

PLANNING COMMISSION MEETING MINUTES SUMMARY
Stonecrest City Hall- 6:00 PM *Spoke-in-Person Meeting
July 18, 2023

As set forth in the Americans with Disabilities Act of 1990, the City of Stonecrest will assist citizens with special needs given notice (7 working days) to participate in any open meetings of the City of Stonecrest. Please contact the City Clerk's Office via telephone (770-224-0200)

Citizens wishing to actively participate and make a comment during the public hearing portion of the meeting please submit a request via email address planning-zoning@stonecrestga.gov by noon the day of the hearing July 18, 2023. The zoom link for the meeting will be sent to you, or you can also submit comments and questions to the same email address by the same deadline to be read into the record at the meeting.

- I. **Call to Order:** Chairman Eric Hubbard (District 3) called the Spoke-in-Person meeting to order at 6:00 PM.

- II. **Roll Call:** Chairman Hubbard (District 3) called the roll. Commissioner Stefanie Brown (District 1), Commissioner Joyce Walker (District 2), Commissioner Pearl Hollis (District 4), and Commissioner Lemuel Hawkins (District 5) were present.

Planning Director Ray 'White, Deputy Director Matthew Williams, Senior Planner Tre'Jon Singletary, and Planner Abeykoon Abeykoon were in attendance. Attorney Alicia Thompson, Fincher Denmark, LLC, virtually attended.

- III. **Approval of Minutes: The Planning Commission Meeting Minutes Summary dated June 26, 2023.** Chairman Hubbard called for a motion to approve the Planning Commission meeting Minutes Summary dated **June 26, 2023** by Commissioner Pearl Hollis. Commissioner Stefanie Brown seconded the motion. The motion was unanimously **APPROVED.**

- IV. **Approval of the Agenda:** Chairman Hubbard called for a motion to **APPROVE THE AGENDA.** Commissioner Pearl Hollis motioned to **APPROVE THE AGENDA.** Commissioner Joyce Walker seconded the motion. The motion was unanimously **APPROVED.**

- V. **Presentations: Upcoming Cases Presented by: Mr. Ray White, Planning Director and Tre'Jon Singletary, Senior Planner**
 - **TMOD-23-001**

VI. **Old Business:** N/A

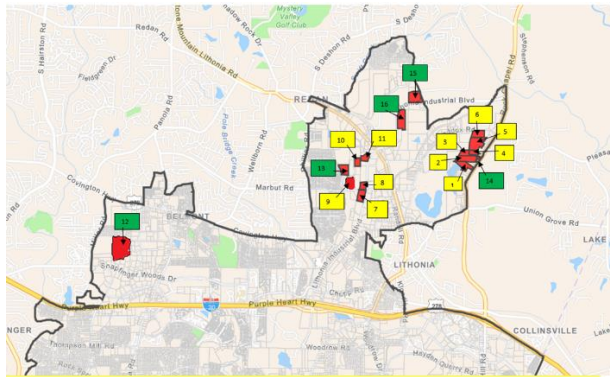
VII. **Presentations**

*The Senior Planner Tre'Jon Singletary Presented **TMOD-23-001***

- Truck Gravel Parking Lots was initially amended during the TMOD21-012
- Approximately seventeen (16) Trucking Parking Lots within the city

- Twelve (11) of which are Gravel Lots
- Five (5) of which are Paved Lots
- Truck Parking Lots shall fall under one of three (3) categories within the Zoning Ordinance moving forward
 - Truck Stop
 - Truck Terminal
 - Transportation Equipment and Storage or Maintenance (Vehicle)
- Staff is proposing changes to Article 4 (Use Regulations) and Article 6 (Parking) of the Zoning Ordinance

