

**HALL COUNTY PLANNING COMMISSION
RECOMMENDATION REPORT**

Applicant D. Barrett Investment Properties, LLC

Request Rezone from Agricultural Residential-III (AR-III) and Residential (R-II) to Planned Commercial Development (PCD)

Proposed Use Car wash and self-storage warehouse facility

Size 5.70± acres

Zoning AR-III and R-II

Location On the east side of Thompson Bridge Road approximately 684 feet from its intersection with Southers Road; a.k.a. 3654 Thompson Bridge Road; Tax Parcel 10104 000002

Commission District Two

County Commission Date July 8, 2021

Staff Recommendation **Approval, with conditions**

Planning Commission Recommendation – Denial
Vote: 5-0

Applicant Proposal

The applicant is requesting to rezone a 5.70± acre tract from Agricultural Residential-III (AR-III) and Residential (R-II) to Planned Commercial Development (PCD). The applicant's narrative states that this change in zoning is being requested in order to construct a car wash on the front section of the property and a three-story climate-controlled self-storage facility on the rear portion of the property.

The applicant's site plan shows the proposed car wash located at the front of the property, closest to Thompson Bridge Road on tract A. The proposed carwash is a 5,152 square foot building and the site plan shows 23 parking spaces. The proposed location of the self-storage facility is to the rear of the property, furthest from Thompson Bridge Road on tract B. The narrative states that this building will not exceed 200,000 square feet; the site plan depicts a 63,300 square foot building footprint. The elevations included with the application show a three-story building for the self-storage facility. A 25-foot transitional buffer is shown along the northern and eastern boundaries of the subject property the applicant intends to plant this buffer for screening as the adjacent properties are developed with residential homes.

The property is located within the Gateway Corridors Overlay District (GCOD); car washes and self-storage facilities are both designated as uses subject to county commission approval within the overlay district. The rezoning request includes the request of approval for these uses as well as variances from the architectural requirements within the GCOD. The requested variance seeks to allow portions of the proposed self-storage building exterior to be metal sided. The submitted elevations show a mixture of stacked stone, brick, and metal on the western, southern and northern facades. The eastern portion of the building – which faces the rear of the property – would be all metal with a brick water table. The proposed car wash will be constructed of all brick as required by the GCOD architectural standards.

The GCOD also governs over signage requirements for commercial locations, and prohibits internal illumination. As a part of the rezoning request, the applicant is requesting approval for two (2) internally illuminated signs with automatic changeable copy capacity; one for the car wash and the other for the self-storage facility.

The applicant proposes to subdivide the existing parcel into two separate tracts. Tract A would consist of 1.31 acres and Tract B would consist of 4.23 acres. The existing lot has a total of 300 feet of road frontage. Allowing the lot to be subdivided further would require a variance from 500 feet to 220 feet on tract A and from 500 feet to 80 feet on tract B. The applicant has been in contact with Georgia Department of Transportation, and a letter from their department states that only one commercial driveway will be approved for this parcel. This will require shared access by the two parcels which is described in the narrative and depicted on the site plan. The applicant also plans to utilize interparcel access with the adjacent Kroger shopping center south of the subject property.

History and Existing Land Uses

The subject property is approximately 5.70± acres and is zoned Agricultural Residential-III (AR-III) and Residential (R-II). It is developed with a single-family residence constructed in 1930 and a convenience store constructed in 1966. According to county records, the business license for the convenience store expired in 2007. In the middle of the property are two dilapidated poultry houses.

The subject property is surrounded by Planned Commercial Development (PCD), Highway Business (H-B), and AR-III zoning districts.

A development known as Lanier Village Estates, zoned PCD, is located to the north and east of the subject property. This age-restricted development includes detached single-family cottages, as well as an assisted-living and memory care multi-story facility. The detached homes are in the areas immediately adjacent to the subject property. To the south of the subject property is a multi-tenant shopping center anchored by a Kroger grocery store. This development is also zoned PCD. A Wendy's fast-food restaurant occupies an outparcel to the south of the subject property, with frontage also along Thompson Bridge Road and a shared driveway with the Kroger shopping center.

Comprehensive Plan Land Use Designation

The future land use is located with an "Activity Center". The Comprehensive Plan characterizes activity centers as compact, walkable, higher density developments. These areas provide additional employment opportunities and support residential uses (e.g. townhomes, loft apartments, condominiums) that can contribute to a live-work environment but are not consistent with the rural or suburban development patterns found in much of the county. Future development should also emphasize high quality building and site design, including dedicated open/ civic space.

