

THE FAYETTE COUNTY PLANNING COMMISSION met on April 18, 2019 at 7:00 P.M. in the Fayette County Administrative Complex, 140 Stonewall Avenue West, Fayetteville, Georgia.

MEMBERS PRESENT: Danny England, Sr., Vice-Chairman
Al Gilbert
Jim Graw
Brian Haren

MEMBERS ABSENT: John H. Culbreth, Chairman

STAFF PRESENT: Pete A. Frisina, Director of Community Services
Chanelle Blaine, Zoning Administrator (absent)
Howard Johnson, Planning and Zoning Coordinator

Welcome and Call to Order:

Vice - Chairman Danny England called the Planning Commission Meeting to order.

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1. Consideration of the Minutes of the Planning Commission meeting held on Thursday, April 4, 2019.

Al Gilbert made a motion to approve the minutes of the meeting held on Thursday April 4, 2019 meeting. Brian Haren seconded the motion. The motion passed 3-0-1. Jim Graw abstained. John Culbreth was absent.

NEW BUSINESS

2. Consideration of a Minor Subdivision Plat of Hardy Estates. The property will consist of three (3) residential lots zoned A-R, is located in Land Lot 7 of the 4th District and fronts on Mask Road.

Vice-Chairman England asked if the applicant was present. Since the applicant, Travis Hardy, was not present, Vice-Chairman England referred the item to the other Planning Commission members for discussion.

Brian Haren asked about the intent of the applicant.

Pete Frisina responded that he want to split the land into three (3) lots for his daughters.

Al Gilbert noted his significant farming experience.

Vice-Chairman England asked if there were any further comments. Being none, he asked for a motion.

Brian Haren made a motion to approve the Minor Subdivision Plat of Hardy Estates. Al Gilbert seconded the motion. The motion passed 4-0. John Culbreth was absent.

3. Consideration of a Final Plat of Benedetti Estates. The property will consist of two (2) residential lots zoned R-70. This property is located in Land Lot 16 of the 9th District and fronts on Lees Lake Road.

Vice-Chairman England asked if the applicant was present.

Silvia Benedetti stated that her property was 10.6 acres with a rectangular shape. He noted that her primary home is located toward the rear. She said she is splitting-off the pasture minus the 100 foot wide access drive from the street so that she can sell the original home on the rear parcel and build a new home and move to the front parcel. She re-emphasized that she did not want to continue to care for two (2) farms on nearly 11 acres at her age.

Jim Graw asked whether the variances that she previously requested were granted.

Silvia Benedetti stated that the variance for the barn encroachment into the side setback has already been approved.

Jim Graw made a motion to approve the Final Plat of Benedetti Estates. Brian Haren seconded the motion. The motion passed 4-0. John Culbreth was absent.

OLD BUSINESS

4. Discussion of the State Route 54 West Corridor

Pete Frisina re-opened the discussion by introducing Josh Thornton, one of two partners who initially presented the interior storage concept to Pete Frisina. Pete Frisina noted that he was unable to attend the last meeting due to a college visit with his son.

Pete Frisina re-opened the discussion by giving each member of the Planning Commission a draft document titled the State Route West Overlay District Study which was discussed in past meetings. He outlined the key changes he made to the draft document and then reviewed each paragraph in detail with the proposed changes. He noted that on the first page, he deleted the actual locations of each subdivision since it would give too much detail for the purpose of this study. He also noted (Page 2) that in the last meeting, there was some discussion of allowing a 2-acre land use density along the Corridor, provided the entrance is from Highway 54 West.

The Planning Commission also discussed the possible future mixed residential /office development, whereby if a large tract of land was available, the front portion could be developed as a mixed-use development.

Pete Frisina stated that he studied the depth of the O-I district overlay along Highway 74 North. And he discovered that it was approximately 800 feet. However, he proposed a 600 foot depth in the O-I overlay district along the Highway 54 West. Therefore, the O-I land uses will be allowed within this zone and the residential land uses can be placed behind it. He noted at the time of rezoning, a document will be presented, depicting the areas of the O-I and residential areas along with the entrance fronting Highway 54 West and the internal connecting road network going from O-I to the residential uses.

Jim Graw asked should the text in the overlay regulations state the maximum depth.

