

THE FAYETTE COUNTY PLANNING COMMISSION met on June 18, 2020 at 7:00 P.M. in the Fayette County Administrative Complex, 140 Stonewall Avenue West, Fayetteville, Georgia.

Due to COVID-19 social distancing requirements, the meeting was held via a teleconference call to members and staff.

MEMBERS PRESENT: John H. Culbreth, Chairman
Danny England, Vice-Chairman
Brian Haren
Arnold Martin
Al Gilbert (via *teleconference*)

STAFF PRESENT: Pete A. Frisina, Director of Community Services
Chanelle Blaine, Zoning Administrator (via *teleconference*)
Howard Johnson, Plan & Zoning Coordinator

Welcome and Call to Order:

Chairman Culbreth called the Planning Commission Meeting to order.

1. Consideration of Minutes of the Planning Commission meeting held on May 21, 2020.

Danny England made a motion to approve the minutes of the meeting held on May 21, 2020. Arnold Martin seconded the motion. The motion passed 5-0.

OLD BUSINESS

2. Discussion of the Flat Creek Trail Corridor

Pete Frisina began by stating that this something that we have worked on previously and we are bringing it back up. He added I have Tom and Alice Reeves here, they are the individuals that previously talked to us. He explained they live on Flat Creek Road and they have an additional house out there and they were inquiring whether or not Office-Institutional uses would be allowed on Flat Creek Trail. He stated that we have already started working on the Flat Creek Trail Corridor. He noted on the first page, it states to be added entirely to the Land Use Element and the Comprehensive Plan. He added that we talked about the Flat Creek Trail Overlay District and we used the term "District" when we talking in terms Land Use and we used the term "Overlay Zone" when talking in terms of the Zoning Ordinance, so those are two terms we used. He also noted that the study also talks about the goals and recommendations for the Flat Creek Trail and how it is a connection between State Highway 54 and Tyrone Road, both of those being major roads making the Flat Creek Trail, cut-through road.

Pete Frisina stated that under existing development section it talks about the 18 lots fronting Flat Creek Trail north by Highway 54, south of Tyrone Road, the total acreage is about 80 acres, eight (8) lots front of the east side and ten (10) lots front on the west side. He explained that approximately ten (10) lots have non-residential use zoning along the corridor already and comprise about 50 acres. He said there are about another eight (8) lots that are used residentially that comprise about 31 acres. The current comprehensive land use plan recommends Rural Residential One (1) to Two (2) unit per acre.

Pete Frisina stated that the study stated that the Comprehensive Transportation Plan recommends some improvements at the intersection of Tyrone Road and Flat Creek and the two recommendations are either a roundabout or a signalized intersection. He said I don't know when those will happen but at some point improvements will be made there, as we all know that is a very busy intersection and improvements are going to be made there eventually. He explained the study also talks about future development and looks at keeping the Rural Residential as the underlying land use. He stated on the next page it says maintaining the underlying landuse designation of Rural Residential for the consideration for O-I for lots fronting Flat Creek Trail. He added this very similar to the language that was used on State Route 54 where the underlying landuse was still residential but we can give consideration to the lots fronting the highway and that's what we are doing the same thing here for lots fronting Flat Creek Trail.

Pete Frisina stated that the study talks about creating a corresponding Flat Creek Trail Overlay Zone. He noted that the second part on that pages will be the labels that we will add into the legend of the Land Use Plan map. He said with the Flat Creek Trail Overlay Zone, I took the overlay zones that we used under other main highway corridors and used that as a pattern and formed one for the Flat Creek Trail Corridor and it talks about maintaining the residential and intuitional character of the area, controlling the architectural character and aesthetic quality of development within non-residential zoning, which is similar to what we do in all of the other corridors. He noted it talks about architectural standards, these standards are very similar to what we have used all of the other districts and the General State Route Overlay. He explained they don't apply to some corridors like State Route 85 North, since we don't try to maintain a residential character there. He noted this is very indicative of what we have done there before. He said the additional requirements are the about same, the only thing that I think we need to talk about is that we should put this for public hearing in August. He concluded I am proposing that we push this for the first week in August, this gives up one (1) more time to talk about in a workshop, if we have the time.