The subject parcel also falls within the Gateway Corridors Overlay District (GCOD) and is supplemental to the underlying zoning district classifications. The GCOD governs non-residential property development standards.

The applicant's request is consistent with the Comprehensive Plan.

Development Support and Constraints

Hall County Environmental Health

In an email dated May 18, 2021, Emily McGahee with Hall County Environmental Health stated "Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled."

Hall County Fire Services

The subject parcel is located approximately 2.2 miles from Hall County Fire Station #16, located at 4209 Shirley Road. The nearest fire hydrant is located approximately 170 feet from the southeast corner of the subject property in the right-of-way along Thompson Bridge Road.

Hall County Public Works and Utilities

In a memo dated May 21, 2021, Srikanth Yamala, Director of Hall County Public Works and Utilities, provided the following comments:

Engineering

No comment

Traffic

Access design and permitting will be through the Georgia Department of Transportation (GDOT).

Utilities

City of Gainesville Sewer District

Hall County Tax Assessors

No comments were provided.

Gainesville Water Resources

The Hall County GIS shows that public water and sewer is available to the subject property along Thompson Bridge Road from the City of Gainesville Water Resources Department.

Georgia Department of Transportation

In an email dated May 20, 2021, Parker Niebauer, DITO Traffic Operations Supervisor, stated that this project will require GDOT coordination

Zoning Analysis

- The applicant is requesting to rezone to a Planned Commercial Development in order to develop a carwash and self-storage facility.
- The subject property falls within an Activity Center on the future land use map. This land use designation supports compact, walkable, higher density development, as well employment opportunities and residential uses (e.g. townhomes, loft apartments, condominiums) that can contribute to a live-work environment but are not consistent with the rural or suburban development patterns found in much of the county
 - The proposed use of car wash and self-storage facility is consistent with this land use classification.
- In 2007, the Hall County Board of Commissioners adopted the Gateway Corridors Overlay District standards as part of the Official Code of Hall County. The GCOD governs non-residential property development standards.
 - A car wash and a self-storage facility are both conditional uses subject to county commissioner approval within the Gateway Corridor Overlay District. By requesting to rezone the property to a PCD, the application addresses this approval requirement.
- §17.420.050.H. of the Official Code of Hall County provides detailed architectural standards for non-residential buildings, including the use of a common palette of building materials maintained for all sides of principal buildings.
 - Building materials used for all four sides of new or reconstructed buildings are restricted to the following: brick, stone, split-face block/concrete masonry unit (CMU, restricted to 50 percent of the surface area of each side of a principal building), stucco (restricted to 50 percent of the surface area of each side of a building), glass and glass block. Exposed metal is prohibited, as is exposed or painted concrete block and pre-cast concrete walls.
 - The applicant has requested a variance from this standard and is proposing that all elevations of the proposed self-storage building include metal. The proposed elevations show a mixture of stacked stone, brick, and metal on the western, southern and northern facades. The eastern facade of the building would be mostly metal siding with a brick water table. This **does not** meet GCOD standards.
 - The proposed car wash will be constructed of all brick as required by the GCOD architectural standards. This meets GCOD standards.

- §17.420.060. of the Official Code of Hall County discusses sign standards for the Gateway Corridor Overlay district.
 - The narrative proposes two internally illuminated signs: one for the car wash and the other for the self-storage facility.
 - Internal illumination is prohibited under the GCOD. This **does not** meet GCOD standards.
 - The maximum height of the sign and square footage of the sign face based upon gross floor area of the building:
 - 0—10,000 sq. ft. of gross floor area
 - 32 sq. ft. (each side)
 - 8 ft. above street grade
 - 10,001—50,000 sq. ft.
 - 48 sq. ft. (each side)
 - 8 ft. above street grade
 - 50,001—100,000 sq. ft.
 - 64 sq. ft. (each side)
 - 10 ft. above street grade
 - Over 100,000 sq. ft.
 - 96 sq. ft. (each side)
 - 12 ft. above street grade
 - The applicant has not provided sign details showing height or sign area.
- §14.420.050.C.2 of the Official Code of Hall County states that the transitional buffer required for a commercial property abutting a residential property shall be 25 feet.
 - The applicant's narrative and site plan shows a 25-foot buffer where the property abuts residential uses; this condition **is met**.
- §17.240.160 of the Official Code of Hall County provides development standards for properties accessing divided four lane highways. The following conditions should apply:
 - property abutting and proposing access from a divided four-lane highway, regardless of zoning classification, shall be developed in conformance with the following minimum standards of frontage and access points:
 - Frontage:
 - Lots which are created after January 11, 1982, which abut a divided four-lane highway shall have a minimum of 500 feet of frontage abutting the four-lane divided highway; and
 - Access points.
 - One access point per lot may be permitted provided that approval from the Georgia Department of Transportation shall be required prior to the final approval and recording of a plat of the lot.
 - Additional access points may be approved by the planning commission upon a finding that:
 - The additional access is essential to the use of the property; and
 - Alternative access from another road, joint access with adjoining property or the construction of a frontage road is not feasible; and
 - Additional access would not be detrimental to existing or proposed uses in the area; and
 - The Georgia Department of Transportation will approve the proposed access; and

