Perry

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Perry Planning Commission - Agenda
Monday, July 25, 2016

CALL TO ORDER

ROLL

INVOCATION

APPROVAL OF MINUTES FROM JUNE 27, 2016 MEETING

ANNOUNCEMENTS

The Campaign Notice, per O.C.G.A. 36-67A-3

Please turn cell phones off

PUBLIC HEARING (Planning Commission Decision)

INFORMATIONAL HEARING (Planning Commission Recommendation)

1). #R-16-02 Rezoning and annexation 401 Airport Road

OLD BUSINESS

1). PLDO Amendment Section 71.5 Site Requirements

NEW BUSINESS

OTHER MATTERS

ADJOURN

All meetings of the Perry Planning Commission are held at Perry City Hall located at 1211 Washington Street, Perry in Council Chambers at 6pm unless otherwise posted.

Perry Planning Commission - Minutes
June 27, 2016

CALL TO ORDER: Chairman Poole called the meeting to order at 6:05pm

ROLL: Chairman Poole; Commissioners Beeland, Clarington, Jefferson, Mehserle and Yasin were present. Commissioner Williams was absent.

STAFF: Lee Gilmour – City Manager, Dan Bass – Building Inspector, and Christine Sewell – Recording clerk.

GUESTS: None

INVOCATION: was given by Commissioner Jefferson

APPROVAL OF MINUTES FROM June 13, 2016 MEETING: Commissioner Clarington motioned to approve as submitted; Commissioner Beeland seconded; all in favor and was unanimously approved.

ANNOUNCEMENTS: Chairman Poole referred to the Campaign Notice, per O.C.G.A. 36-67A-3 and to please turn cell phones off

PUBLIC HEARING (Planning Commission Decision)

INFORMATIONAL HEARING (Planning Commission Recommendation)

1). PLDO Amendment Section 71.5 Site Requirements

Chairman Poole opened the public hearing at 6:08pm and called for anyone to speak for or against. Mr. Gilmour reviewed the proposed change noting the criteria as noted under subsection "b" would be deleted and examples were cited. There being no further input the public hearing was closed at 6:12pm.

Discussion arose among the board; Chairman Poole inquired as to why certain districts were excluded; Mr. Gilmour noted in C-2 uses had too much heavy traffic for the type of businesses allowed. Commissioner Mehserle felt the approach was an advantage from an environmental standpoint to lessen stormwater runoff. Commissioner Yasin concurred and asked if there could be a maximum number of paved parking spaces. As the discussion ensued the board felt the requests for waiver of the proposed requirements should be brought forth as a special exception however, it was felt there may be more cases denied with the proposed criteria. Commissioner Yasin inquired of different paving options available; Mr. Gilmour advised that would be researched and brought back for further review.

Commissioner Yasin motioned to table the amendment; Commissioner Clarington seconded; all in favor and was unanimously approved.

2). PLDO Amendment Section86.1.1 Use Table Key

Chairman Poole opened the public hearing at 6:39pm and called for anyone to speak for or against. Mr. Gilmour advised the use table provided was as discussed at previous meeting. There being no further input the public hearing was closed at 6:41pm.

Commissioner Yasin inquired on the use category of Coin Operated Machines; Mr. Gilmour advised this use was currently permitted and was allowable through state regulations. The current use table allowed in

the IMU district with a recommendation for use in the MUC district and by special exception in the NMU district of the form based code. Discussion arose with concern of allowing coin operated machines in the MUC district. It was suggested that use could be by special exception.

Commissioner Mehserle motioned to recommend approval to Mayor & Council of the amended use table as provided which reflects coin operated machines under the MUC district by special exception; Commissioner Yasin seconded; all in favor with Commissioner Jefferson opposed; resulting vote was 3 to 1 for approval.

3). PLDO Amendment Section 106.10 Exemptions from Sign Permit Requirements

Chairman Poole opened the public hearing at 6:58pm and called for anyone to speak for or against. Mr. Gilmour advised the new section was being addressed as we are currently operating under these guidelines, but it is not in the code and should be. There being no further input the public hearing was closed at 7:00pm.