Existing Truck Parking Lots

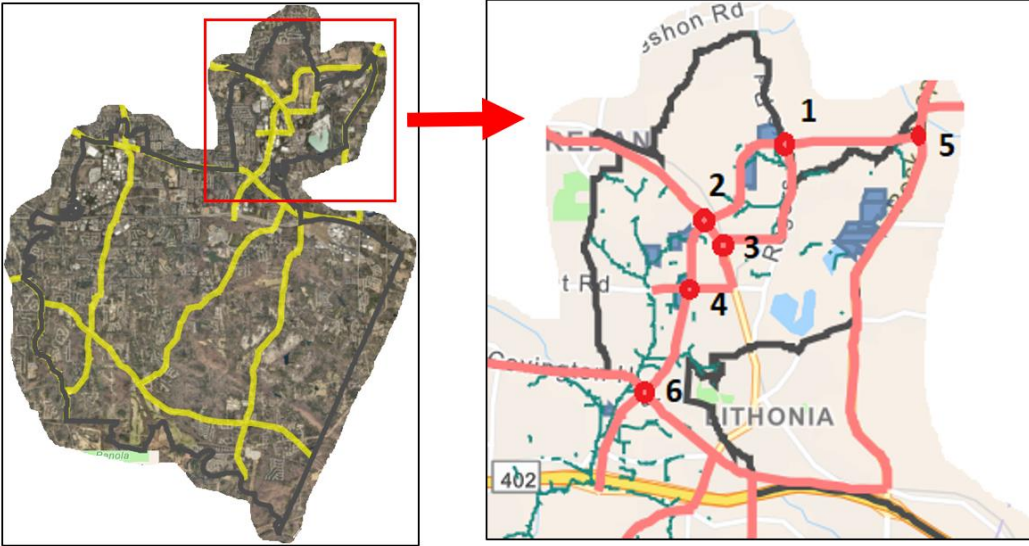


| Location No | Address | Zone | Acreage | paving material |
|-------------|---|------|---------|-----------------|
| 1 | 2071 Rock Chapel Road Lithonia, GA 30058 | M | 10.77 | Gravel |
| 2 | 1985 Rock Chapel Road Lithonia, GA 30058 | M | 14.73 | Gravel |
| 3 | 1979 Rock Chapel Road Lithonia, GA 30058 | M | 8.65 | Gravel |
| 4 | 1965 Rock Chapel Road Lithonia, Ga 30058 | M | 5.14 | Gravel |
| 5 | 1901 Rock Chapel Road Lithonia, GA 30058 | M | 21.54 | Gravel |
| 6 | 7301 Maddox Road Lithonia, GA 30058 | M | 10.97 | Gravel |
| 7 | 2129 Lithonia Industrial Boulevard Lithonia, GA 30058 | M | 9.12 | Gravel |
| 8 | 6630 Marbut Road Lithonia, Ga 30058 | M | 5.97 | Gravel |
| 9 | 6500 Marbut Road Lithonia, GA 30058 | M-2 | 19.27 | Gravel |
| 10 | 1950 Jabco Court Lithonia, GA 30058 | M-2 | 6.06 | Gravel |
| 11 | 6595 Marshall Boulevard Lithonia, Ga 30058 | M-2 | 6.04 | Gravel |
| 12 | 5250 Truman Drive Lithonia, Ga 30058 | M | 55.46 | Not Gravel |
| 13 | 1933 Jabco Court Lithonia, Ga 30058 | M-2 | 10.51 | Not Gravel |
| 14 | 1913 Rock Chapel Road | M | 0.54 | Not Gravel |
| 15 | 1617 Rogers Lake Road Lithonia, Ga 30058 | M | 16.78 | Not Gravel |
| 16 | 1600 Lithonia Industrial Boulevard Lithonia, Ga 30058 | M | 17.8 | Not Gravel |

| | |
|--|---------------------------------|
| | Truck Parking Lots - Gravel |
| | Truck Parking Lots - Not Gravel |

Truck Routes

Developers must abide standards in Chapter 17. – Motor Vehicle Regulations | Article 3. – Vehicle Operation | Division 1. – Generally | Sec. 17-94. – Truck Routes



Recommended Changes to Sec. 9.1.3 – Define Terms

Article 9. – Definitions/Maps

Sec. 9.1.3. – Define terms.

Commercial parking garage/structure means a covered or sheltered structure of one or more stories designed, constructed and used for the parking of motor **vehicles automobiles** for profit.

Commercial parking lot means an uncovered or unsheltered structure of one or more stories designed, constructed and used for the parking of motor **vehicles automobiles** for profit.

Lot means a portion or parcel of land intended as a unit for transfer of ownership or for development or both, intended to be devoted to a common use or occupied by a building or group of buildings devoted to a common use, and having principal frontage on a public road or an approved private road or drive.

Transportation equipment and storage or maintenance (vehicle) means any building, premises, land, **or lot** in which or upon which is the storage or maintenance of motor freight vehicles or equipment, without services provided. **~~such as those provided by a truck stop. Compare with Truck terminal.~~**

Truck stop means any building, premises, land, **or lot** in which or upon which a business, service, or industry involving the maintenance, servicing, storage, or repair of commercial vehicles is conducted or rendered, including the dispensing of motor fuel or other petroleum products directly into such commercial vehicles and the sale of accessories or equipment for trucks and similar commercial vehicles. A truck stop may also include overnight accommodations and restaurant facilities primarily for the use of truck crews.