- The existence or approval of access for residential or agricultural purposes does not obligate or require the county or the Georgia Department of Transportation to approve access for a change in use to non-residential or non-agricultural uses.
- The applicant is requesting to vary the road frontage from 500 feet to 220 feet on tract A and from 500 feet to 80 feet on tract B.
- Currently the subject property has approximately 300 feet total of road frontage.
- A shared access point is shown on the site plan and described in the narrative.
- The Georgia Department of Transportation has formally stated in a letter to the application that "...Dependent upon compliance with all Department of Transportation requirements in effect at the time a permit is requested and your compliance with any current or future authorizations under Georgia Code 32-6-111, we will approve a commercial driveway permit at this location."

Staff Recommendation

Staff recommends **approval** of the applicant's request with the following condition:

1. The development shall conform substantially with the proposed narrative, modified as necessary for compliance with current development standards at time of application.
2. All future development shall be subject to all standards set forth by the Gateway Corridor Overlay District.

Excerpts from the minutes of the meeting of June 7, 2021

Applicant's Presentation:

Sarah McQuade, Planning Director, presented a summary of the request.

Tyler Smith, 301 Green Street, Gainesville, presented the request. Mr. Smith stated that his client was asking to rezone in order to develop a carwash and self-storage business on two tracts. Mr. Smith stated that there was a convenience store on the property that had been vacant for several years as well another building and some dilapidated chicken houses. Mr. Smith showed renderings of what the carwash building would look like, with a full masonry exterior, where the vacuums will be, and showed there would not be anything open facing to Lanier Village Estates. Mr. Smith reviewed the renderings of the self-storage units which would be 3 stories, no larger than 200,000 square feet, and with some exterior metals on the northern boundary and masonry architectural elements on the south and west sides of the building. Mr. Smith stated that the would be requesting a variance for signage in order to have an internally illuminated sign for both the car wash and self-storage. Mr. Smith presented a rendering of what the sign will look like. Mr. Smith stated that they were also seeking road frontage variances in order to subdivide the property. He stated there would be one driveway that would serve both businesses, as well as a retention pond on the rear of the property. Mr. Smith stated that the carwash would only be open during daylight hours and the self-storage would have lighting fixtures that minimize light escaping from the property onto surrounding properties. Mr. Smith stated that the applicant had met with the neighbors from Lanier Village Estates. He stated that there is a 25 foot buffer between the two properties that will remain heavily wooded and the applicant will add additional vegetation, as well as a fence if needed. Mr. Braswell asked for clarification on the size of the self-storage. Mr. Smith stated that the footprint was 63,300 square feet. Mr. Hunt asked if the total would be 189,000 square feet. Mr. Smith stated that it would be roughly 189,000 square feet. **Dustin Barrett, 1744 South Lumpkin Street, Athens**, stated that the overall floor plan for each story of the building would be about 22,000 to 23,000 square feet, making the total of each building about 66,000 to 68,000 square feet. Mr. Hunt asked what the size of the building was. Ms. McQuade stated that it was not labeled, but estimated they were roughly about 135 by 165. Mr. Braswell stated that the building height would be 25 feet. Mr. Barrett stated that the carwash would be 25 feet in height

