

**MINUTES**  
**ROSWELL DESIGN REVIEW BOARD**  
**Tuesday, September 2, 2014**  
**6:30 p.m.**

**MEMBERS PRESENT:** Roberto Paredes, Tom Flowers, Monica Hagedwood, Marcus Mello, Eric Clementi and Michelle Del Monaco

**MEMBERS ABSENT:**

**STAFF PRESENT:** Kevin Turner and Julie Martin

**WELCOME**

Roswell Design Review Board Chairman Tom Flowers welcomed everyone to the September 2, 2014 meeting. The meeting was called to order at 6:30 p.m. They have a lengthy agenda this evening so they will stay on point in moving straight through.

Flowers asked anyone who comes up to speak to please state his name for the record into the microphone. If one has any presentation boards that he wants to show to the Board, he should get a mic from Kevin Turner to make sure that while he is speaking and presenting he is being recorded as well.

**FINAL APPLICATION**

**14-0280**

**2014-02056**

**GRAVITY AUTO/PREMIER BUILDING**

**11560 Alpharetta Hwy.**

Tom Flowers stated that the Board has seen the preliminaries of this application so if the applicant wants to speak to the revisions that were requested.

José Añez with Schmitt Engineering presented the application and stated that he would like to present this overhead. This is a revision he had made and according to the suggestions of some of the members of the architectural board. They asked him to change it to incorporate and make it like this.

Tom Flowers asked if there were any questions from the Design Review Board. This is being heard as a final. This was originally presented to the Board in July.

Monica Hagedwood stated that she had one question. When they talked last time about the garage doors, the style of the garage doors, does the applicant have a sample of those? José stated that he does not have a sample of the garage doors. They will be steel on both sides, just a regular... Hagedwood clarified that the doors would be a simple steel like a more industrial style than a residential style. José stated that was correct. Hagedwood stated that she liked that better.

Tom Flowers asked if that steel was to match the iodized metal. The applicant stated that it was. There is a note here to that effect on the doors.

Monica Hagedwood stated that last time the applicant had some more residential style doors. José stated that they were going to be like the ones shown here.

Tom Flowers asked Kevin Turner if there was no site plan required for this. Turner stated that was correct. Flowers clarified that there was nothing going on that is requiring site work, so does he have it on the record that there is no additional site work that is going to be done on this? José stated that other than putting the building on, that was it. And in the water quality papers he is going to put it. That is what staff asked for. Flowers clarified that the Board members could expect to drive to the site and have no additional site work taking place. So what is there is static as far as trees and the Dumpster will remain.

Tom Flowers asked if there were any additional questions or comments. Hearing none, he called for a motion. This is a final this evening.

### **Motion**

Monica Hagedwood made a motion that the Board approve this as a final as presented. Eric Clementi seconded the motion. Tom Flowers called the question. The motion passed unanimously. Flowers wished the applicant good luck with his project. The applicant thanked the Design Review Board.

### **INITIAL APPLICATION**

**14-0367**

**2014-03071**

**LAWNSOUTH**

**155 Mansell Place**

Terry Kraft stated that he was the owner of Lawnsouth in Roswell. What he is doing is he is developing 155 Mansell Place as a future home of Lawnsouth. Also present is Zack Truelove with Engineering 303. He represents all of the engineering that they have had done with the site plan and soon. And David Burre, who is Kraft's consultant for all of the zoning, all of the issues that come up that frankly Kraft does not know much about at all.

Terry Kraft stated that he was just here to answer any questions. They have taken a look at all of the comments and they accept all of the comments as written and agree to them and will comply with them. Kraft stated that he will reserve the rest of his remaining time he has for himself for any questions that he can answer from the Board.

Tom Flowers asked Kraft if he had any samples and can he present the architectural standards on the building.

Terry Kraft stated that he could. Flowers added that if Kraft doesn't mind please describe how these apply to the structure. Kraft stated that there are three color combinations in use here. The top color is the roof. The center color is just being used as the accent and then the lower color will be the sides of the building.

Tom Flowers clarified that this is an all metal building. Kraft stated that it was all metal. Flowers stated that he noticed a lighting fixture in there also. Kraft stated that it was a standard lighting fixture on the outside of the building to hang in front of the door. If one would primarily...he will

just call it a service or a night light. His goal is to not have any light up. They are not going to have general parking light.

Eric Clementi asked Terry Kraft to describe where on the elevations the copper color is going. Kraft stated that copper color is going to go on the fascia gutter as an accent and on their doors.

Clementi clarified not on the front columns. Not on the columns? Kraft stated that the color will be on the columns as well. They will be painted.

Marcus Mello clarified that anything that the Board sees in red on the façade on the elevations is going to be that copper color. Kraft stated it was the copper color. Mello inquired about the thing that looks like a brick water table. What material is that? Terry Kraft stated that it is flagstone. Unfortunately, he does not have a sample of that. It is standard flagstone, standard Tennessee flagstone, the Crab Orchard.

Tom Flowers asked if Kraft has a labeled elevation showing these specific materials. Kraft stated that he is not sure what that means. Flowers stated that a labeled elevation would simply be that this denotes this is metal number so and so standing seam, that this is this and the columns are 10 inches and painted...Kraft stated that he did not have drawings for the building yet. Flowers clarified that Kraft's intent here was just to get an initial blush from the Board as to what will be accepted. Kraft stated that he would like to go further with it than that if they could this evening. But it will be of course up to the Board's discretion to do that.