Pete Frisina stated that there is something that we have placed in all of the highway corridors, which states that no more than 50 % of the required parking should be located in the front yard, established by the front building line of any structure located on site,. He explained that this requirement shall apply with new structures 3,000 square feet or greater built on a non-residentially zoned property. He added you can see under the notes, it talks about that existing homes range in size from 1200 to 1700 square feet, one (1) parking space per 300 square feet equals anywhere from four (4) to six (6) spaces required. He said the

handicap and the 50% rule would not apply in the case with these smaller structures, but if someone built a newer building, that's when we would start dividing between front and side. He noted that the existing office development ranges from 6500 to 8000 square feet, which are the three (3) office buildings located close to the corner on Highway 54. He concluded so the standard for new development would be the 50% rule would apply in this case with a threshold of 3,000 square feet, where ten (10) spaces plus a handicap space would be required.

Pete Frisina said these all sound great when we come up with these things and they seem to work really well along the highway. He asked do you think this we are pushing too much for this corridor to try to make a distinction between the different types of development. He added the larger new development that could come in and subdividing the parking from side to rear. He also asked is this on target for what we should do in that corridor. He explained it wouldn't apply to existing homes that are turned into offices, it would not apply to them because they are too small, there is not enough to split. He concluded when you get into the range of 3,000 square feet and above you hit ten (10) spaces for the required amount of parking.

Pete Frisina asked my question to you guys is are we doing too much?

Arnold Martin asked as related to the existing homes and the square footage, what if someone comes in and says I love this house but I want to increase its size by another 2,000 to 3,000 square feet, so the frontage will look like a home but behind it is a large office. He also asked is there anything in here that is restricting that.

Pete Frisina responded well that would kind of get you into the area of new development, when you start building a lot more buildings on the property. He added you may use the house but if you want to expand, I think that's something we may want to look at.

Pete Frisina asked I am just wonder in general, are we doing too much by splitting the parking like this.

Danny England replied I don't think so. He added we looked at a property recently on the corner of Ebenezer Road and Highway 54, at an office building where Randolph-Williamson was thinking of moving their office. He added we have a conversation about parking that night., because they has their civil engineer design the site where the put the building at the back and it was surrounded by parking on all sides and this rule would apply. He said if you think about that project the only comment I would have had was to think about maybe putting your parking in the back and getting the building towards the front, I think it's a good idea. He concluded I think if we can out parking anywhere other than between the building and the street, it's a good solution.

Pete Frisina replied I want to give you a prime example. He explained that rezoning had 50% of the parking in front of the building in the area of State Route 54 and the other half was going up to Ebenezer Road, so technically that would meet the intent of the Ordinance

written for the Overlay Zone. He added in my opinion, people develop in a way that reduces their development cost to the degree they can. He said I think that aesthetics along the highway there is a lot more traffic and the 50% was really just not to have everything in the front of the building along the highway but to spread it around the building. He concluded that Flat Creek Trail is not quite as busy of a road, I would say that other than those office buildings that were built down towards the southern part of Flat Creek Trail that were built under the State Route 54 Overlay Zone, those have a 50 % rule.

Pete Frisina said none of the churches have to apply any rules. He noted the churches have all their parking right in front. He explained I would think that the lots along Flat Creek Trail are going to be deeper that they are wide, in my opinion, unless somebody assembles some to make a larger development but most of them are going to have a narrow width with a long depth. He said I would think we would have to look at that or we can leave this in as-is.

Pete Frisina explained what that you would do in the context of newer building or a larger building, it would at least put at 50% to the side of the structure. He said I think the ones that I talked about on the south part, some of the parking is behind, because those lots were narrow and you really couldn't put them on the side, so they really did put it behind because that the way it worked out. He concluded I know what you are talking about is not so much about the parking, but if you bring the building closer to the road, it automatically goes to the back.

Danny England replied exactly, just flip the diagram around.

Peter Frisina responded to me that is an urban trait, but the thing is in the Unincorporated County with the way we lay things out we have not pushed that concept because a lot of times they want to put the building further away from the road because of the nature of the road which are the State highways. He added in my opinion, interior to a city or a small urban area it makes sense to push the building to the front and the parking to the rear.

Arnold Martin stated I believe that at Ebenezer Road and Highway 54, the grey building with the doctor's office, isn't the parking in the front, is that an example what we are not trying to be.