and the self-storage would be about 43-45 feet tall. Mr. Braswell reviewed the topography map and stated that the top of the building would be 30 feet above the foundation of the homes in Lanier Village Estates. Mr. Barrett stated that was correct. Mr. Braswell stated that he felt that was very high. Mr. Barrett stated that there would be a heavily wooded, 25 foot buffer between the properties. Mr. Braswell asked about the hours of operation for each facility as well as the types of lighting that would be used. Mr. Barrett stated that all lighting that will be use would be what is required by the county. He stated that all lighting would be shining in toward the development and away from the neighbors and would try to reduce any unnecessary lighting. Mr. Braswell asked if the self-storage would be electronic access. Mr. Barrett stated that it would be. Mr. Braswell asked why someone would need access to the self-storage after midnight. Mr. Barrett stated that he understood his concern. Mr. Barrett stated that the traffic for a self-storage facility would not be high. Mr. Braswell stated that he would like to see something other than metal on the back of the building due to it facing Lanier Village Estates. Mr. Barrett stated that he did have a water table on the backside of the building and the metal would be an earth tone to help it blend in. Mr. Bell asked for clarification on what the remainder of the square footage would be used for. Mr. Barrett stated that it would be used for future development on the back of the property. He stated that he was not yet sure what type of additional storage he would be constructing but it would either be more self-storage or boat and RV storage. Mr. Braswell stated his concern with not knowing what would be constructed in the future. Mr. Braswell also mentioned that gravel parking is not allowed in that zoning. Mr. Barrett stated that he would not be opposed to paving the area.

Public Forum:

Sean Fletcher, 4000 Village View Drive, Gainesville, spoke in opposition of the request. Mr. Fletcher stated that he was not opposed to development, but did not believe this type of development would be the best to be next door to Lanier Village Estates. Mr. Fletcher stated that his main concerns were security, light and noise pollution, the appearance and height of the development, and the hours of operations. He stated that the carwash with back up to many homes and additional homes that were in the plans to be built.

Augie DeAugustinis, 3743 Dove Cove Circle, Gainesville, spoke in opposition of the request. Mr. DeAugustines reviewed a few of the concerns that were brought up among he and other members of the Lanier Village Estates community. He stated that it was gated and age restricted community which included early bedtimes. There were many concerns with the noise and security. He stated that he and other members of the community would like to see a 10 foot fence built long the adjoining property lines. Mr. DeAugustines also stated that he would like to have more information about the boat and RV storage, since there had only been mention of it being a proposal.

Richard Berged, 4514 Evening Song Lane, Gainesville, spoke in opposition of the request. Mr. Bergerd stated that his main concerns were the number of variances and conditional uses being asked for within one rezoning request.

Anna Guines, 4211 Misty Morning Way, Gainesville, spoke in opposition of the request. Ms. Guines stated that her concerns were traffic in front of Lanier Village Estates and how the entrance and exit of the car wash would flow with the road and surrounding traffic lights.

Randy Malone, 3754 Dove Cove Circle, Gainesville, spoke in opposition of the request. Mr. Malone stated that he was concerned with the Planning Commission not addressing many of the public's concerns.

Rebuttal

Mr. Smith stated that he and the applicant hear and understand the public's concerns. Mr. Smith stated that the applicant is willing to limit the hours of operations for the self-storage facility from 6:00am to midnight but the applicant is flexible to change. He stated that they are also willing to