Flowers inquired about a site plan. Terry Kraft stated that he does have site plans for it. They have been submitted.

Monica Hagewood stated that she had one more question on the elevation. What is the material of the column? The applicant said that it would be painted. Terry Kraft stated that it is going to be faced in wood. Hagewood clarified that if it is supposed to be painted, isn't that the copper color? He would paint it the copper? Terry Kraft stated that it would be painted the same color as the copper on the panels. Hagewood asked if it was like a metallic paint. Kraft stated that he was told that it will be just the same color. He does not know if it will be metallic paint.

Tom Flowers asked if there were any additional questions from the Board.

Flowers asked the applicant to describe the adjacent properties. What are the businesses next to him? He is not seeing any landscape or planting buffer on his site plan. It is very limited to what the hardscape elements are.

Terry Kraft stated that there is a landscape plan submitted. The adjacent property, if one is at the end of the cul-de-sac, the adjacent property next to this piece of property is Red Fern Tree Service and adjacent to that is an automobile repair shop. Going in the other direction it is kind of a mixed use industrial building where they have everything from an upholstery shop to a small repair shop and it seems to be condominium utility buildings there, about six different offices. As one goes further up the street there are four more repair shops and then a storage unit.

Tom Flowers stated that it seems to him that with the adjacencies of the commercial businesses that this is an appropriate direction for the property. Unfortunately, this Board historically has not

been approving or going to final without a labeled elevations on the building. They have blocked others. Having said that, if it is the Board's inclination to approve it based on the current renderings and the subsequent labeled plan that would be sent to at least two Board members for review. And if they were so inclined, they might be able to take...what is the applicant's motivation for hearing this further today? Is this to FastTrack it?

Terry Kraft stated that it is a money and time issue to be blunt. Tom Flowers stated that the Board certainly wants to help any way that they can, but they also want to be thorough. Kraft added that he wants to do it the right way as well. He is about to get into his very busy season. They have got to get concrete on the ground if they are going to build this before November and he would like to get moved in by the time his lease expires. He is just starting his Christmas business and it is crazy. But again, it is time and money for him.

Tom Flowers asked Terry Kraft if he had any photos of the adjacencies here. Kraft stated that he did not have any here with him tonight.

Monica Hagewood stated that she knows this area really well. It is a very appropriate use. It is extremely appropriate. Tom Flowers stated that he has been down in there a couple of times already.

David Burre stated that he was here to help Terry Kraft this evening. If the Board would allow Kevin Turner and/or one or two members of this Board to review the drawing that has the identification on it at some later date from the meeting tonight, if they would allow that to happen and if Turner so chooses that the applicant needs to come back they will be more than willing to do that. They want to do what works well for the Board and obviously Kraft is under some time constraints to get this project built. The Board's considerations would be most appreciated.

Tom Flowers stated that he would be inclined to move forward under the stipulation too. One is that they get a labeled elevation denoting all four sides and reviewed by two Board members as well as because this is the first time that he has seen the landscape plan, that the landscape plan is full scale and labeled properly, which Flowers thinks this one is. It is just so small scale it is hard to see. And at least two of the Board members stamp off on that in the final. Conceptually, Flowers thinks it is a fine direction and he would be willing to support that moving ahead based off of those.

Tom Flowers asked if there were any additional questions or comments.

### **Motion to hear as a final**

Roberto Paredes made a motion that the Board hear this as a final. Monica Hagewood seconded the motion. Tom Flowers stated that the Board will hear this as a final. He opened the floor for any additional discussion.

Hearing no additional discussion Tom Flowers called for a motion on the final.

### **Motion**

Roberto Paredes made a motion that the Board approve the design as submitted with the condition that the elevations are sent to Kevin Turner, as well as the site plan with adequate

notations regarding finishes on the exterior façade and a plant legend on the landscape site plan.

Monica Hagewood seconded the motion.

Tom Flowers called the question.

The application was approved unanimously as a final with the stipulations mentioned.

Terry Kraft thanked the Design Review Board. Tom Flowers stated that they were glad to help him.

#### **INITIAL APPLICATION**

**14-0370**

**2014-03090**

**HONDA CARLAND**

**11085 Alpharetta Hwy.**

Tom Flowers stated that this is an initial application. When the applicant approaches the podium if he will, speak his name for the record.

Sam Stone with United Development Services stated that he was representing the Carland Automotive Group and specifically Honda Carland Roswell located at SR 9 and Sun Valley Drive in Roswell. Also present is Scott Rossi who is the Chief Operating Officer for Carland Auto, Byung Yoo who is their architect and their civil engineer, Bob McCann.

Stone stated that currently the Board is looking at the existing Honda Carland. Before he goes any farther, Stone would like to request after they are finished with this presentation, to get a final. All of the items he thinks the Board is going to be looking for are in their package and have their materials board too today to look at. It is all labeled per the elevation on the package that was submitted.

Stone stated that he would like to give a rundown and overview of the project and maybe it will make more sense at the end why they are asking for the certain things that they are asking.

The existing Honda Carland looking from the SR 9 perspective is an old facility frankly, built in in the early 1980's to meet the Honda corporate guidelines for Honda of North America. It really needs to be refreshed and there are really three items that are pushing this project forward:

1. The lack of square footage at the existing facility.
2. The lack of parking count at that existing facility.
3. The overall look. Condura Cars, what they call Generation III which this is actually Generation I.