Truck terminal means an area **and or** building where vehicles load and unload cargo and freight and where the cargo and freight may be broken down or aggregated into smaller or larger loads for transfer to other vehicles or modes of transportation.

What Changed?

- Commercial Parking Garage/ Structure & Commercial Parking Lot
 - Removed “vehicles”
 - Added “automobiles”
- Transportation equipment and storage or maintenance (vehicle)
 - Added “lot”
 - Removed “such as those provided by a truck stop. Compare with Truck terminal”
- Truck Stop
 - Added “lot”
- Truck Terminal
 - Removed “and”
 - Added “or”
 -

Recommended Amendments to Sec. 4.1.3. – Use Table

Article 4. – Use Regulations

Division 1. – Overview Of Use Categories and Use Table

Sec. 4.1.3. – Use Table

| Use | KEY: P - Permitted use Pa - Permitted as an accessory use | | | | | | | | | | SA - Special administrative permit from Community Development Director SP - Special land use permit (SLUP) | | | | | | | | | | See Section 4.2 | | | |
|---|--|---------|--------------|--------------|--------------|--------------|---------|--------------|--------------|--------------------------|---|-------------|--------|---------|--------|-------------|-------------|--------|-------------|--------------|-----------------|--------------|--------------|--------------------|
| | R E | RL G | R- 1 0 | R- 8 5 | R- 7 5 | R- 6 0 | RS M | M R- 1 | M R- 2 | HR - 1, 2, 3 | M HP | R N C | O I | O IT | N S | C - 1 | C - 2 | O D | M - 2 | M U- 1 | | M U- 2 | M U- 3 | M U- 4, 5 |
| INDUSTRIAL | | | | | | | | | | | | | | | | | | | | | | | | |
| Transportation equipment storage or maintenance (vehicle) | | | | | | | | | | | | | | | | | | | P | P | | | | ✓ |
| Truck Stop | | | | | | | | | | | | | | | | | | | P | P | | | | ✓ |
| Truck Terminal | | | | | | | | | | | | | | | | | | | P | P | | | | ✓ |

What Changed?

Prohibit the uses in (M)Light industrial and only permit in (M-2)heavy industrial

- Transportation Equipment Storage or Maintenance (Vehicle)
 - Only permitted in M-2 (Heavy Industrial)
- Truck Stop
 - Only permitted in M-2 (Heavy Industrial)
- Truck Terminal
 - Only permitted in M-2 (Heavy Industrial)

Recommended Amendments to Sec. 4.2.54. – Truck Stop

Division 2. – Supplemental Use Regulations

Sec. 4.2.54. – Truck Stop, Truck Terminal, and Transportation equipment storage or maintenance (vehicle)

The following provisions apply to truck stops, truck terminals, and transportation equipment storage or maintenance (vehicle) whether designed as a primary use or accessory use as part of an industrial development:

- A. Truck stops and truck terminals shall be permitted only on parcels of ten (10) acres or more. Transportation equipment storage or maintenance (vehicle) shall be permitted only on parcels of five (5) acres or more.
- B. Entrance drives for truck stops, truck terminals, and terminals and transportation equipment storage or maintenance (vehicle) facilities shall not be closer than 300 feet from any point of an interstate highway interchange.
- C. Truck stops, truck terminals, and terminals and transportation equipment storage or maintenance (vehicle) shall meet all state and federal environmental guidelines and requirements.
- D. A minimum office space of twenty (20) percent of the total non-repair-use structures shall be constructed.
- E. Structures shall be consisted of face brick, granite, stone, marble, terrazzo, architecturally treated reinforced concrete slabs, either fluted or with exposed aggregate, insulated window wall panels or stainless steel, porcelain-treated steel, anodized or other permanently finished aluminum.
- F. Trucks and trailers must be parked in an orderly fashion and on surfaces paved with asphalt or concrete.
- G. Any truck repair must be performed inside an enclosed building.
- H. A ten-foot-wide evergreen landscape buffer shall be planted around the perimeter of the fence along the public street with at least two rows of trees. All trees shall be at least six (6) feet in height and/or two inches in caliber and shall be regularly maintained and watered as necessary. Dead or dying trees shall be promptly replaced. All surfaces between trees shall be mulched.
- I. Permissible in M2 (Heavy Industrial) Zoning Districts only.
- J. *Drainage*: Parking areas must be constructed to allow proper drainage, which shall be subject to the review and approval of the Department of Planning and Zoning.
- K. *Driving Surfaces*: All parking areas, including parking spaces, interior drives, and ingress/egress into parking areas must be paved with asphalt, concrete, or an approved permeable surface. All parking areas shall be clearly painted to show each parking space. The parking area shall be at least 25 feet from the street right-of-way.

