

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Public Hearing item PH-23-04, Rezoning of 500 Kedron Drive, was withdrawn by the applicant.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 Request Withdrawn by Applicant~~**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 GI. 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.

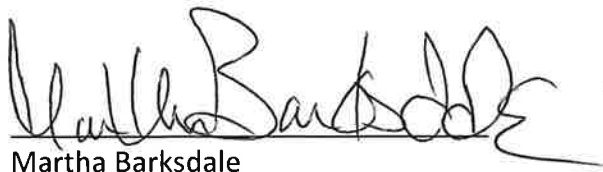
Workshop Items

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