Those are the three items that Stone is going to be talking through here and why they want to push this project forward.

This is actually a view from Sun Valley Drive at the corner of Sun Valley facing northbound on SR 9 just again to give one a look of (he hates to say it) how the facility looks today. It is a little bit dated. Stone presented a Google Earth view of the site plan. It is an existing condition. It is a typical situation where the building itself was built facing SR 9 and then as the years went on

they added two renovations for expanded service. Frankly they are just out of space so it is time to really tear down the existing situation and start fresh. Stone stated that he will get to that in a second.

This is the corporate guidelines and the facility standards. Stone is going to walk the Board through the current facility. Today as it sits it is 50,201 total square feet and 641 parking spots currently. The Honda North America corporate requirements are 55,912 total square feet and 840 parking spots. Stone circled the 641 versus the 840. That is the biggest discrepancy by far based on the Honda corporate standards. The package that the Board has today is in the green...it is 56,000 total square feet and 846 parking spots.

So those three items Stone just talked about, this actually talks through the two of them. The third one he is going to get to here in a second, which is the actual look of the facility to meet the Generation III.

Sam Stone presented a blow up of the property itself. One can see the green is the existing facility footprint. It takes up the majority of the site, which is encompassed in the yellow shading. Again, they are trying to gain 200 parking spots. With the existing facility the way it is, it is just nearly impossible. He just did the pink for reference. One will see here in a second the new footprint he is proposing on the site plan.

That is what this is. This is 56,000. The way they accomplished that is to stack it on top so it is a three-story building that is stacked on top of each other that lends itself to a lot more parking, a lot more efficiencies for the auto business, and frankly gets them to the Honda requirements for the parking and the square footage count that Stone described in the chart. This is actually the 3-D elevation. The top rendition, one will be standing on the corner of Sun Valley and SR 9 looking at the three-story building. One is actually standing right on SR 9 and this would be the existing entrance off of SR 9 that one would see from that side of the building. This gets to the three-story aspect. The bottom rendition one would be standing on Sun Valley Drive and he would be looking at, for lack of a better term, it is a walkout basement. So there are going to be two sides that are walked out to the ground floor and then the front of the building is going to be what Stone calls the second floor on the ground floor. He knows they are reversed. The ground floor would be a service and parts area which would be customer only....an employee only entrance and exit. The second floor which is here would be customer sales, customer service drop off, customer lounge, sales showroom, the sales offices, that type of thing. The third floor would be the administrative offices. Carland Auto, although is based here in Atlanta, they have four other dealerships besides this one and they run all of their dealerships from this facility when it comes to the administrative and the accounting and the executive functions. So the third floor would be an administrative/accounting and executive floor.

This perspective is looking straight on from SR 9 when one is looking at the large tower with the glass to meet the Generation III corporate guidelines. Really that is the long and short of the entire project. Stone has a bunch of elevations and a materials board that he will pass around right now. He asked if there were any comments or questions from the Board.

Roberto Paredes asked if all of the mechanical equipment was screened. Sam Stone stated that all of it will be screened. They have a very large parapet wall. The owner wanted a larger elevation, which is still within the code of the height of the building. So, it will all be screened by

that parapet. It won't even be that mechanical screening one probably sees now. It is going to be a wall. He will not even see it.

Like Sam Stone stated before, all of their elevations that were submitted in the package are defined to the material board that the Board has calling out pieces and parts and where they go.

Roberto Paredes asked Stone if he was going to address the site improvements/landscaping also. Sam Stone stated that was submitted in the package as well. Any comments the Board has he would actually like to talk through it now. He has it here if the Board wants him to put it up.

Stone stated that part of the challenge with this site is basically this area, which is about 75 percent of the SR 9 frontage; there is actually an existing wall that was put there in the late 1980's. So, the parking abuts to that three to five foot wall and then right on the other side is the sidewalk. So there is really not even a landscaping strip that exists today. So, it is challenging on that end to get to the landscaping count. It is just impossible with the wall being there.

Eric Clementi stated that there are two sets of elevations in their packages. Sam Stone stated that one was actually being proposed for an option B, but the option he showed the Board, which is the full glass tower, is the option that is preferred. He will show that to the Board again. That is what he is asking the Board to be final.

Tom Flowers stated that he had a question on the site plan while they are on the landscape part. He sees the modification and some of the challenges that Stone has and his plant palette is a great one. What he is concerned with overall on the site plan is additional street trees on the three-story parking on that end. They seem to be void in that area. The other is this rock mulch area. He is assuming that it is some type of Dumpster concrete pad enclosure in the center. Why do they just have rock mulch? Flowers is sure that is low maintenance and is the site irrigated?

Sam Stone stated that it would be irrigated. Some of the challenges they are talking about are they are trying to screen the existing parking garage. He thinks that was the question. Again, it is just difficult because there is no landscaping strip there. It just doesn't exist. Tom Flowers stated that there is an opportunity for one to put heat islands in it. It may cost him a parking spot or two but there are certainly opportunities down on that end right there where one is parking up against the building and out there on the highway where the Board would love to see the street trees continue on down to put that in magnitude. It feels like they have done it and they are looking for a variance down here on Sun Valley and SR 9 but they are not addressing necessarily the upper end.