Pete Frisina asked you talking about the opposite corner, is that where the rezoning we just heard?

Arnold Martin and Danny England both replied yes.

Danny England responded that kind of parking wraps around, it is a wedge-shaped lot.

Pete Frisina replied it kind of wraps around the building, so it is pretty evenly disbursed. He said so I'll tell you what, I will leave this in here for now, we got one more opportunity to probably talk about before we go to public hearing. He explained I just don't want to be too

strict because my experience has been when you when write things that are strict they sound great until you have to apply it to somebody, it never seem to work out the way you envision it, that's why I question it, is that too much or is it just enough. He added at least you got one more chance to talk about it. He concluded that is pretty much all I got, I think we should push for public hearings in August unless anybody has any issues, if you have some comments or questions get them to me.

Pete Frisina asked is there any input from you guys, are you agreeable with that?

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

NEW BUSINESS

3. Discussion of the Fayette County Sign Ordinance.

Pete Frisina introduced Laverne Jones and noted his facemask which has a photograph of his face.

Laverne Jones stated that is was his first time here. He said the (sign) Code, the way is written and I am going to read it and I hope you guys have it the way I got it from my pages, I think it is little bit different, but I think you get the same idea. He explained I came to get a sign for Hope Funeral Home locate at 165 Carnegie Place.

Laverne Jones explained that the back of their building is actually where they bring the people in and out and where people come out to get to the hearse. He said what the funeral director being is told is that no one can see her building or find where she is at from Highway 85. He noted that the first picture is a picture of the building taken from the middle of Highway 85, so that building looks very small. He said the picture that Pete gave you has a couple of errors in it because we took that picture from the middle of highway. He said when my designer sized it up of the height of that building, the photo made it look like 33 feet instead of what it actually measures is 28 feet. He explained there is a big difference there of five (5) feet in height that I missed because of the fish-eye effect of looking at it from far away.

He clarified that the width is correct, it is 102 feet, so according to the Code she is allowed to have a 104 square foot sign. He concluded she is only asking for a 32 square foot sign.

Laverne Jones read aloud the other part of the Code that says no wall sign shall be on an elevation higher than 25 feet average ground level of the elevation along the side of the building on which the wall sign is installed. He continued to read, if the building has two (2) or more stories, which it does, no sign shall be installed at a level above the bottom of the second floor window. He explained if you look at that picture that is where the code says it should go, that is accurate. He noted that where the funeral director would like it to go, is up at the top corner of the building. He explained that her reasons for that are one (1): there

is an eight (8) and one-half (1/2) to a nine (9) foot drop from Georgia 85 down into that facility. He added so if I were at ground level standing taking that picture, you would lose part of the bottom that building. He said if put that sign where it must go, the bottom of that Hope sign is right at the floor level and it can't go any higher than 25 feet, but it can't go to 25 feet because of the windows that are there and the 32 square feet would run into one of those windows which is also against the code. He concluded that what she is asking to do is to move it up.

Laverne Jones explained that her other objection is that those stripes on that building are an architectural concept of that building, and where is to be placed right now is blocking part of that architectural structure. He added that she says is doesn't look good there, I want to move it up above where it looks good and people can see it better. He concluded are there any questions.

John Culbreth asked are there any questions, Pete are there any comments.

Pete Frisina replied I just wanted to say that I met Laverne Jones the other day and Laverne Jones runs a sign company in the county and I think he is good source of information and I agree that we need to look at this section of the Ordinance and I think also there are other sections of the Ordinance that we need to look as well. He said I think I am going to tap Laverne Jones a get some more input and we can maybe pull him into a couple of meetings. He added I think we need to look over the entire sign ordinance, there are some issues in there I think need to be better addressed, in my opinion. He concluded I'd like to move ahead with at least definitely with a review of this and I don't see an issue with the way they want the sign, it is just the way the ordinance is written.

Al Gilbert asked could they not have apply for a variance.

Pete Frisina responded no, there is not a variance procedure in the sign ordinance.

Brian Haren asked can we write one in.

Pete Frisina replied yes, you can write a variance procedure in the sign ordinance.

Al Gilbert replied I think this is the first time this particular type of situation has come up, I hate changing the whole ordinance for one situation, yet I understand the problem, but I don't mind trying to address it. He added I just feel like it would be address with a variance as opposed to changing the entire ordinance.