- L. Geometric consideration for truck parking Design including turning radius, parking stall design, parking slot type, swept path, slot density and access, layout and circulation should meet the standards of Truck Parking development handbook by the US Department of Transportation, Federal Highway Administration.
- M. Provided that no truck stop, truck terminals, and transportation equipment storage or maintenance (vehicle) shall be located within 1,000 feet of any other truck stop, truck terminal, and transportation equipment storage or maintenance (vehicle) nor within 1,300 feet of any public or private school, any public or private park or recreation facility, any public or private hospital or mental health care facility, any church or similar place of religious worship, any cemetery, any child care or day care facility or any residential districts.

What Changed?

- Amended section title to include all Truck Parking uses, “ Truck Stop, Truck Terminal, and Transportation equipment storage or maintenance (vehicle)”
- Amended current regulations and added additional regulations to align with parking lot requirements in Sec. 6.1.3. B.10

“This gravel lot is not new to the city it went for a petition back in 2021 TMOD21-012”

TMOD21-012 – Gravel Parking

10. Notwithstanding any other provisions of chapter 27 or chapter 14, parking areas and/or parking on unpaved surfaces for transportation equipment and storage or maintenance (vehicle) storage, without services provided, shall be permitted as a principal use on parcels zoned M or M-2, provided that:
 - a. The parking area shall be screened from view of the public street with an opaque corrugated metal fence or wall minimum of ~~six~~ ten feet in height. Chain link and wooden fences along street frontage are prohibited.
 - b. The parking area shall be at least 25 feet from the street right-of-way.
 - c. A ten-foot-wide evergreen landscape buffer shall be planted around the perimeter of the fence along the public street with at least two rows of trees. All trees shall be a least six feet in height and/or two inches caliber, and shall be regularly maintained and watered as necessary. Dead or dying trees shall be promptly replaced. All surfaces between trees shall be mulched. 75 percent evergreens and at least two rows of plants.
 - d. The soil erosion, sedimentation and pollution requirements of chapter 14, article V of the Code of the City of Stonecrest, Georgia are met;
 - e. Minimum standards of the Georgia Stormwater Management Manual are met in terms of stormwater runoff and water quality; and
 - f. The parking lot has a minimum of one acre.
 - ~~g.~~ All parking areas and/or parking on unpaved surfaces for transportation equipment and storage or maintenance (vehicle) storage without services provided which are permitted as a principal use on parcels zoned M or M-2 shall be upgraded to the standards of this Sec. 6.1.3.B.10. no later than at the time of business license renewal in 2023.
11. Unpaved parking areas within the M and M-2 zones permitted under subsection B.10. of this section shall comply with the following specifications:
 - a. The parking area shall be at least 150 feet from the boundaries of a residentially zoned parcel;
 - b. The parking area subgrade must meet a minimum compaction of 95 percent as certified by a registered professional engineer;
 - c. The parking area surface shall be composed of at least eight inches of compacted Graded Aggregate Base;

- d. The Graded Aggregate Base shall be stabilized and treated to control dust through approved means, which may include but is not limited to, the effective design and operation of the facility, the periodic application of dust suppressant materials such as calcium chloride, magnesium chloride, or lignin sulfonate, reduced operating speeds on unpaved surfaces, or the periodic replenishment of gravel surfaces;
- e. Parking areas shall be inspected by the City of Stonecrest or a third-party inspector approved by the City of Stonecrest every year ~~two years~~ to ensure continued compliance with the above specifications. Proof of inspection and compliance with the Stonecrest Code of Ordinances is required at time of annual business license renewal, and this inspection report must be approved by the Building Department prior to issuance or renewal of a business license. Additional maintenance such as grading, Graded Aggregate Base, or surface treatment may be required;
- f. ~~Parking areas on unpaved surfaces for transportation equipment and storage or maintenance (vehicle) storage with existing unpaved areas shall be considered a nonconforming use under section 8.1.5 exempt from the requirements of subsections B.10. and 11 of this section. if the underlying use of the parcel was issued a business license or Motor Carrier Number valid on December 31, 2017;~~
- g. ~~All other parcels with existing unpaved areas shall have two years to comply with these specifications with a one-time extension up to 12 months.~~

Recommended Amendments to TMOD21-012

Article 6. – Parking

Sec. 6.1.3. – Parking Regulations, off-street parking spaces.

