plants. All plants shall be thoroughly watered at time of planting and kept adequately watered until time of acceptance. It shall be the Landscape Contractor's responsibility to assure that plants are not over watered.

13. It shall be the Landscape Contractor's responsibility to prevent plants from falling or being blown over, to restrain them and replant all plants which lean or fall and to replace all plants which are damaged due to lack of proper staking or guying. The Landscape Contractor shall be legally liable for any damage caused by instability of any plant material.

14. All trees shall be guyed or staked or braced. The Landscape Contractor shall determine which small or multi-trunk trees need to be guyed and staked to maintain plumb. Staking of trees and shrubs, if required, shall be done as per staking and guying detail prepared by the Landscape Architect. It shall be the responsibility of the Landscape Contractor to remove guys and stakes from the trees and job site after a period of 90 days.

15. Plants blown over by high winds, within the guaranteed period, shall not be cause for additional expense to the Owner, but shall be the responsibility of the Landscape Contractor. Damaged plants shall be replaced by the Landscape Contractor at no additional cost to the Owner.

16. The Landscape Contractor shall insure adequate vertical drainage in all plant beds, planters, and sod areas. Vertical drilling through any compacted fill to native soil shall be accomplished to insure drainage. If well drained fill is necessary to assure positive drainage, this issue shall be brought up by the Landscape Contractor at time of bidding.

17. The Landscape Contractor shall insure that his work does not interrupt established or projected drainage patterns.

18. The Landscape Contractor shall prune, shape and remove dead foliage/limbs from existing plant material to remain. Confirm with the Landscape Architect or Owner the extent of work required at time of bidding.

19. Mulch - All plant beds shall be top dressed with 3" shredded hardwood mulch (or approved equal).

20. Transplanted Material - The Landscape Contractor shall be responsible for determining and evaluating which plant materials are suitable for transplanting and shall verify this with the Landscape Architect or Owner. The Landscape Contractor shall take all reasonable, horticulturally acceptable measures to assure the successful transplanting of determined plant materials. The Landscape Contractor shall be responsible for replacing any relocated plant materials which die if such measures are not taken, as determined by the Landscape Architect or Owner. Replacement plants shall be of identical species and size if required.

21. MAINTENANCE PRIOR TO FINAL INSPECTION AND ACCEPTANCE:
- Maintenance shall commence after each plant is planted and the maintenance period shall continue until the job or specific phase of the job is accepted by the Landscape Architect or Owner. Extreme care shall be taken to instruct the Owner or his representatives in general maintenance procedures.
- Plant maintenance shall include watering, pruning, weeding, cultivating, mulching, tightening, and repairing of guys, replacement of sick or dead plants, resetting plants to proper grades or upright positions and restoration of the planting saucer and all other care needed for proper growth of the plants.
- During the maintenance period and up to the date of final acceptance, the Landscape Contractor shall do all seasonal spraying and/or dusting of trees and shrubs. Upon completion of all planting, an inspection for acceptance of work will be held. The Landscape Contractor shall notify the Landscape Architect or Owner for scheduling of the inspection 10 days prior to the anticipated date.
- At the time of the inspection, if all of the materials are acceptable, a written notice will be given by the Landscape Architect or Owner to the Landscape Contractor Stating the date when the Maintenance Period ends.
- GUARANTEE AND REPLACEMENT:
- All plant materials shall be guaranteed for one (1) year from the time of final inspection and interim acceptance shall be alive and in satisfactory growth for each specific kind of plant at the end of the guaranteed period.
- At the end of the guarantee period, any plant required under this contract that is dead or not in satisfactory growth, as determined by the Owner or the Landscape Architect, shall be removed and replaced. Replacement plants shall have an extended guarantee, as noted above, from time of replacement.
- All replacements shall be planted of the same kind and size as specified on the plant list. They shall be the responsibility of the Landscape Contractor.
- CHICK-FIL-A LANDSCAPE NOTES
1. Landscape Contractor to read and understand the Landscape Specifications (sheet L-5-2) prior to finalizing bids. The Landscape Specifications shall be adhered to throughout the construction process.

2. Contractor is responsible for locating and protecting all underground utilities prior to digging.

3. Contractor is responsible for protecting existing trees from damage during construction.

4. All tree protection devices to be installed prior to the start of land disturbance, and maintained until final landscaping.

5. All tree protection areas to be protected from sedimentation.

6. All tree protection fencing to be inspected daily, and repaired or replaced as needed.

7. No parking, storage or other construction activities are to occur within tree protection areas.

8. All planting areas shall be cleaned of construction debris (ie. concrete, rock, rubble, building materials, etc) prior to adding and spreading of the topsoil.

9. General Contractor is responsible for adding a min of 4" clean friable topsoil in all planting beds and all grassed areas. Graded areas to be held down the appropriate elevation to account for topsoil depth. See Landscape Specifications for required topsoil characteristics.