Pete Frisina said that is something that we can look at in general. He said I think, in my opinion, the way this was written was the real intent but where they want to put the sign in general makes sense to me for this building and any other building in the County.

Arnold Martin replied I know this building, and the moment that you started speaking of it I am aware of the slope along Highway 85, I think it is definitely worthy because one of my

questions would be the about lighting for the sign.

Pete Frisina responded all signs are allowed to be illuminated in the County, there are very few are not allow to have some kind illumination.

Arnold Martin replied I guess the degree of illumination, how much light. I really have started to see more and more of the signs that say, I really want you to know that I am here which almost blind you.

Pete Frisina replied obviously we can discuss that also.

John Culbreth replied that is really a good point.

Laverne Jones replied that sign will not be lit.

Pete Frisina said in general, if we are looking at the entire sign ordinance, you may want to look at signs and say they should not be illuminated past a certain point, you need to figure out how to measure that.

Laverne Jones replied I happened to have installed that sign and that sign is standard LED visibility. He added the positive thing how he got it that way is he used a white face on it, any other color would have dimmed it down significantly.

Brian Haren responded that is what I want to bring up, because you are right and I live in that older subdivision and when you come up Deforest Road, you crest that hill at night, that's all that you see and it's a right-in-your-face type of deal for my neighbors in my subdivision that have their homes right of Highway 54. He added to to me, the illumination factor is probably more important than the size and placement of the sign. He explained I think we are going to find ourselves as the County continues to builds-out increasingly we will be wrestling with those kind of things. He concluded I understand that business want to have their signs to tell everyone where they are but we also have to consider the impact on the surrounding subdivisions.

Laverne Jones replied that's why he didn't want his name on that building, he wanted people to know his address.

Brian Haren replied well we certainly know his address.

Laverne Jones replied now everyone knows where 874 is.

Brian Haren stated the other thing that we need to consider is that LEDs are whole another animal when it comes to light intensity. He added I work at Hartsfield-Jackson airport and the pilots are complaining about the intensity of the LED lighting that been installed on the runways and taxiways. He concluded the FAA says that is standard, but the pilots are saying that maybe the standard but you need to fix the standard because they are getting blinded.

Danny England replied I agree that lighting should be a part of that too.

John Culbreth replied okay, lighting and height.

Laverne Jones stated that I drive pass this location maybe twice a week, but I don't have any problem seeing the road side sign.

Arnold Martin replied I guess I am just so use to it because my dentist is nearby.

Danny England replied I think probably the concern is if you are coming from Dunwoody to an event here, you have no idea. He said we sort of take it for granted because we are from here, but I see if are driving down the road looking for that place you would have a tough time finding it.

Pete Frisina replied that I think one of the issues with this building is that the entrance is not on Highway 85, so a lot of times people get mixed-up and can't find it. He added the building does kind of sits lower.

Danny England responded it also looks like an office building.

Pete Frisina responded yes it doesn't not have the architectural character of a funeral home. He said I just look at the general perspective of how that sign ends up on that building and I don't have a real issue with that sign being above that window.

Danny England replied that's where you expect to see it, at the top.

Pete Frisina stated I think part of this wall regulation is talking about a big blank wall and how high you want the sign on the big blank wall. He explained I think we need to separate this, and talk about this as two separate regulations. He said instead of putting this together since we are talking about buildings that are broken up by windows and stories and building that are broken up by windows and stories and still may be this size.

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

4. Discussion of the O-I and the SR 54 Special Development District.

Pete Frisina said I forwarded two emails to you after I sent this package out from an individual that is looking to build one of the internal storage facilities on State Route 54, where we put all the regulations in place. He added I have looked up a few things on the internet, and his question is giving what is happening with the COVID-19 virus, is the feeling that in the future office development may not be as prevalent as it is now, because many companies are realizing that I can lower my overhead if half of my workforce stays

at home.

Arnold Martin said that statement is right-on because the building that I am in is in is near the airport and we share the parking lot with the Airport Marriot and 98% of our parking lot was empty and by chance I talked with the landlord. He said I asked did all of these companies go out business. The landlord responded no, everyone is working from home. He added I said that may not be good for you because just my company has 400 employees and 95% of employees work in offices. He said our production has been higher at home, so now companies will look at the bottom line and soon as their leases are up I will guarantee they will lease smaller spaces. He concluded they have figured out we do this leaner, meaner and more efficient.