Discussion ensued with Chairman Poole inquiring if all types of the currently prohibited signs are allowed; it was advised they would be for (30) days if a new business or owner change. Chairman Poole questioned what was considered a substantial renovation. Mr. Gilmour provided an example one being the major renovation of the SunMark Bank on Northside Drive and those renovations deemed as such by the Chief Building Official.

Commissioner Beeland motioned to recommend approval to Mayor & Council of the amendment as provided; Commissioner Jefferson seconded; all in favor and was unanimously approved.

1). Recommendation to Administration on Historic Period for City

Mr. Gilmour advised this was not a code amendment but a request for a defined period of time as it pertains to historic structures. It was further advised in researching, the Middle Georgia Regional Commission's 2003 Historic Resources Survey it was the recommendation of Administration for the time period of 1850-1950. Mr. Gilmour further noted the purpose of this designation is to: 1). Provide guidelines for downtown color schemes, 2). Determine future and historic buildings and districts, 3). Provide design parameters for future remodels or alterations, 4). Provide focus for certain tourism promotion events or activities, and 5). Assist in formulating a community education process. It was noted Council has been looking at options to preserve historic structures and are concerned with these structures falling into disrepair. Commissioner Mehserle asked the area specifically targeted; Mr. Gilmour advised for now the downtown area and it was noted the intent is to provide a set of clear criteria and is to be used as a guideline for property owners.

Commissioner Mehserle motioned to recommended to Administration the historic time period for the City to be 1850-1950 for the historic districts as established by Council; Commissioner Yasin seconded; all in favor and was unanimously approved.

ADJOURN: there being no further business to come before the board the meeting was adjourned at 7:29pm.

STAFF REPORT

CASE NUMBER: R-16-02

APPLICANT: Houston County Development Authority

REQUEST: Rezone and annex a portion of Parcel 16- 25. An 80 acre parcel fronting Perry Parkway and Airport Road.

LOCATION: Land is adjacent to 401 Airport Road (Sandler). The tract will be approximately 80 acres in size. The tract is currently part of a 652.6 acre tract, Houston County Tax parcel 16-25.

ADJACENT ZONING/LANDUSES:

Parcel: HC M-2	Vacant Land
North: HC M-2	Vacant Land
South: HC RAG	Farm
East: City of Perry M-2	Sandler Corporation
West: HC M-2	Vacant Land

STANDARDS GOVERNING ZONE CHANGES:

1. *The suitability of the subject property for the zoned purposes.* The property is currently zoned Houston County M-2. The parcel is being annexed into the City for Manufacturing Development

2. *The extent to which the property values of the subject property are diminished by the particular zoning restrictions.* Staff believes the current zoning does diminish the property values. Without annexation and rezoning the property will not be able to connect to City utilities. Without those utilities development of the property will continue to linger.

3. *The extent to which the destruction of property values of the subject property promotes the health, safety, morals or general welfare of the public.* The destruction of property values does not promote public welfare. There is no destruction of property values.

4. *The relative gain to the public as compared to the hardship imposed upon the individual property owner.* There is no hardship on the owner. The annexation will allow the parcel to tie into City utilities which is a gain to the public.

5. *Whether the subject property has a reasonable economic use as currently zoned.* The tract currently zoned Houston County M-2 has reasonable use.

6. *The length of time the property has been vacant as zoned considered in the context of land development in the area in the vicinity of the property. The property has been vacant for twenty plus years. The land has been used for agricultural use.*

7. *Whether the proposed rezoning will be a use that is suitable in view of the uses and development of adjacent and nearby property:* The proposed use is suitable to the surrounding area. The annexation and rezoning allows the City to serve the site and continues the current M-2 manufacturing uses.

8. *Whether the proposed rezoning will adversely affect the existing use or usability of adjacent or nearby property.* The proposed rezoning should not adversely affect the nearby properties. The proposed rezoning is not expected to affect the usability of nearby properties. The surrounding uses will be able to continue.