comply with the Gateway Corridor Standards for all sides of the building with no variance to use metal. He stated that with the gravel for the boat and RV storage, gravel was used for the impervious material issue and he and the applicant are willing to take the proposed boat and RV storage out of the request all together. However, he would like to keep the ability to come back before the Planning Commission if he was to ever want to develop out that portion of the property. Mr. Smith stated that the applicant was willing to build the 10 foot fence that was requested. Mr. Braswell asked what the hours would be for the carwash. Mr. Barrett stated that it would change seasonally, therefore in the summer the hours would more than likely be 7:00am to 7:30pm and 7:00am to 5:30pm during the winter. Mr. Varner asked about what kind of security will be used on the property. Mr. Barrett stated that there will be surveillance cameras used on the property for the self-storage building. He stated that he also believed clearing the property would help as well as the 10 foot fence. Mr. Hunt asked if there was any way to shift the carwash for additional buffer on the left-hand side with Lanier Village Estates. Mr. Barrett stated that would have to look at it. He knew they would be able to shift the road but he did not know how far they would be able to shift the building. Mr. Braswell asked what the flow would be for a car coming into the carwash from Thompson Bridge Road. Mr. Barrett used the site plan to explain the process. Mr. Hunt asked if everything could be built as a mirrored image of the site plan. Mr. Barrett stated that would put the vacuums facing Lanier Village Estates and that would not help with the noise issue. Mr. Braswell asked staff if the development and deceleration lane can not be shifted to increase the buffers between it and Lanier Village Estates, would a planted buffer be implied. Ms. McQuade stated that the transitional buffer would be planted with adequate trees and plants and it would have to be inspected. Mr. Braswell stated that their request in the narrative addressed the shared stormwater facility and then asked if that was something that was allowed. Ms. McQuade confirmed. Mr. Braswell asked about the building height and if there was any way to make the self-storage two stories instead of three. Mr. Barrett stated that it would not be as cost effective to be two stories and he stated that they would try to reduce height where they could. Mr. Braswell asked if the road could be shifted to the right at all. Mr. Barrett stated that he would have to make sure that it would work with all of the setbacks. Ms. Pilcher asked if one row of vacuums could be eliminated to pull the building further away from the property line. Mr. Barrett stated that he would be concerned with economics at that point. Mr. Braswell asked if the parking spaces without any vacuums could be eliminated. Mr. Barrett stated those would be used as employee parking. Mr. Braswell stated that he would be more comfortable with the entrance being shifted over and the curb would run along with the 20 foot setback line. Mr. Barrett stated that he was open to that suggestion. Mr. Braswell asked if the building being shifted could be part of their recommendation to the Board of Commissioners. Ms. McQuade stated that she would not recommend making it a condition due to the fact that it might not be able to doable after talking with GDOT. Mr. Hunt stated that looking at the site plan, the building could shift to the right about 40 feet, therefore he would feel more comfortable making that a recommendation. Ms. Pilcher stated that the west elevation is the same as the street. Mr. Barrett stated that was correct. Ms. Pilcher asked if the building could be more narrow, but the same proposed height. Mr. Barrett stated that he would have to consult with his architect but he was willing to consider that. Mr. Braswell asked if tabling the request to the next Planning Commission meeting would give the Mr. Barrett enough time to talk with his architect. Mr. Barrett stated that it would if they would be allowed to stay on the same schedule for the Board of Commission meeting on July 8, 2021. Ms. McQuade stated that would be possible. Mr. Braswell stated that the more concrete his plan could be, would be best.

Planning Commission Comments:

Mr. Braswell recapped changes that the Planning Commissioners would like to see for the next hearing of this request. Mr. Braswell stated those were hours of operations for the carwash 7:00am to 7:30pm year round, hours of operation for the self-storage being 6:00am to midnight, agree to building materials that are acceptable for the Planning Director and meet the Gateway Corridor Standards on all four sides of the building, remove the boat and RV storage, opaque fencing on the north and east sides of the property and to consider using something other than wood for the fence material. Additionally, to shift the storage facility and the road beside it to the maximum amount that is feasible to increase the buffer between the development and Lanier Village Estates.

Motion: *Mr. Hunt made a motion to table the request to the June 21, 2021 Planning Commission meeting, with a second from Ms. Pilcher and the motion passed by a 5-0 vote.*

Excerpts from the minutes of the meeting of June 21, 2021

Sarah McQuade, Planning Director, presented a summary of the request. Ms. McQuade also presented and reviewed an updated site plan that the applicant had submitted.

Tyler Smith, 301 Green Street, Gainesville, presented the request. Mr. Smith stated that the applicant had made every revision that the Planning Commission requested from the previous meeting. Mr. Smith stated that the applicant met with Lanier Village Estates' representatives again and felt that the applicant had addressed most of the concerns. Mr. Smith stated that the revised site plan showed that the proposed carwash tunnel had been moved from 45 feet from the property line to 25 feet from the property line to increase the distance between it and the adjacent property line. In addition, the applicant has proposed for the vacuum station be covered to help decrease noise as well as light pollution. Mr. Smith stated that the applicant would more than likely use a metal, painted canopy. He stated that the applicant added an 8 foot masonry wall at the end of the carwash tunnel to further help contain the noise as well as added additional vegetation and a 6 foot solid wall along the northern property line. Mr. Smith stated that in regards to the self-storage facility, the building has been moved from 55 feet from the property line to 90 feet from the property line in order to help with the elevation. Mr. Smith stated that the applicant had also shifted the road down, which the Planning Commission had asked him to do at the prior meeting. Mr. Smith stated that in terms of lighting, the self-storage would have wall packs hung 12 to 15 feet above floor level, face shields that direct light downward. The carwash lighting will be under a canopy, no higher than 15 feet as well as 4 to 5 light poles with lighting shining downward toward the carwash. Mr. Smith stated that in terms of the elevations, the applicant is willing to have all sides of the building comply with the Gateway Corridor Standards. He stated that any metal that was shown on the plans could be done away with in the Planning Commission saw fit. **Dustin Barrett, 1744 S Lumpkin Street, Athens**, presented the request. Mr. Barrett stated that he had met with the residents of Lanier Village Estates and walked the property lines with them and tried to accommodate all their requests. He stated that he added an 8 foot tall masonry fence that will extend from the right of way line to the carwash building in order to help decrease sound. He stated that there would be two additional rows of tall bushes added to the vegetative buffer. Mr. Barrett stated that he did reconfigure the position of the building on order to create more space from the adjacent property line as well as moving the loading zone in efforts to bring all traffic to the south end of the property, away from Lanier Village Estates. Mr. Barrett stated that he felt that most requests had been satisfied.