Sam Stone stated that they actually thought through that before. The parcel in the rear is actually owned by Honda Carland as well and Carland Auto. It is the Honda Carland Collision Center. That is not part of this proposal but in lieu of trying to add some more trees in the front, Stone would like to request to have the trees on this separate parcel, which again, is owned by the same owner, to beautify the Sun Valley. And as the Board knows this will be expanded here in the next year or two. It is really tough with the parking and that is the only reason they are trying to think outside of the box.

Tom Flowers clarified that Stone was isolating the site work to simply the new expansion of the show room. Flowers stated that was correct. This Honda Carland Collision Center is actually a separate parcel. The defining line is this parcel here; it is actually Honda Carland Collision. The same owner owns this parcel; they just show it for reference really. But the yellow is the parcel in question. Flowers clarified that they do own the SR 9 side of it and it is the SR 9 side that he thinks is in question here primarily additional trees and to soften that structure.

Sam Stone stated that he thinks that is agreeable if they would add a couple of few islands there on the SR 9 side to get some more trees. Flowers stated that continuing the Zelkova, which is great and he sees the pyramidal hornbeams and some other things that Stone has there.

Tom Flowers inquired about the rock mulch. Is this a Dumpster enclosure? On the plan it says rock mulch and past there it is referencing a concrete pad, which he is assuming has to be a Dumpster. Sam Stone stated that was a Dumpster enclosure and the reason they did that is for that reason. It is a tough environment to get stuff to grow. There is actually a retaining wall right here. There are a lot of very difficult site challenges as far as the grading because of the existing conditions. That is why they thought it would be better. If Flowers really wanted some plantings there, they could irrigate it. Flowers clarified that it is not covered, there is not overhang, it is not under the.... Stone stated that it was not covered. Flowers stated that he wouldn't know why the Carissa hollies wouldn't be a good, hearty use in there. Stone stated that he does not think that is a big issue he thinks they can do that. Flowers stated over the Creeping Gardenia or the...and the height of that retaining wall? Stone stated that the height of this wall is roughly 10 feet. If one looks at where his pencil is now, all the way back to this area is a 25-foot drop. Flowers asked if that shows on the elevation, the rendering. Stone stated that it does. Flowers asked from the SR 9 perspective. He had two perspectives, one was from Sun Valley, the other was from...

Sam Stone pointed out the wall that Flowers was talking about. It is roughly 10 feet tall. Flowers stated that would probably better suited in something that would be extremely hearty in there and grows to four or five feet. That would be a dwarf Buford holly, which is bulletproof, Ilex, dwarf, nana, Buford holly. It is that tall in Flowers' opinion.

Monica Hagewood stated that she was going to kind of hit on the same thing. She has a question more toward where Stone has his three-story building. It seems if she recalls the original chart, Stone has a couple of extra parking places. Sam Stone stated that they have five extra. Hagewood wondered if they could use four of those. She was thinking that if he did two and two he could get at least two large trees in that front. It would really soften it and particularly closer to the street. She knows it is not a fabulous sidewalk, but as the city grows, just being able to walk from one place to the other with it being put into some kind of people scale. Sam Stone asked Hagewood if she was talking about adding a few more trees in this area here. Hagewood stated that was correct. Stone stated that he thinks they definitely can do that.

Tom Flowers stated that he would think adding three down through there, the Zelkova serrata. Does he spec a different Zelkova in here, his LA did. Sam Stone stated that he has no issue with that. Tom Flowers stated that it would help put the other structure in scale.

Sam Stone asked if there were any other questions or comments.



**Motion to hear as a final.**

Roberto Paredes made a motion to hear this as a final. Marcus Mello seconded the motion. Tom Flowers called the question. The motion to hear this as a final passed unanimously.

Michelle Del Monaco stated that she had one question for Sam Stone. Is the only differential in his package that he submitted in option 1 and option 2, is it just the tower? And the one he prefers is option 2 with the clear tower.

Sam Stone stated that was correct. The tower is the only difference and they would prefer the glass tower. Del Monaco asked Stone if the blue was his corporate color. Stone stated that it is the Honda corporate color; it is what is required by the Generation III, which is on the board. It is the blue ACM piece.

**Motion**

Roberto Paredes made a motion that the Board approve the design as submitted with the following modifications:

1. That additional trees be planted on the Alpharetta Hwy frontage.
2. Option 2 shall be the one that is submitted for permit.
3. Additional landscaping near the Dumpster wall.

Tom Flowers stated that he would like to amend Paredes' motion if he will accept to be three additional street trees of the Zelkova variety and also that the plantings adjacent to the wall be Dwarf Buford Hollies spaced at four-foot on center.

Roberto Paredes accepted Tom Flowers' amendment to his motion.

Monica Hagewood seconds the motion.

Tom Flowers called the question. The motion was approved unanimously.

Tom Flowers stated that this is a final approval. Sam Stone thanked the Board for their time.

**INITIAL APPLICATION**

**14-0366**

**2014-03066**

**CARL BLACK**

**11225 Alpharetta Hwy.**

Steve Stroud with Roswell Inc. presented the application. He has Kevin from J.J. Morley with him who is working with Carl Black on these proposed exterior changes. He thinks the Board has copies of everything including the current look. One can see the actual elevation; actually it is kind of funny because this is just down the street, obviously on the corner from Lawnsouth. So again, the whole street is now taking a different perspective. Putting on his Roswell Inc. hat, Stroud will share with the Board that the car dealers are investing quite a bit of money up and down Alpharetta Hwy to beautify the street as they have seen with Audi and now they have seen with Honda Carland tonight and the Board will see with Carl Black. All of the corporations,

all of the major automotive dealers are required to meet these stipulations but they are also re-investing. So what the Board is seeing is a lot of re-investment happening up and down Alpharetta Hwy. A good point that was made earlier, Stroud thinks it is very important as they look at these car dealers and again, he is giving some background. He thinks it is very important that they look at the whole streetscape. They are looking at that with the CID, with the North Fulton CID and how that connects with the City of Roswell. Stroud thinks that is a very important issue. Just for the record.