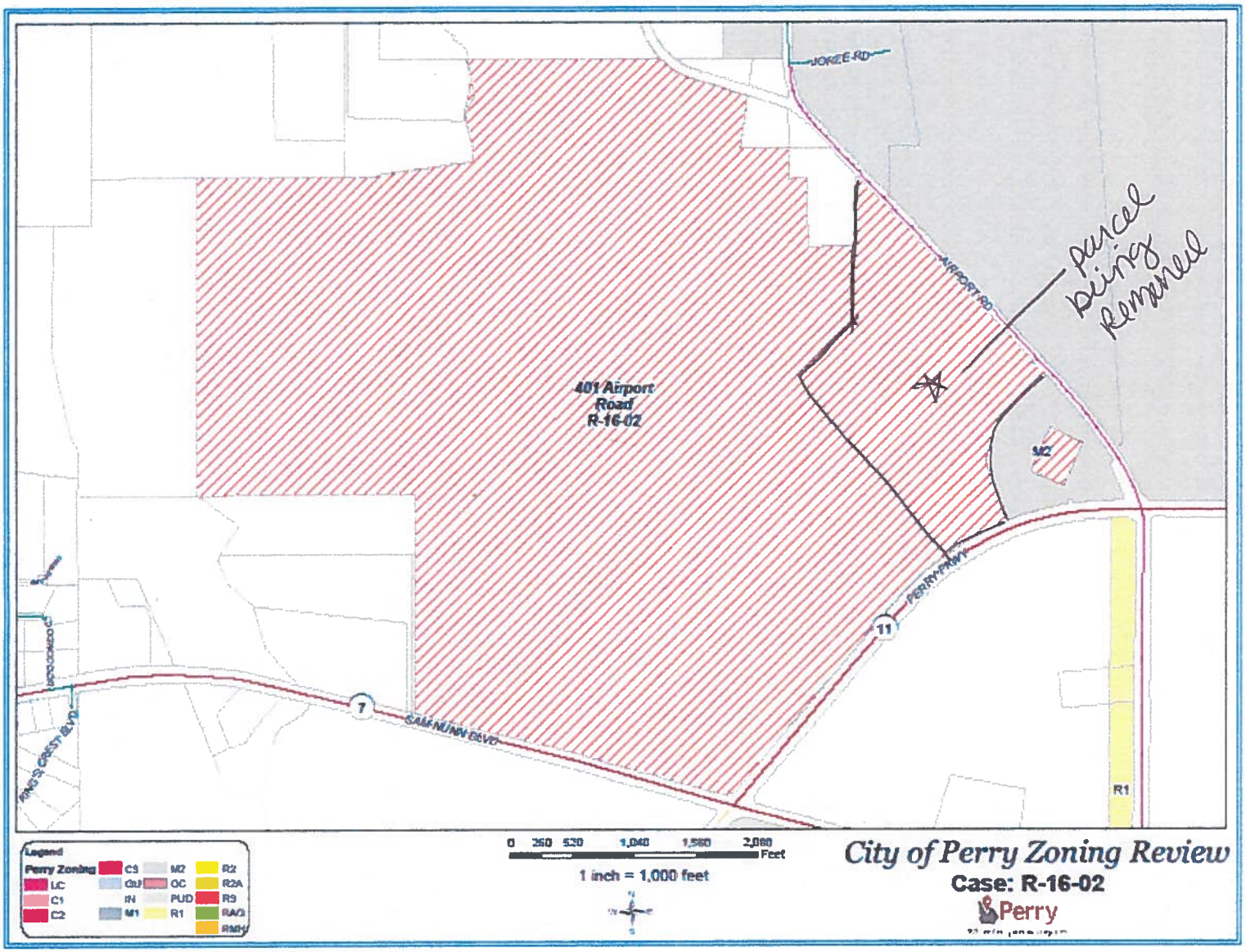
9. *Whether the zoning proposal is in conformity with the policies and intent of the land use plan.* The Character Area Map from 2007 depicts this area as Regional Activity Center. The proposed use is in keeping with the Regional Activity Center.