B. All parking lots and spaces shall conform to the following requirements:

10. Notwithstanding any other provisions of chapter 27 or chapter 14, parking areas and/or parking on ~~unpaved~~ paved surfaces for **truck stop, truck terminals, and** transportation equipment and storage or maintenance (vehicle) storage, without services provided, shall be permitted as a principal use on parcels zoned ~~M-er~~ M-2, provided that:
 - a. The parking area shall be screened from the view of the public street with an opaque **corrugated metal** fence or wall minimum of ~~six~~ **ten (10)** feet in height. **Chain link and wooden fences along street frontage are prohibited.**
 - b. The parking area shall be at least 25 feet from the street right-of-way.
 - c. A ten-foot-wide evergreen landscape buffer shall be planted around the perimeter of the fence along the public street with at least ~~75 percent evergreens and at least two rows of plants~~ **two rows of trees. All trees shall be at least six (6) feet in height and/or two inches in caliber and shall be regularly maintained and watered as necessary. Dead or dying trees shall be promptly replaced. All surfaces between trees shall be mulched.**
 - d. The soil erosion, sedimentation and pollution requirements of chapter 14, article V of the Code of the City of Stonecrest, Georgia are met;
 - e. Minimum standards of the Georgia Stormwater Management Manual are met in terms of stormwater runoff and water quality; and
 - f. ~~The parking lot has a minimum of one acre.~~ **Truck stops and truck terminals shall be permitted only on parcels of ten (10) acres or more. Transportation equipment storage or maintenance (vehicle) shall be permitted only on parcels of five (5) acres or more.**
 - g. **All existing parking areas and/or parking on unpaved surfaces for truck stop, truck terminal, and transportation equipment and storage or maintenance (vehicle) storage with an active business license which are permitted as a principal use on parcels zoned M-2 shall be upgraded to the standards of this Sec. 6.1.3.B.10. no later than the time of business license renewal in 2025.**

11. **Unpaved Paved** parking areas within the M and M-2 zones permitted under subsection B.10 of this section shall comply with the following specifications:
- a. The parking area shall be at least ~~150~~ **1,300** feet from the boundaries of a residentially zoned parcel;
 - b. The parking area subgrade must meet a minimum compaction of 95 percent as certified by a registered professional engineer;
 - c. The parking area surface shall be composed of at least eight inches of compacted Graded Aggregate Base;
 - d. The Graded Aggregate Base shall be stabilized and treated to control dust through approved means, which may include but is not limited to, the effective design and operation of the facility, the periodic application of dust suppressant materials such as calcium chloride, magnesium chloride, or lignin sulfonate, reduced operating speeds on unpaved surfaces, or the periodic replenishment of gravel surfaces;
 - e. Parking areas shall be inspected by the City of Stonecrest, **or a third-party inspector approved by the City of Stonecrest** every ~~two~~ year to ensure continued compliance with the above specifications. **Proof of inspection and compliance with the Stonecrest Code of Ordinances is required at the time of annual business license renewal, and this inspection report must be approved by the Building Department prior to issuance or renewal of a business license.** Additional maintenance such as grading, Graded Aggregate Base, or surface treatment may be required;
 - ~~f. Parking areas on unpaved surfaces for transportation equipment and storage or maintenance (vehicle) storage with existing unpaved areas shall be considered a nonconforming use under section 8.1.5 exempt from the requirements of subsections B.10. and 11 of this section. if the underlying use of the parcel was issued a business license or Motor Carrier Number valid on December 31, 2017;~~
 - ~~g. All other parcels with existing unpaved areas shall have two years to comply with these specifications with a one-time extension up to 12 months.~~

What Changed?

- Proposed changes in B.10 of Sec. 6.1.3
 - Amended “unpaved” to “paved”
 - Added additional uses related to trucking parking, i.e. Truck Stop & Truck Terminal
 - Added type of fence to screened use from the view of the public, minimum height of fence and prohibited type of fence for street frontage
 - Added requirement for tree screening of uses
 - Amended acres requirement of uses

- Added timeline for existing trucking parking lots to get in compliance with adopted code; by business license renewal in 2025

A lot of the uses for this section were not enforced when it was first adopted in 2021. The department wants to make sure that will be enforced now.

What Changed?