Pete Frisina replied so his inquiry to us is to consider that in the 20 % office space requirement for one of these structures. He is saying in term of his performa he would like to see it less, he suggested five (5%) percent, but somewhere between 5% and 20% should be where we should look to get the conversation started.

Brian Haren stated Arnold is absolutely right, we are seeing the same thing at the airport but I think the kind of spaces that were expecting to go in there are a different concept. He said the spaces are for a business that also need co-located storage. He added it's the painting contractor, the HVAC contractor. He noted I get that fact the folks who just need to put up partitions and run computers will be seriously impacted. He said but there still may be a demand of office space with industrial storage, I could go below 20% but I wouldn't want to go below 15% because I still just think that market is there a. He explained I am afraid that these things will end up looking like monoliths like that one that is being built on Highway 54 across from my subdivision.

Danny England replied I agree with Brian, I think the type of business that we were thinking that would be interest in this location, in that type of structure, probably are not the same ones affected. He said that I have been working from home since mid-March. He explained I think there are certain types of professions that allow that more easily, but I think if you are plumber or a landscape contractor or something that has a need for physical space whether it is storage or making widgets for use or the something like that, I think there is a market for that.

Danny England noted there is nothing to say that somebody might be separated from their main office and work from home and they need a space to house things the can't house in their home. He said I think there is a still market for that, I don't think that it is out of the ordinary I understand and we have talked with a lot of different office people and everybody's really nervous about what the future is going to be like, me included. He added we may not need the same the same office in the future but that does not mean we don't need something. He stated I think the need could be still there. He emphasized I think the overall goal of trying to activate the Highway 54 Corridor with some type of daily use or nine (9) to five (5) use so that of project wouldn't be a giant vault on the side of the road with some type of no activity. He concluded I think that is still a sound principle which

something we should think about.

Al Gilbert said we have in way made some major changes to allow a different of zoning in that area and because of that I don't think we need to relax and rest or take too much from what we have decided. (Al Gilbert's phone connection then dropped).

Pete Frisina said we are not making any decisions tonight, this was just to open the discussion. He noted Brett couldn't make it tonight. He added we will open the discussion and start working on some things and start looking at it. He explained the initial proposal to us it would include an enclosed storage facility for vehicles, which we thought was great idea because aesthetically it we would it would be better. He added I think the original concept was a concierge storage of vehicles which would be maintained there including start-up and recharge services. He added when you want your vehicle it would be brought out to you.

Pete Frisina said I don't think Mr. Benson is talking about the same concept, he is mainly talking about just storage of vehicles. He said his concept is open vehicle storage but somehow mask them behind a building. He added I told him it's something we can look at. Pete noted I know that we wanted this to be at a higher level than a typical self-storage facility but if it wasn't for the person that promoted that in the original concept, I would have not thought to include it.

Pete Frisina said these are the two (2) things that Mr. Benson would like to us discuss. He added if there is anything else you would like to discuss, we can do that as well, but this discussion was just an introduction to get his questions out to you and we can bring this up in another workshop, this gives you some time. He concluded that in general, what's the business environmental going to be like in 1 year, 2 years and 3 years, it's hard to say. Pete Frisina stated that all I have.

Chairman Culbreth said that he will entertain a motion for adjournment.

Howard Johnson reminded the Commission that a final vote was needed for the minutes.

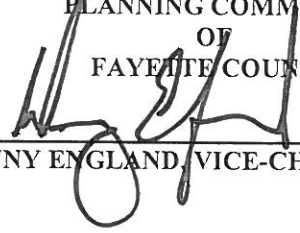
Al Gilbert stated that he was opposed to dropping the percentage on the office space of the buildings on Highway 54 mainly because we are relenting already as far as the zoning.

Chairman Culbreth informed Al Gilbert that his vote was needed on the minutes.

Al Gilbert replied that I vote yes for approval of the minutes.

The meeting adjourned at 7:49 pm.

PLANNING COMMISSION
OF
FAYETTE COUNTY



DANNY ENGLAND, VICE-CHAIRMAN

ATTEST:


HOWARD L. JOHNSON
PLANNING COMMISSION SECRETARY