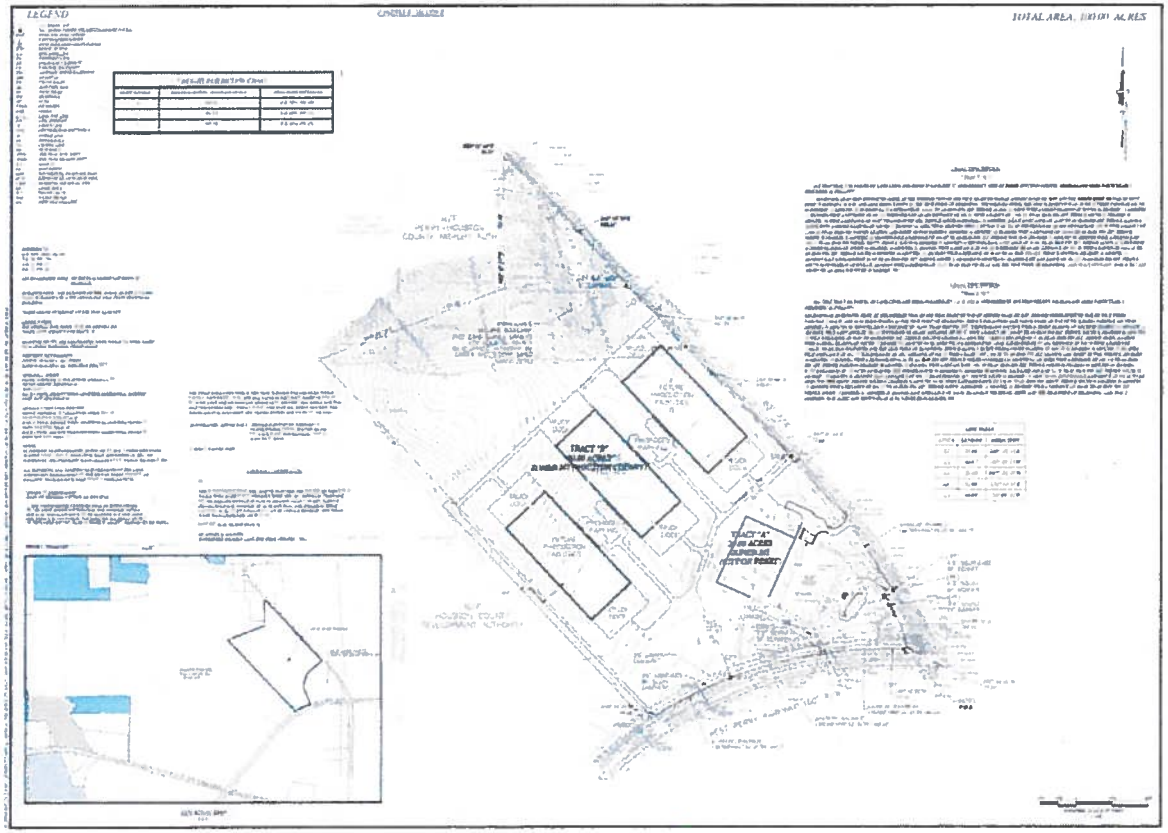
10. *Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.* The proposal will not cause excessive or burdensome use of the streets, transportation facilities, utilities, or schools.

11. *Whether there is other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal.* The parcel will be used for future expansion of the existing manufacturer.

STAFF CONCLUSIONS:

The applicant is requesting annexation and rezoning of the parcel to City of Perry M-2. The current zoning is Houston County M-2. The uses allowed by the County's M-2 classification are the same as the City's M-2 classification. The request will allow future expansion to be regulated by the City of Perry who is the supplier of the utilities. Staff has no objections to the request.