Stroud presented the current Carl Black that was updated in January of 2005. Again, a lot has changed with GM since then. At that time the GM dealership included a different look and a different feel. And today, what the Board is seeing in front of them is the newer look and the newer renovations to what that looks like with the white exterior. Stroud stated that he does have samples here with him tonight.

Steve Stroud provided the current look on the north elevation and the new look from the north elevation.

Tom Flowers asked Steve Stroud if this was only a façade change. There is no expansion of the existing footprint or other site work. Stroud stated that was correct.

Eric Clementi stated that the taller element in the background of this photograph, that is already clad? Steve Stroud stated that it was not. It is brick.

Tom Flowers asked if this skin was on all sides of the building or is this simply...he thinks it shows it to the front, an entry element. A speaker stated just the west and the south elevation. The other ones are a different elevation down a hill, and one cannot really see those from the street.

Tom Flowers asked the speaker to get a mic. It is just the west and the south elevations. The north elevation is down a slope so one really can't see that from the street. It is kind of the back of the house and it is two sides. The main entry and then the service entrance.

Tom Flowers asked if those other sides remaining as is. The speaker stated that they were. Flowers asked if the applicant had pictures of those.

Marcus Mello asked if one can see any of the other two sides from the street or no. The speaker stated that one could not.

Roberto Paredes asked the applicant to clarify in the photograph that is currently on the screen which one is the silver panel and which one is the white panel.

Steve Stroud stated that the silver is the entry tower, which is to the left of the tree. Right here where it says Buick/GMC. Paredes clarified that was the only silver element. Everything is white with the black.

Marcus Mello asked what something was that looks maybe like CMU below the windows to the right side of the tree. What material is that? Steve Stroud stated that those were the existing windows. Mello asked what is below the windows. Stroud stated that was a stone water mark, it is about 18 inches up. It is existing.

Roberto Paredes stated that he had sort of a general question. Is there any concern that all of the dealerships are kind of looking the same? Has anyone from the industry talked about it or there are no concerns about that?

Steve Stroud stated that he went to this product but it is the gray...the silver with the gray is kind of a 10 or 15-year trend.

Paredes stated that he was just wondering as a consumer, one is driving by and it is all almost beginning to look the same. White, silver, a few touches of blue and red. That doesn't have any impact on whether he is going to approve this or not. He is just curious if the industry is wondering about that.

Steve Stroud stated that he knows Gantt Lu was the architect who designed all of these new standards. They look at everything else in the country but he does not know if they are all going to same way. He thinks it is a 10-year cycle kind of like one goes into a hotel and the look is this, then 10 years later it looks different.

Monica Hagewood stated that it looks to her like....he said it was the north and the east, right? It is north and west. It is very confusing. The north faces the freeway. Hagewood stated that it looks like the east would be very visible. She understands why the applicant wouldn't do the south. But the east side looks like it would be visible. The applicant stated that it was really not because that is down like 15 feet and he guessed he should have done a perspective of that. But when one is coming up and down the street he really can't see that on the back east side. Hagewood stated that from the side, don't they have an entrance on that side that comes around to that...Steve Stroud stated that one could come in that way or he can come in the main entrance right off where the main sign is on the back.

Hagewood stated that it seems to her that they should have the same kind of treatment on that side. Stroud stated that it wraps to where there is kind of a two-story tower element so that gets white. And then the brick stays the same after that. Hagewood clarified that the brick is a dark red. Stroud stated that was correct. It is still her preference that he did that side but she does not think it is a huge downfall.

Tom Flowers stated that his comments would be traditionally they look at some type of turning of the element particularly if it is in view. And whether it is a column or some type of relief that turns to give cause as opposed to it happening at a corner that these actually have some type of turn even if it is furred out and some type of relief or something and then returns back. Even if it is a six-inch relief to give cause to why there is a material change. But just to starkly come to a front seems stark to Flowers.

Steve Stroud stated that the tower element, the two stories, it wraps. So they are probably doing about 20 feet on that east side at the tower wraps. That is where it hits brick and it transitions and goes down.

Marcus Mello asked the applicant to show exactly where the façade is actually to receive the architectural treatment.

Steve Stroud showed all of the front. Here is the two-story tower element so it actually wraps on this middle...this entire white element, which is now a concrete, gets wrapped. So he guessed that should be highlighted in red, that tower area. This is the back elevation and this elevation gets white.

Roberto Paredes asked Stroud if he was painting the existing brick. In other words, the east and the south that he is not retrofitting, is he painting it? Stroud stated that he was not, just keeping that as brick. Paredes asked Stroud if he would consider painting it. Stroud stated that he knows Carl Black, they like having the brick. They didn't want a painted look on the brick.

Tom Flowers clarified that the existing adjacency is just a brick. Stroud stated that was correct. Flowers asked what the color of the brick was. Stroud stated it was same as city hall, a red brick.