- Proposed changes in B.11 of Sec. 6.1.3
 - Amended the term “unpaved” to “paved”
 - Amended distance required from residential zoned parcels 150 feet to 1,300 feet
 - Amended inspection requirements and the timeline for inspections on an annual basis
 - Removed F & G from section

Recommended Amendment to Sec. 6.1.4.- Off-street Parking Ratios

Article 6. – Parking

Sec. 6.1.4. – Off-street Parking Ratios

Table 6.2. Off-street Parking Ratios

| Minimum and Maximum Parking Spaces | | |
|--|--|--|
| Use | Minimum Parking Spaces Required | Maximum Parking Spaces Allowed |
| <i>Industrial</i> | | |
| Heavy and light industrial, manufacturing, and commercial establishments not involving retail sales | One space for each 2,000 square feet of floor area. | One space for each 1,300 square feet of floor area. |
| Truck Stop/Terminal and transportation equipment storage or maintenance (vehicle) | Three space for each 1,000 square feet of floor area | Five space for each 1,000 square feet of floor area |
| Warehouse, distribution | One space for each 2,500 square feet of floor area. | One space for each 500 square feet of floor area. |
| Wholesale membership club | One space for each 500 square feet of floor area | One space for each 200 square feet of floor area. |
| Wholesale trade establishments, distribution establishments, offices in conjunction with showrooms, and similar uses | One space for each 200 square feet of floor area devoted to sales or display, plus one space for each 2,000 square feet of gross storage area. | One space for each 150 square feet of floor area devoted to sales or display, plus one space for each 1,500 square feet of gross storage area. |

What Changed?

- Implemented parking requirements for Truck Parking uses
 - Minimum
 - Three (3) parking spaces for each 1,000 square feet of floor area
 - Maximum
 - Three (3) parking spaces for each 1,000 square feet of floor area

Chairman Hubbard asked about TMOD21-012 and how it has not been codified yet

Tre'jon Singletary was informed by the city attorney that it is the staff responsibility to inform developers of the new regulations after the mayor signs off on the matter.

Chairman Hubbard believes the city should have time to build itself rather than constantly changing laws'

The city should be doing more with citizens, businesses, etc. Many may not know that they live in Stonecrest.

Asked if we met with Industrial Business

Director Ray White mentioned that research was done on the types of lots and that the terms met with the development community on the industrial side.

It is a way to control the number and activity of trucking operations moving into the Stonecrest area.

They are concerned of how we would impact their industry, we are not trying to destroy the industrial base but there should be a balance

The development community believes that this will create more jobs and opportunities.

We are trying to control the external aspects and some of the on-site impacts in order to provide for the growth and development that makes sense in our industrial developments given the residency we're here now and those who are coming in the future.

The comprehensive plan has to be upgraded every five years and the department is moving on it

We are not trying to impact negatively on any industry or shut them down but regulate them.

Chairman Hubbard claims that Director Wheeler gave the same speech that led the council to amend the ordinance.

Believes that we need to give things chances to work.

Commissioner Hawkins asked about the change of the boundaries which is 150 to 1300 ft

Commissioner Hollis asked if the lots that gravel are have to be upgraded to pave

Tre'jon Singletary confirmed and that we are giving them two years

Commissioner Hawkins asked if we have any existing um truck terminals with gravel lots that are not non-compliant lots they probably existed prior to us being established as the city of Stonecrest and if there are is there anything in this ordinance that will address that and give them the same two-year time frame to come into compliance

Tre'jon Singletary confirmed that a trucking business has an active business license with this city then no matter how long they've been here they have to gain compliance.

Commissioner Walker asked about who we are addressing and about the TMODs that were not being enforced

Tre'jon Singletary informed that staff is enforcing the amendments

Ray White informed that the people that are being addressed are the attorneys of the industrial developments in the city as well as the business.

Chairman Hubbard opened up the public hearing and asked if anyone was in favor they could come to the stand. There were none but there were three in opposition.

Attorney Bernie Knight came to the stand to speak in opposition. Mentions that many businesses have been there for decades. Want the right to continue to use gravel and parking surfaces

Planning and Zoning staff presented a power point that stated the benefits of gravel lots. The main concern is the environmental impact.

City Manager at the time Michael Harris proposed this some time ago, but this was negotiated with a compromise ordinance in which city council adopted gravel parking with certain restrictions TMOD 21-012

Which was never sent to municode or enforced

If the city wants better-looking and functioning lots why ban them instead of forcing what is already there

Met with staff to speak on the ordinance as well as other revisions

Why is gravel parking being banned in light industrial

What is the reason for changing the code?