Pete Frisina responded not in the land-use plan, the land plans only states an approximate number, but the actual distance has to be determined on case-by-case basis, if a large development proposal comes forth.

Al Gilbert stated that a proposed service road for a development could be 700 feet.

Pete Frisina then noted the changes to section the internal access storage facility on (page 3). He said he had an opportunity to speak with the fire marshal about this concept and questioned what fire codes will come into play given the scenario that a portion of the bottom floor will be offices and the remainder of the building will be pure storage. The fire marshal stated that until he is able to review a plan for the building and what building materials are being used, he cannot determine if the building will require a sprinkler system.

Vice-Chairman England said that typically this type of building is sprinkled, and includes a fire suppression system housed on each floor that will release a spray-foam material when activated with the water to help to contain a fire. He also stated these systems are common from a liability point of view. He also said that there are clauses in each lease that prohibit certain types of hazardous materials.

Pete Frisina responded that the question of who controls what materials are stored was asked in the last meeting. He said the fire marshal stated he does not control what material are stored in a storage unit. He then stated that some controls falls on the operators, but they cannot monitor every item, 24 hours per day. He concluded that the fire marshal did express some concerns with fumes for an enclosed internal vehicle loading area.

Pete Frisina asked Josh Thornton if he had an experience with dealing with this type of building.

Josh Thornton responded that if you look at the newer facilities around Atlanta, the common option places the contractor bays in a single-story building located out in the front with a nice architectural façade that faces the major traffic arteries. He noted that the access points, the manual doors, as well as any garage doors, face the inside of the property, for only the contractor bays. He further explained that the contractor bay are in a separate building or either located on the back side of the building. He also noted that a similar building, the Life Storage facility, is located on Highway 74 South toward Senoia, near the soccer complex in Peachtree

City. That facility has contractor bays with a façade that faces the highway, and then along the rear are double garage doors that face each other with a driveway in between. He stated that this design is the best structurally from an engineering standpoint and architecturally because using the “tiering” concept, the building residential looking single-story or one-and half-story façade closest to the highway; all of the parking and the front of the storage portion (most) can be screened from view; the contractor access can be limited to just that building, and the remainder of facility will be just the individual type storage units.

Pete Frisina stated he thought that the internal unloading and loading was only for the people using the storage units.

Josh Thornton responded typically, there is a canopy on the side of building with sliding glass doors. There is typically a driveway under the canopy for use during inclement weather along with a couple of parking bays included. The grocery-store type sliding glass doors can be popped off for extremely large carts. He concluded by stating that other options can be viewed by creating some “tiering” and stacking”, but the covered canopies will be the easiest option from a fenestration standpoint.

Pete Frisina asked Josh Thornton if he had had any sketches of the building completed yet.

Josh Thornton responded no, his group was waiting on clarity in moving forward, he also stated that artists are very expensive.

Pete Frisina responded that he sent him a copy of the architectural standards that meet the current code, which are to become the new architectural standards.

Pete Frisina stated the vehicle unloading and loading section still needs more work. He was uncertain about making the requirement that the load and unloading must be internal.

Vice-Chairman England stated a good example is an auto service center at a major dealership, because that space has a dedicated ventilation system because this section of the building will be fire-rated separately. He noted that the ventilation system can handle the fumes if the doors are closed with the vehicle running.

Brian Haren replied that he agrees that it can done, however he foresees challenges when you build above the unloading area with a multi-story space structurally and from a fire safety standpoint.

Vice-Chairman England replied that structurally you can a construct a building with a hole in the middle of the first floor, so that would not be an issue. There would be a separation required between the vehicle alley and the business/office suites, there would be additional conversation needed with the fire marshal regarding the fire ratings.

Pete Frisina stated that he did not want to make the internal loading area mandatory, but if the access is on the sides perhaps the loading area can be internal or under a canopy, and if it is

located on the rear, it can be an outdoor loading dock.

Danny England then described the three (3) types of loading areas.

Brian Haren stated that the rear access issues should be worked-out to provide access for the tenant service contractor (section 2, page 2) bays. He clarified that the tenants will not desire to move their equipment through the front door of their office space.

Al Gilbert asked if the facility will contain an elevator.

Jim Graw asked if would be similar to a Storage Xtra.

Peter Frisina responded that it would contain an elevator and it is similar to the facility.