10. In all parking lot islands, the General Contractor is responsible to remove all debris, fracture/loosen subgrade to a min. 24" depth. Add topsoil to a 6"-8" berm height above island curbing; refer to landscape specifications and landscape island detail.

11. Prior to beginning work, the Landscape Contractor shall inspect the subgrade, general site conditions, verify elevations, utility locations, irrigation, approve topsoil provided by the General Contractor and observe the site conditions under which the work is to be done. Notify the General Contractor of any unsatisfactory conditions, work shall not proceed until such conditions have been corrected and are acceptable to the Landscape Contractor.

12. Any deviations from the approved set of plans are to be approved by the Landscape Architect.

13. Landscaping shall be installed in conformance with ANSI Z60.1 the "American Standard for Nursery Stock" and the accepted standards of the American Association of Nurserymen.

14. Existing grass in proposed planting areas shall be killed and removed. Hand rake to remove all rocks and debris larger than 1 inch in diameter, prior to adding topsoil and planting shrubs.

15. Soil to be tested to determine fertilizer and lime requirements prior to laying sod.

16. Annual and perennial beds: add min. 4 inch layer of organic material and till to a min. depth of 12 inches. Mulch annual and perennial beds with 2-3 inch depth of mini nuggets.

17. All shrubs beds (existing and new) to be mulched with a min. 3 inch layer of mulch (double shredded hardwood mulch) [mulch type per region to be specified here].

18. Planting holes to be dug a minimum of twice the width of the root ball, for both shrub and tree. Set plant material 2-3" above finish grade. Backfill planting pit with topsoil and native excavated soil.

19. Sod to be delivered fresh (Cut less than 24 hours prior to arriving on site), laid immediately, rolled, and watered thoroughly immediately after planting. Edge of sod at planting beds are to be "V" trenched; see Landscape Details.

20. Any existing grass disturbed during construction to be fully removed, regraded and replaced. All tire marks and indentions to be repaired.

21. Water thoroughly twice in first 24 hours and apply mulch immediately.

22. The Landscape Contractor shall guarantee all plants installed for one full year from date of acceptance by the owner. All plants shall be alive and at a vigorous rate of growth at the end of the guarantee period. The Landscape Contractor shall not be responsible for acts of God or vandalism. See Landscape Specifications for Warranty requirements/expectations.

23. Any plant that is determined dead, in an unhealthy, unsightly condition, lost its shape due to dead branches, or other symptoms of poor, non-vigorous growth, shall be replaced by the Landscape Contractor. See Landscape Specifications for warranty requirements/expectations.

24. Site to be 100% irrigated in all planting beds and grass area by an automatic underground Irrigation System. See Irrigation Plan L-2.0 for design. Irrigation as-built shall be provided to the Landscape Architect within 24 hours of irrigation install completion.