Chairmen Hubbard made a motion to extend the time to 15 minutes. The motion was seconded by Pearl Hollis. Moved by unanimous vote.

Craig Habif representative of Habif Properties located at 2061 Rock Chapel Rd came to the stand they lease the property to a company storemytruck.com which is in the business of industrial outdoor storage he believes staff is trying to lump truck parking in with truck stops and truck terminals when they are different and he believes that intention is based around the fact that there are negative connotations from residents around truck stops.

Truck stops have fueling stations, and trucks idling which could create noise and pollution sometimes there's truck repair associated with truck stops there are a lot of people who're socializing there's restaurants and they're trying to get people in, and out as soon as fast as possible at a truck stop which you would typically think of as a fueling station.

Considers truck parking to be more industrial outdoor storage which is a new burdening asset class and as a result is a result of the new concept of onshoring

“This is more industrial and Manufacturing being brought where it was previously overseas now being brought to the United States and then we are specifically and geographically getting the benefit of that as it relates to our proximity to the Port of Savannah the Port of Savannah is exploding uh and Atlanta is just kind of um you know the next stop after all this material comes off of the Port of Savannah um and that involves a lot of industrial Logistics”

He also stated that laying out regulations and then changing them would set a dangerous precedent for the next round of Business Development. The city should encourage new businesses and new industry

The amount of truck storage currently is purely a factor of supply and demand

These are mom and pop operated businesses and do not go to far away from where they live.

You lose businesses and residents

Trucks are the lifeblood of the economy they support every commercial and Industrial business and truck drivers are essential employees the 2025 deadline would essentially shut these businesses

“Asphalt is not really a suitable surface for industrial outdoor storage the weight of the materials that are being stored on these surfaces on a hot day in Asphalt will lead to them to sink into that material”

Having the zoning mandate change from um M1 to M2 is essentially going to shut down these existing Lots

Kirk Felstool who works with Attorney Michelle Battle came to the stand.

Their clients recently purchased 2219, 2169, and 2249 Lithonia Industrial Boulevard in December of 2022 a month later a moratorium was put in place

the intention of the clients is to continue the same business that's been going on and to make some improvements but the moratorium was put in place

In May they file for a land disturbance permit for transportation equipment and a storage facility

There was an amendment that included their use which is transportation equipment storage which applies to main and accessory use

Believes “the provision for business owners to bring their property up to code by 2025 is illegal if you have a retroactivity provision it's not going to apply to the ordinance changes now, it's going to apply to the next one because we have to have notice of what our rights are”

Believes that this pace of change is disruptive and would urge if not recommendation to denial at least a recommendation

Chairman Hubbard calls City for a rebuttal

Director Ray White emphasizes the fact that they are not trying to shut any business down but grow and develop the city

Looks at it as a standpoint of the growth and development of the lots and control it.

The location will help with growth and development.

“There are questions about the maintenance of gravel lots. It will be more containable with asphalt. Which the industry suggests. It is more durable and can sustain truck activity.”

“Changing the M to M2 classification allows so the effort is not to strangle the industry but to allow for it to grow and provide for it in locations that can be best utilized a higher and best use also to basically put them in the direction where they don't impact on non-resident non-industrial developments but not trying to separate them to the point where they are not able to interact with one another into the separation of a thousand linear feet between similar uses and then more so a separation from the residential environment so we are cognizant of what they're trying to do and we're simply trying to make sure that the regulation are abided by in a way that helped to benefit the community not only the industrial Community but the residential Community as well”

Commissioner Walker asked if there is a way to grandfather

Director Ray White The city wants compliance to move away from gravel.

Commissioner Hollis was concerned about the paved lots effect on the environment and the unenforced TMOD as well as what will happen with the buffers

Director Ray White states that “the buffers will be sustained if the buffers are identified as being part of the development plan that is submitted those buffers are there for a reason to separate the uses and to allow for a transition into the next type of use”

“the separation requirements and the distance requirements are those in order to prevent an aggregation if you will of too many uses that are similar in that regard and it may be an issue”

Regarding the effect on the environment “essentially if you're separating from another type of use like a residential use that's to prevent traffic issues and environmental issues that impact on flooding and things of that nature which might

happen depending on what the runoff is that happens on the site so you basically are in a situation when you put a non-imperious meaning a site is not porous so the water does not just distribute down into the underlying water table that would mean that you'd have to have some way of accommodating that water in a sense they would have to deal with it in terms of infrastructure and the water runoff would be perhaps increased somewhat but you wouldn't have the pollutants going into the subsurface and into the water table and affecting the environment in that way all that running off from the tires and the oil and the diesel fuels and the like that might be coming off the trucks going it would be coming off the trucks and going into the subsurface so there's a balance and a trade-off if you will, of putting a blacktop in place you'd have maintenance that much is much easier to maintain when you have a solid surface than gravel that can move about depending on the truck operations and the like so yes I mean there are concerns”

Commissioner Hollis mentioned that asphalt lots will need to be maintained and kept up due to potholes

Director Ray White stated that gravel can create more of a concern when washing off the lot. It is not consistent.