Michelle Del Monaco stated that the building adjacent to this building that the applicant is presenting today, that is part of the dealership, right now where it says pre-owned cars on the front side. Is that correct? Steve Stroud stated that it was. They are not doing anything to that they are keeping that brick. Del Monaco asked if there was any reason why he was not matching those. They are going to have one brick building and then he is going to renovate just the one building? Steve Stroud stated that the dealership...the building selling the new autos. It kind of has the new white seal applied look. Del Monaco clarified that the applicant was just trying to highlight the main portion and then leave the other as it is. Steve Stroud stated that was correct.

Tom Flowers clarified that there was no site work concurrent with this façade renovation. Steve Stroud stated that there was not.

Tom Flowers stated that this is being heard as an initial. He asked if there were any additional questions for the applicant.

Flowers stated that the existing docs are pretty vague in terms of labeling. It does indicate that the applicant will bring the samples, which the Board has. He asked if there were any questions or comments specifically on the samples or the colors.

Roberto Paredes stated that specifically the actual materials he thinks are okay. He does have a problem with not painting or doing anything to the brick on the other two sides. So, in his mind he would be willing to make a motion to hear it as a final if the applicant would be amenable to accept that condition that he would paint the existing brick.

Steve Stroud clarified that Paredes was just talking about the one side. Leave the pre-owned the brick and just bring it around on the left side as one is facing it. Roberto Paredes stated that it could be a white to match the metal panel that he has on the front. He would just paint the remaining walls white.

Tom Flowers stated that he senses that there is hesitancy here on the Board's part just because of the limited scope. Their job is to ensure that they are not just putting lipstick on a pig so to speak, and they are actually taking it and there is no planned site work and it is two sides of the building that they are addressing and they are leaving everything like it is. This is a non-traditional approach to a renovation. He is pro any quality development himself so he likes that

something is going on. He agrees that if there is a transition to the building he would like to take that a little bit further and say the adjacent building also. But, that is probably not under the Design Review Board's purview.

Kevin Turner stated just the building.

Tom Flowers stated that they are very limited in what they can do. He thinks that if he is hearing Roberto Paredes correctly that he would consider hearing this as a final if it with the understanding that the applicant would consider...Paredes stated if that becomes part of the submittal.

Steve Stroud asked if they could take that conditional based on the owner's approval. Tom Flowers stated that no one has filed a motion yet, but yes, he would have to accept it. That it would be approved with that stipulation. Stroud stated that if not they would come back. If the owner doesn't accept it then they will come back to review the technical aspects. They are going to come back for review and re-work the condition or re-work whatever they need to do.

Tom Flowers stated that if there were no additional questions for the applicant, then he called for a motion.

#### **Motion to hear as a Final**

Roberto Paredes made a motion that the Design Review Board hears this submittal as a final. Marcus Mello seconded the motion. The motion passed unanimously to hear this as a final.

Tom Flowers asked if there were any additional questions or comments before they entertain a motion.

#### **Motion**

Roberto Paredes made a motion that the Board approve the design as submitted with a condition that the remaining walls, the existing brick walls, be painted white or a compatible color with the proposed materials that are being applied on the front of the building.

Tom Flowers amended the motion to state that the color is approved by at least one Board member named Roberto. Paredes accepted the amendment.

Monica Hagewood seconded the motion.

Tom Flowers called the question. The motion passed unanimously.

#### **INITIAL APPLICATION**

**14-0401**

**2014-03375**

**KFC**

**676 Holcomb Bridge Road**

Leland Hicks with KBP Foods presented the application. He is the KFC franchisee. He appreciates the opportunity to speak in front of the Board. What he has in front of the Board and

what has been submitted through Kevin Turner and this color rendering might serve a little bit better. Turner's indication by staff was that the biggest concern was the red. And either knowingly or unknowingly, Hicks showed Turner a recent restaurant that they just did in Union City. He is happy to show that picture as well. He thinks that kind of triggered a concern that there is too much red on the building. Hicks showed the picture to the Board and stated that this was one that they recently did now.

Again, the issue that the applicant has with this building is that the current picture that he is showing the Board from their Union City location, that building dimension is half of their store on Holcomb Bridge Road. So, he had his architect, LIS, do some quick calculations based on the existing color that is on the building as it sits now and their proposed elevation. They are actually reducing the amount of red that they are putting on the building by a couple of percent. They have about 100 square feet less of red that they are painting on the building with the new remodel.

Tom Flowers asked Hicks if he had samples of those colors. Hicks stated that he does. He can either show them or set them here. Flowers asked Hicks to give them to staff. Hicks stated that those are painted on an open EIFS. They have three different building finishes on their building.

Eric Clementi stated that he thinks one of the concerns that the Board had expressed was the fact that there are materials on the existing building right now and the paint scheme doesn't seem to align with the architectural elements on the building. That was a concern almost as if it doesn't matter if it's a split face block or another material. But paint colors are kind of just being superimposed on the existing structure. He thinks that was one of the main comments he had.

Leland Hicks stated that unfortunately they have some extremely old assets and the expense of either changing the finish on the exterior of the building. But the colors do transcend between either a stamped EIFS that is made to look like a brick or just kind of a textured, popcorn finish that one is looking at there with the paint samples. He thinks what the corporate design, the national look that they are trying to create is to eliminate all of the different finishes that they have out there, split face block or a brick veneer or an EIFS building. Those are obviously the three traditional commercial buildings that they would have out there.