JORGE RD
AIRPORT RD
parcel being removed
401 Airport Road R-16-02
M2
PERRY PKWY
11
7
SAM NUNN BLVD
R1
Legend
Perry Zoning
LC
C1
C2
CS
IN
M1
M2
OC
PUD
R1
R2
R2A
R3
RA/3
RMH
0 260 520 1,040 1,560 2,080 Feet
1 inch = 1,000 feet
City of Perry Zoning Review
Case: R-16-02
Perry



Ocmulgee Inc.

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OFFICE OF THE CITY MANAGER

MEMORANDUM

TO: Planning Commission Members

FROM: Lee Gilmour, City Manager

DATE: July 14, 2016

RE: Parking Surfaces

Following up on your 6.27.16 discussion, attached is information outlining different paving surfaces. Please review and be ready to discuss at your next meeting.

cc: Ms. C. Sewell

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Department of Community Development

TO: Lee Gilmour, City Manager

FROM: Chad McMurrian, Lead Engineering Technician

DATE: July 13, 2016

RE: Parking and Driveway pavement alternatives:

Alterative paving can be broken down into three categories based on strength and durability.

1. Concrete block pavers
2. Concrete permeable soil retention mat
3. Plastic grid pavers

Concrete Block

These pavers are constructed primarily from concrete. They interlock with one another, but create a void space between the pavers to permit water to infiltrate into the underlying gravel reservoir. A typical concrete block pavement installation consists of a soil subgrade, a gravel base, a layer of bedding sand, and the grid pavers. The void space around the pavers can be filled with either gravel, or soil and grass.

Block pavers are recommended for use in parking lots, overflow lots, residential streets, driveways, sidewalks, and fire lanes. Proper site preparation, installation, and maintenance are key to the block pavers' long-term success. Three examples of concrete block pavers are described below.

- Advantages: Concrete block pavers have a long durable life. Concrete can provide a support structure for heavy vehicles, and traffic.
- Disadvantages: Some block cannot handle heavy loads. Installation is more difficult than plastic requiring addition subbase work and possible contractor for installation.

Fire access paved with Hastings Checker Block®

Description: This product is a light-duty, square (2'x2') lattice concrete paver with small cross-shaped internal openings that can be filled with either soil and grass, or gravel. The ratio of grass or gravel to concrete is ~70%.

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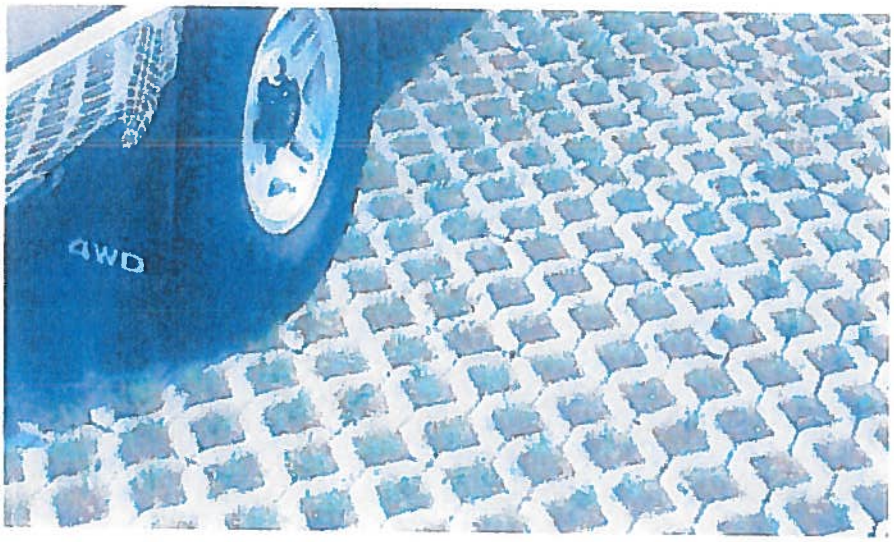
Hastings Checker Block is suitable for overflow parking, service roads, fire access lanes, tree pits, and stabilizing embankments along water bodies. Grass can be maintained using a conventional lawn mower.

Price is determined by retailer and size of project.