Commissioner Hollis asked if this an industry standard

Director Ray White stated “what we know is that Dekalb, for example, doesn't allow for gravel Lots, other jurisdictions have done the same but at the same time one has to look at where Stonecrest is in the scheme of things”

“Lithonia industrial district has more capacity and so that's where they're going and so that's the point in this study points to that it shows you in graphic form and the information the data that we were researching and we're reading that's where they're going and so we have to be prepared to basically allow it to happen or to do some measure of Regulation”

Chairmen Hubbard made a **motion** to close the public hearing it was **seconded** by *Commissioner Brown*. And accepted by unanimous vote.

Chairman Hubbard stated “we have a law that we have not even given the time to be adapted and this was an amended to the law that we started in 2017 and it was a minute in 2021 and I do believe that the industrial area those three industrial parks are very vital to the city of Stonecrest if the city of Stonecrest wants to succeed I remember having a conversation with directors about why the city is not pushing the in land ports because we need in land ports for these trucks because, one I stated with the Port of Savannah expanding two with the entertainment industry expanding and Stonecrest Rockdale Newton County all getting a large chunk of those dollars from Richmond County which is on the Eastern Seaboard of Georgia when they come to Atlanta they're going west and DeKalb county is the Hub it is the Distribution Hub for Richmond County also those coming from Chatham County with the Port of Savannah expanding you're going to have a lot of Commerce going through and those Commerce dollars dollars will touch Stonecrest as well as DeKalb County as a whole with that being said we have to do everything in our power as Citizens to make sure that we are increasing the Commerce in Stonecrest and to make sure that our businesses that have been around for many years that have sustained this area or continue to see that we are uh most definitely strong supporters and great Partners in private and partner private and public partnership ”

“we are most definitely strong supporters and great partners in private and public partnership one of the businesses Hansen gravel company is in our district in Stonecrest and Lithonia is known for the gravel that it produces across the world but they do have gravel parking lots I said the gravel they produce they Granite that they produce across the world so we have a large industry I think that the city wants to enforce the rules”

“People want to see those areas do what those areas were designed to do and we don't want to see any changes especially when we have laws that need to be enforced believe that the community the industrial community and if you would meet with them and staff again maybe we could either come to an agreement of hey this need to be tweaked this doesn't”

Commissioner Hollis stated that “to have a harmonious relationship with our businesses and try to come to an agreement with what the proposal is and if we can do that I think that we would probably you know find that we'd have more in common than we have disagreement”

Commissioner Hawkins Stated “I agree with staff um of bringing city of Stonecrest into the 21st century and being in compliance with basically the rest of the country and what we see up north in the northern part of the suburbs so I also want to not exclude those history businesses that we have the equity company those Legacy businesses and because you don't want to alienate those that have created the base in order to bring more because when there are new companies that are coming to Stonecrest honestly um they're going to pay their properties because that's just the new model recommendation that we admission has on whether to either um defer for 30 days and that would be my preference that staff refer to 30 days for the staff and meet with the business community and come together with a proposal that both sides are in

Commissioner Brown stated “my recommendation would be to defer because I would think it would make more sense to set these rules in place for any businesses that want to come in the area opposed to the businesses that have already been established and then giving them two years to make these changes which I'm not even sure how much it would cos to pay such a large area and putting that strain on Trucking parking lots not truck stops that are currently here so that would be my recommendation”

Chairman Hubbard recommended a motion to defer and meet with the industrial community. It was seconded by Commisioenr Hollis. Deffered by unanmois Vote.

Chairman Hubbard asked if there were any announcements

Senior Planner Trejon Singletary announced the Project Viewer a map that will display the developments in the city and will be ready by next planning commission

Chairmen Hubbard announced elections will be held next year 2024 and citizens can participate information in online.

Motion to adjourn **Moved**

The meeting ended at 7:49 PM

APPROVED:

CHAIRMAN

Date

ATTEST:

Cobi Down

7/23/2023

SECRETARY

Date