Tom Flowers asked Kevin Turner if besides the email correspondence that the Board has received on this, did the Board have any additional meetings outside of....Friday a week ago. Kevin Turner stated that they had three...Flowers stated that he thought there was a subsequent one when...that one did not actually develop. He was wondering if anybody had participated because he thought their consensus was what were the materials, what is the limiting of the red accent color and confirming the body color he thought really fell within what they could or could not do. That they were entitled to an approval but within these regulations. Is that correct?

Kevin Turner stated that it was. Flowers asked if this has been modified to meet those comments of the Board. This is the original that was submitted?

Tom Flowers asked Leland Hicks if he is stating that the red as a percentage based on the building's square footage is less than what is previous being done? Hicks stated that was correct. Flowers clarified that all of these colors are corporate colors with the exception of the body color, the bronze. Hicks stated that all three of those, the Urbane Bronze, the white and

the red are the only three corporate colors that they have. A lot of the old buildings had the blue flashing cap just like this store. All of the blue trim colors from what is called their speed mark...Hicks stated that he feels like he is restating the Honda presentation. The had a generation that this building and this asset has been skipped over so many times that that is called Speed Mark signage in KFC's particular national branding. They are completely all of the blue on the building.

Tom Flowers stated that he knows there was a lot of dialogue on this one right here. He guessed that the he would like to hear from Eric Clementi.

Eric Clementi stated that he does not have as much of an issue with the amount of red on the building. But his biggest issue again was that the paint scheme doesn't seem to align with the architectural elements on the building. It just seems like there might be some ways to take those elements like the split face block, the brick and the EIFS and take the corporate color scheme and try and blend that more in to be compatible with the materials rather than just crossing materials with an individual color. Those are his thoughts.

Leland Hicks stated that he certainly can't agree or disagree. This is really driven by the contemporary look that the corporate people are putting out there and approving. There are two things that he needs to do as a franchisee. He needs to seek the approval of the municipality and seek the approval of corporate. It is kind of, which one does he do first?

Tom Flowers stated that what he would question here is because within the Design Review Board's guidelines it would be that they have the option of limiting some of these colors to the materials. He asked Eric Clementi if he has any that he would like to...how would he change the colors to match the textures of the structure more appropriately.

Eric Clementi stated that a change might be where the KFC is shown on the right entrance, side entrance elevation. Rather than the Urban Bronze going across to where it goes, it stops at the original tower element and goes one course higher to encompass the split face material so that there is a relationship. The area that is not the Urban Bronze then becomes the Sherwin Williams White so that there is a relationship between plane and color and material and color. He does not think they are talking about wholesale changes. It is trying to get the material and the paint color aligned still in a modern way that one is looking for on this building. Clementi thinks there are simple things that could be done to achieve that.

Tom Flowers asked Leland Hicks if he was open to considering the Board's recommendations. Hicks stated that he is open to anything that gets him approved. Flowers stated that he understood. Hicks stated that he would like to say that he stands here with the ability to tell the Board that he thinks the recommendations of the Board are great, but that transitions him back to their approval as he would mediate the information between you two. He would be happy to make some of these changes if aligning colors with finishes. The one thing that they have to keep in mind, and again, this entire building is EIFS. Some of it is a stamped patterned, EIFS and some of it is an EIFS band that they built so that they had a finite area to paint red 20 years ago. Hicks thinks that what the Board's concerns are, are the exact opposite of what the corporate is trying to do. They are trying to eliminate all of those lines so it doesn't look like they just simply went out and taken the pockets of architectural building finishes and put different colors on them.

Hicks stated that the other thing that they have tried to do with the window treatments and the canopies, is align those colors that are consistent, that brings out kind of a little bolder finish with the window elements as opposed to the old traditional canvas.

Flowers stated that he understood. He would also like to hear from Roberto Paredes because he knows that he has some comments on where some lines are hitting, the offset.

Roberto Paredes stated that it doesn't bother him so much that paint applied vertically. To him it is more of wherever there is a setback in the actual wall, maybe that is where he transitions or terminates the red. He thinks it would be just a minor adjustment if he is reading the drawings correctly. He knows where the store is but he couldn't tell one exactly where each plane in the wall is. That is his two cents.

Tom Flowers stated that they have spent a lot of time on this, and he doesn't want to spend an inordinate, and he is not talking about just tonight. But this has been amongst the Board for a while here. He would like to offer up a suggestion that maybe this is heard as a final with the final determination by someone just visiting the site and saying, "this is where the colors can actually go" and be done and that the Board reaches a happy compromise. Unfortunately, Flowers does not feel like he is at all qualified to sit here and make those revisions and that the Board would spend an inordinate amount of time trying to get to a consensus where he trusts several people on this Board to be able to go out there and to meet a happy medium of what is in the applicant's best interest and the community's best interest.

Leland Hicks stated that he would be happy to agree with that if they can hear this as a final and come up with that consensus. What he would do is get his architect involved and just ensure that...Tom Flowers stated that was probably the cleanest, direct route without the Board going around and around month to month.

Marcus Mello asked if there was anything in this building that is new or are they just painting. Is he adding any new element? Leland Hicks stated that the element on the front, which is called an ACM tower, is part of their signage package but is a pre-engineered panel. It is much like what Honda was presenting. It is a pre-finished panel that is mounted on a structure. Honestly, the entire interior is completely gutted. They take it down to the concrete floors, the walls and a majority of their money...they ADA approve the bathrooms. So, they spend about \$250,000 on the inside with new tile, new ceilings, new finishes, and new furniture. No site work. They seal and restripe.