Manufacturer: Hasting Pavement Company. Additional information
http://www.hastingspavers.com



Driveway paved with Turfstone

Description: This product is a light-duty lattice-pattern concrete paver, with approximately 60% impervious area. The diamond-shaped openings within the lattice pattern can be filled with either soil and grass, or gravel. The pavers are 16" x 24", and come in three heights (3 cm, 8 cm, and 10 cm).

This product is suitable for overflow parking areas, emergency vehicle access roads, patios, driveways, spillways, and embankments.

The compression strength of the Turfstone manufactured by Cambridge is 1,440,000 lbs/ft2 (10,000 psi). Price of pavers over- $3.00 per ft2. The pavers have a lifetime guarantee and are easy to repair.

Manufacturer: Unilock; Ideal Concrete Block Company; and Cambridge Pavers.

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Parking lot paved with SF-RIMA TM

Description: These pavers are small (8.66" x 8.66" x 3.125") impervious concrete blocks with a total of six spacers along the edges that can either interlock with one another or be placed spacer-to-spacer for additional void space. The void spaces between the adjacent blocks permit the infiltration of water to the underlying permeable base and subbase materials.

Suitable applications for the gravel-filled pavers include parking lots, residential roads, driveways, sidewalks, and patios.

Suitable applications for the grass-filled pavers include overflow parking lots, street medians, driveways, patios, and garden paths.

When the spacers are placed against the adjacent paver stone a 0.5" joint is formed that can be filled with gravel. When the spacers are placed against other spacers, a 1" joint space is formed that can be filled with soil and grass. The former has ~8.5% open area whereas the latter has ~22% open area.

The pavers have a lifetime guarantee and are easy to repair, with a price range from $3.00 to $3.50 per ft2.

Manufacturer: SF Concrete Technology, Inc. www.sfconcrete.com

Plastic Grid Pavers

Many options and manufactures are on the market, all provide similar quality and options. High strength plastic grids (often made from recycled materials) are placed in roadway areas. Some are designed to be filled with gravel on top of an aggregate material, while others are filled with a sand/soil mixture on top of an aggregate/topsoil mix that allow grass to be planted on the surface.

- Advantages: Plastic grids have a long useable life, are relatively easy to install and provide good infiltration. Most plastic paver material is flexible so it can adapt well to shrink/swell and freeze/thaw conditions. The grids provide a support structure for vehicles, and prevent erosion. After heavy rains, the grids act as mini holding-ponds, and allow water to gradually absorb into the soil below.

- Disadvantages: Some pavers cannot handle heavy traffic. Some pavers are also sensitive to deformation in cold climates and do require a thick base to prevent "heaving."

Plastic grid pavers are recommended for access roads, driveways, emergency lanes, parking areas, and over flow parking. The price of grids varies greatly depending on style and brand, from less than $1.00 per ft2 to over $5.00 per ft2. Examples listed below, are a couple manufactures which stand out from the rest.

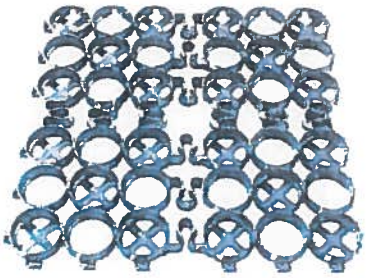
Parking lot paved with

TRUEGRID

Designed and engineered for heavy loads and heavy traffic. Truegrid offers parking lot stripe option with visible spot markers.

Industry-best compression strength.

Multiple gravel fill color options and ADA compliance.



TUREGRID has suitable applications for the heavy traffic, heavy loads, parking lots, residential roads, driveways.

Suitable applications for the grass-filled pavers include overflow parking lots, street medians, driveways, patios, gardens, storm water ditches, and swales.

- Advantages: Cost effective and provides daily use for heavy traffic parking and driving,
- Disadvantages: requires additional subgrade construction for heavy loads may not be suitable for some storm water control in ditches or swales.

This pavers are affordable and easy to repair, with a starting price range around $1.00 per ft2.