Pete Frisina entered into a discussion about what percentage of the first floor area should be office. He initially suggested 25%.

Josh Thornton felt that 25% would make it more challenging to obtain financing. He felt that 15 to 20% ranges should be kept open for discussion. He felt that this was fairly feasible if the management office is in this figure. He said each office is proposed about 2,000 to 3,000 square feet, with some conference room, incubator space and hot desks.

Pete Frisina then clarified that he envisioned that the office space would be connected to its own storage facility, which would count toward the office space, because it is part of the business. He also said the does not want to limit the contractor bays to 600 square feet.

Josh Thornton also stated that he was looking into the possibility of having some type of wall that would allow flexible space based on the tenant needs.

Vice-Chairman England noted that it has to meet fire marshal approval.

Pete Frisina also noted it must meet building codes.

Pete Frisina concluded that the office space should be a minimum of 20 percent which should include the tenant's office showroom plus the tenant's storage area.

Jim Graw asked if the maximum height of the facility is 40 feet.

Pete Frisina then presented a graphic showing a mansard-type roof which is required to be eight (8) feet tall, along with the maximum average height points.

Jim Graw again expressed his concerns that the proposed buildings which is a 3-story, 40 foot building abuts a residential area near someone's backyard, with no additional setback,

Pete Frisina clarified that O-I zoning currently allows a 40 feet height. He said if the building

is 40 feet there is no additional setback, if it over 40 feet, the setback is 5 feet for every foot over 40 feet. The four (4) feet pushes the building 20 feet further which is added to a buffer of 30 feet which is added to a setback of 15 feet. He states that he expects that each floor will be about 11 feet times 3 floors for a total of 33 feet.

Brian Haren responded to Jim Graw that 40 feet is already allowed in O-I everywhere so you really make an exception or make it more restrictive just for this building.

Josh Thornton expect that the final height will be about 36 to 38 feet.

Brian Haren noted that the additional landscape buffer can also help with the buffer from the residential area.

Pete Frisina asked should the elevations be provided with the re-zoning application.

Brain Haren said yes.

Josh Thornton stated the challenge for any developer at the rezoning phase of the process is that any plans submitted are conceptual in nature. An architect and a civil engineer has not yet been engaged at that stage in the process.

Pete Frisina stated that the renderings do not have to be extremely detailed.

Pete Frisina concluded that no changes needed to the existing overlay district (page 3). He said his next steps will include meeting Josh Thornton to look at finalizing the vehicle loading section, include flexible construction options, include a 20% office minimum, and add verbiage for the inclusion of simple elevation drawings for future developments on the Highway 54 West corridor.

Jim Graw pointed out that the exemptions regulations (Page 5, item 6) expired in January 2105.

Pete Frisina replied that the expiration dates means that each of the overlay districts need to be updated. Although it has expired, all of the overlay district have to be revised at the same time.

Al Gilbert asked about the fencing restrictions between the proposed facility and the adjacent neighborhood. He stated that he is not in favor of a very tall chain-link fence.

Pete Frisina stated a 30-foot buffer is required and the buffers should be vegetated. He then asked Josh Thornton what type of fencing is proposed for the property.

Josh Thornton replied that he expects some type of aluminum wrought –iron or faux wrought iron which will be a decorative security fencing. He noted there will be portions that will be un-fenced until the civil designs are completed to determine what areas will be accessible.

He noted that the access will either be pin-activated or card activated.

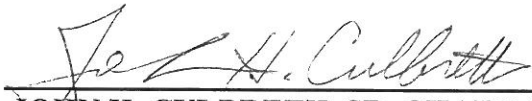
Pete Frisina concluded the discussion by stating that he would finish up the couple of items he spoke of previously.

The Planning Commission took no official action on this item and will continue the discussion at a future meeting.

Vice-Chairman England said he would entertain a motion to adjourn the meeting. Al Gilbert made a motion to adjourn. Brian Haren seconded the motion and the motion passed 4-0. Chairman John Culbreth was absent.

The meeting was adjourned at 7:49 pm.

PLANNING COMMISSION
OF
FAYETTE COUNTY



JOHN H. CULBRETH, SR, CHAIRMAN

ATTEST



HOWARD L. JOHNSON
PLANNING COMMISSION SECRETARY