Public Forum:

Richard Berged, 4514 Evening Song Lane, Gainesville, spoke in opposition of the request. Mr. Berged reviewed Hall County code segments and stated that he did not believe this request met the standards of the code.

Anna Guines, 4211 Misty Morning Way, Gainesville, spoke in opposition of the request. Ms. Guines stated that she was worried that this request would affect everyone in the surrounding area if it was approved. She also stated that she was concerned with the noise and traffic being big issues.

Ana Moore, 3485 West Hampton Way, Gainesville, spoke in opposition of the request. Ms. Moore stated that she and her husband were looking to purchase a home in Lanier Village Estates;

however, she had requested an extension for her commitment date to see if this request would be approved or not. She stated that her main concern was noise.

Augie DeAugustinis, 3743 Dove Cove Circle, Gainesville, spoke in opposition of the request. Mr. DeAugustinis stated that he was concerned with the landscaping and how long it would take for the plants to grow in order to be affective as well as who would be maintaining it. He also stated that the vacuum stations would be extremely disrupting. He also stated that this request did not meet code standards.

Stephen Eggles, 4601 Charlotte Park Drive, Charlotte, North Carolina, spoke in opposition of the request. Mr. Eggles stated that he had been involved with Lanier Village Estates since they opened in 2001. He stated that he wanted to keep the quality of life within the Lanier Village Estates community good and to help keep their residents as happy as they can be. Mr. Eggles also expressed his concern with the value of the surrounding properties being affective.

Ken Uyl, 3803 Village View Drive, Gainesville, spoke in opposition of the request. Mr. Uyl stated that he was concerned with the lighting and how late the lights would be on. He stated that he other concern was security.

Kenneth Brown, 3766 Valley Hall Lane, Gainesville, spoke in opposition of the request. Mr. Brown stated that he was concerned with being the closest home and property to this proposed development. He stated that he was concerned with seeing this right outside his patio.

Rebuttal

Mr. Barrett stated that in response to the public's concerns, the 6 foot fence was discussed with the residents after the last Planning Commission meeting and they seemed happy with that. He stated that as far as traffic is concerned, there is a light at the entrance of Lanier Village Estates so the traffic from the carwash should not affect them. Mr. Barrett stated that as for the concern with topography, the closest house to the property was 12 feet higher than the ground level of the proposed property. He stated that with the natural 12 foot buffer, a 6 foot fence and vegetation that will grow to be at least 20 feet tall, there will be over 30 feet of buffer from height. He stated that in the rear of the property, the Lanier Village Estates homes are below the ground level and would look at the buffer, not the self-storage building. Mr. Barrett also stated that he has taken every measure that he can to reduce the noise and he believes his facility will be nice and could add to the value of the surrounding properties. Mr. Barrett stated that he still agreed with the hours of operations that was decided on in the previous Planning Commission meeting. He stated that in regards to lighting, the light poles will only be 12 feet tall and the light will only shine 40 feet out from the light, as well as using fixtures that keep light from shining out from the property. Mr. Barrett also stated that all buffers had been increase to 45 feet in most areas, 90 feet in others. He stated that he believes he has done everything he could to keep the site functional and accommodate the requests from the neighbors.

Motion: Mr. Hunt made a motion to deny the request, with a second from Mr. Varner and the motion passed by a 5-0 vote.