Manufacture: www.truegridpaver.com

Access road being paved with rolls of NDS

NDS

NDS is a plastic roll of Hexagonal grids. These grids can be filled with soil gravel seeded or sod.

NDS has suitable applications for the overflow parking lots, residential roads, driveways, sidewalks, and fire lanes.

Suitable applications for the grass-filled verision consists of street medians, driveways, storm water ditches, and swales.

- Advantages: Easy installation provides use for light traffic and parking
- Disadvantages: Not suitable for good for heavy loads or heavy traffic.

Pricing available upon request, online estimates around $3.00 per ft2.

Manufacture: www.ndspro.com/permeable-pavers

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Soil Retention Concrete System

This system is a wet cast concrete mat with an engineered grid cast inside. Individual pads are intended to flex at the joints and the grid is designed to allow for long term settlements The concrete mat has bearing properties similar to concrete and asphalt while the void spaces are able to prohibit compaction within the root zone.

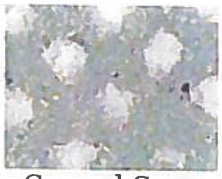
- Advantages: Provide daily use for parking and driving, Concrete mats provide excellent filtration and a good choice for storm water control,
- Disadvantages: Cost of product can be more expensive than plastic competitors, may require additional subbase work by a contractor.

Parking lot paved with Drivable Grass® and aggregate infill.

Drivable Grass®

Drivable Grass can be used in place of poured concrete and asphalt for a wide variety of applications. In addition to driveways and parking stalls, other applications include emergency and service vehicle access lanes. Drivable Grass works well with many different kinds of fill materials, pictured below.

Artificial Grass



Ground Cover

Stone

Sand

Suitable applications for the gravel-filled pavers include parking lots, residential roads, driveways, and sidewalks.

Suitable applications for the grass-filled pavers include overflow parking lots, street medians, driveways, patios, gardens, storm water ditches, and swales

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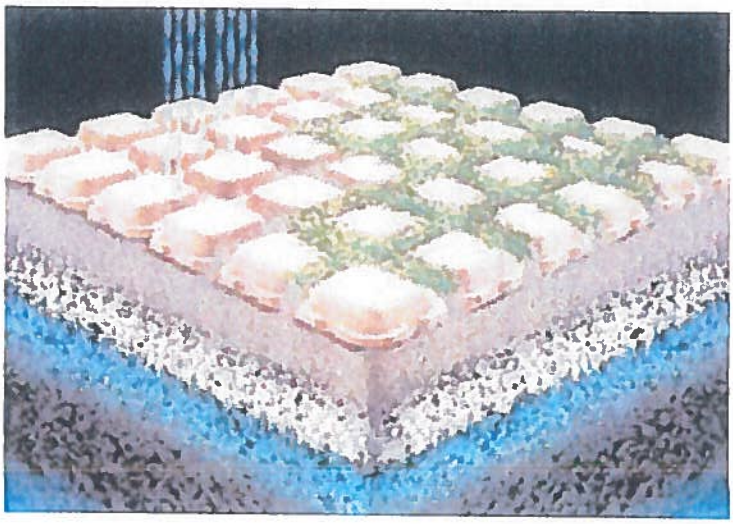

Drivable Grass enables storm water to infiltrate into the underlying permeable base and exfiltrate to the native subgrade. When using open graded aggregates with a void space of 30-40% as base material, significant amounts of water can be collected and stored for reuse as irrigation through rain water harvesting techniques. Storm water is filtered by the turf grass and the bio-system that naturally occurs within the root zone soil. By employing this type of bio retention in permeable parking stalls, permeable swales and other strategies, drivable grass in some cases can eliminate the need for storm drains, plastic boxes and conventional detention basins.

Pricing: Available upon request.

Manufacturer: Plantable concrete systems® www.soilretention.com

References:

Permeable Pavement: Rhode Island Department of Health, Source Water Protection Program. Introduction to permeable pavement alternatives, 2007

TRUEGRID online Brochure 2012- 2016

NDS online Brochure 2016

Soil retention systems online Brochure 2016