25. Stake all evergreen and deciduous trees as shown in the planting detail and as per the Landscape Specifications.

26. Remove stakes and guying from all trees after one year from planting.
- | PLANT LIST | | | | |
|--------------|--------------------------------|---|--|------|
| SYM | COMMON NAME | BOTANICAL NAME | DESCRIPTION | QTY. |
| TREES | | | | |
| ZS | GREEN VASE ZELCOVA | ZELCOVA SERRATA 'GREEN VASE' | 3" CAL., 10' MIN. HT., 4' SPRD. | 5 |
| QC | SCARLET OAK | QUERCUS COCCINEA | 3" CAL., 10' MIN. HT., 4' SPRD. | 3 |
| CF | DOGWOOD | CORNUS FLORIDA | 2" CAL., 7' MIN. HT., 3' SPRD. | 3 |
| LI | BLACK DIAMOND RED CRAPE MYRTLE | LAGERSTROEMIA INDICA 'BLACK DIAMOND BEST RED' | 15 GAL., 5' MIN. HT., 2' SPRD. | 3 |
| | | | MULTI-STEM | |
| CC | FOREST RED PANSY | CERCIS CANADENSIS 'FOREST PANSY' | 2" CAL., 7' MIN. HT., 3' SPRD. | 1 |
| PY | YOSHINO CHERRY | PRUNUS X YEDOENSIS | 3" CAL., 10' MIN. HT., 4' SPRD. | 1 |
| AP | CRIMSON QUEEN JAPANESE MAPLE | ACER PALMATUM VAR DISSECTUM 'CRIMSON QUEEN' | 3'-4" HT., 3'-4" SPRD. | 2 |
| SHRUBS | | | | |
| ⊕ | RGT GEORGE TABOR AZALEA | RHODODENDRON 'GEORGE TABOR' | 7 GAL., 24" MIN. HT., 18" MIN. SPRD., 48" O.C. | 43 |
| ⊗ | IC DWARF BURFORD HOLLY | ILEX CURNUTA 'DWARF BURFORD' | 7 GAL., 24" MIN. HT., 15" MIN. SPRD., 36" O.C. | 85 |
| ⊙ | SS PRAIRIE MUNCHKIN BLUESTEM | SCHIZACHYRIUM SCOPARIUM 'PRAIRIE MUNCHKIN' | 3 GAL., 18" MIN. HT., 10" MIN. SPRD., AS SHOWN | 12 |
| GROUND COVER | | | | |
| LM | BIG BLUE LIRIOPE | LIRIOPE MUSCARI | 1 GAL., FULL, 18" O.C. | 199 |
| CS | OCTOBER MAGIC RUBY CAMELLIA | CAMELLIA SASQUANA 'GREEN 02-003' | 3 GAL., 15" MIN. HT., 12" SPRD., 36" O.C. | 20 |
| AGM | MARDI GRAS ABELIA | ABELIA GRANDIFLORA 'MARDI GRAS' | 3 GAL., 15" MIN. HT., 15" SPRD., 36" O.C. | 82 |
| RAF | AUTUMN FIRE ENCORE AZALEA | RHODODENDRON 'ROBLEZ' | 3 GAL., 15" MIN. HT., 15" SPRD., 36" O.C. | 25 |
| RR | AUTUMN CHIFFON ENCORE AZALEA | RHODODENDRON 'ROBLED' | 3 GAL., 12" MIN. HT., 12" SPRD., 36" O.C. | 18 |
| RC | AUTUMN EMPRESS ENCORE AZALEA | RHODODENDRON 'CONLES' | 3 GAL., 15" MIN. HT., 15" SPRD., 36" O.C. | 13 |
| DM | FRUIT PUNCH DIANTHUS | DIANTHUS 'MARASHINO' | 1 QT., FULL, 18" O.C. | 65 |
| RI | INDIAN HAWTHORN | RHAPHIOLEPIS INDICA | 3 GAL., 15" MIN. HT., 15" SPRD., 36" O.C. | 31 |
| FM | MOUNT AIRY FOTHERGILLA | FOTHERGILLA 'MOUNT AIRY' | 7 GAL., 30" MIN., HT., 15" SPRD. | 43 |
| TC | ARCHER'S GOLD LEMON THYME | THYMUS CITIODORUS 'ARCHER'S GOLD' | 4" POTS, 12" O.C. | 36 |
| SOD | 419 BERMUDA | CYNODON DACTYLON | SOLID SOD, CONTRACTOR TO VERIFY QTY. | |
- NOTE:

1. PLANT DESCRIPTIONS ARE FOR MINIMUM ACCEPTABLE SPECIFICATIONS. ALL CRITERIA LISTED FOR CONTAINER SIZE, CALIPER, HEIGHT, SPREAD, ETC. MUST BE MET FOR PLANT MATERIAL ACCEPTANCE. FOR EXAMPLE, IF A THREE GALLON SHRUB DOES NOT MEET THE HEIGHT OR SPREAD SPECIFICATION, IT WILL NOT BE ACCEPTED.

2. IF SPECIFIED PLANTS ARE UNAVAILABLE AT TIME OF CONSTRUCTION, CONTRACTOR MAY REPLACE SPECIFIED PLANTS WITH PLANTS APPROVED BY LANDSCAPE ARCHITECT AND CITY STAFF.

3. ALL OPEN SPACE AREAS WITHIN THE PROPERTY SHALL BE SODDED UNLESS PAVED, SEEDED AND MULCHED OR PLANTED WITH SHRUBS AND GROUND COVER.

4. ALL LANDSCAPED AREAS WILL BE 100% IRRIGATED WITH A CENTRAL AUTOMATIC IRRIGATION SYSTEM INCLUDING A RAIN SENSOR.

5. CONTRACTOR TO MODIFY EXISTING IRRIGATION SYSTEM TO ENSURE ADEQUATE IRRIGATION FOR ALL NEW PLANT MATERIAL.

6. CONTRACTOR SHALL REPLACE ANY EXISTING SOD OR OTHER PLANT MATERIALS DAMAGED DURING CONSTRUCTION IN AREAS THAT ARE OUTSIDE PROPOSED LANDSCAPE AS SHOWN ON THE PLAN.
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- Chick-fil-A
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A Full Service A & E Firm
- CHICK-FIL-A
STARRS MILL
1222 HIGHWAY 74 S
PEACHTREE CITY, GA
30269
- FSR#01982
- BUILDING TYPE / SIZE: S06R
RELEASE: vX.YY.MM
- REVISION SCHEDULE
- | NO. | DATE | DESCRIPTION |
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- PRINTED FOR Project Status
- DATE 1/18/2023
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