#### **Motion to hear as a Final**

Monica Hagewood made a motion to hear this application as a final tonight. Roberto Paredes seconded the motion. The motion passed unanimously.

Leland Hicks clarified that there were no issues about the ACM on the front. Not the signage itself but the pre-fab that he was just mentioning, the ACM pre-fab. Does the Board want to read through that later or is it just the painting?

Tom Flowers stated that he was under the assumption that it would be the whole scheme because if that involves the color then it would be up for a debate as well, but conceptually he



does not have a problem with the lines on the building himself and he hasn't heard that as an objection.

Tom Flowers asked if there were any additional comments. He asked Kevin Turner if there was anything else the Board should be charged with before they hear the motion. Turner indicated that there was not anything.

### **Motion**

Monica Hagewood made a motion that the Board approve this as presented with the condition that there will be an on-site meeting with at least two members of the Board to make a final decision on the paint. Eric Clementi seconded the motion.

Tom Flowers called the question. The motion passed unanimously.

### **REZONING REVIEW RZ2014-02667 PARKSIDE 1243/1247 Canton Street**

Matt Dahlhauser stated that he was one of the owners on the development here at Parkside located at 1243 and 1247 Canton Street. He is proposing eight stacked flats and seven live-work townhomes. He asked if there were any questions from the Board. The zoning is currently office park and they are asking for office residential.

Monica Hagewood stated that on the front building it looks almost like a porch area up on the top. What is that? Dahlhauser stated that there were a total of eight units. Four are ground level and then the next four are actually going to be one-and-a-half stories. The lower level balcony is actually facing the road with the one two-bedroom unit and the unit above that will actually be a three-bedroom, three-bath unit with a rooftop deck and an outdoor porch facing Canton Street. Most of the units, all but three will have some sort of rooftop deck or balcony on them.

Monica Hagewood stated that she really likes it and one of the things; and she mentioned this earlier, the dividers between the units in the back just strike her as very suburban. Matt Dahlhauser stated that it was. He guessed they were just trying to figure out a way to screen the units from their neighbor and also not have that just complete isolation from each other.

Tom Flowers stated that this is a preliminary and there are some things on here that are not matching. Is that correct? Dahlhauser stated that it was preliminary. Flowers inquired what the total number of units was. The applicant stated that there were 15 total. Eight stacked flats and seven town homes. Flowers noticed that there is water quality which is appropriate for the environment. Dahlhauser stated that they are doing an underground detention vault. It is kind of between the buildings and also between the parking. They are trying to shield the parking a little bit by bringing the front unit, almost expanding the whole width of the unit; he thinks 60 feet of the 100 feet will be actually the front unit and the parking in between to shield some of that parking area as well as the water-quality detention.

Tom Flowers asked if this meets the criteria of the requested zoning. Dahlhauser stated that there are some height variances on the back units. He is trying not to have to do a flat roof. It allows for three-and-a-half stories but it is maxed out at 45 feet. So, he is asking for 52 feet. It does kind of go uphill as well so the back part of the units for the town homes will be in the hill about eight feet. So it won't be as big of a vertical change between the residential and the back end. Flowers asked if Dahlhauser was asking for a vertical encroachment. Dahlhauser stated that he was of seven feet on the back end. Flowers asked about the other buffer zones.

Matt Dahlhauser stated that they have two other buffer zones currently. There is one on the condos in the front. The side setback for condos is considered five feet, actually it is 10 feet and they are asking for five. The rear setback for office residential says it needs to be 40 feet undisturbed or a 40-foot landscape buffer. The current zoning allows for town homes to residential to be a 20-foot buffer with an eight-foot decorative wall. And that is what the applicant is requesting.

Tom Flowers clarified that he is asking for the 20-foot. Dahlhauser stated that he was with a decorative wall. Flowers clarified that this is backing up to current residential. The applicant stated that it was.

Roberto Paredes asked what a decorative wall was. Matt Dahlhauser stated that it was some sort of stone wall. It hasn't been defined yet of what they are actually going to do.

Paredes asked Kevin Turner if this meets the new, in terms of density. Turner stated that is does.

Marcus Mello stated the garage door seems to be a higher proportion of the façade than is allowed. Is that correct? Matt Dahlhauser stated that it was how it was interpreted. The front of the units is actually on the other side. These are actually rear entry garage doors but he didn't know how the city was going to interpret that. So they do have front doors on the other side of the units. So, they can consider front doors. He did not know how it was going to be kind of interpreted so he wanted to make sure that they were covered and didn't have to come back for another conditional use.

Roberto Paredes asked Dahlhauser if he could show the actual site plan on the screen. Dahlhauser stated that he does not have it with him now. Paredes clarified that there is really no possibility...the way the site plan is laid out, there is really no presence on Canton Street. It seems that there should be some and maybe the foot print is too big and it needs to be decreased so that at least from Canton the driveway entrance is minimized and one sees more of a pedestrian alley or walkway that leads him from Canton Street to the first unit and then in sequence to the others. It seems like...and even though the applicant is meeting the density requirements, the site plan doesn't really address what the intent of the new regulations are which is to make it people friendly, avoiding the presence of garages and driveways and this is not really doing that.

Matt Dahlhauser stated that they tried to minimize the drive access to the back of the units by creating the whole façade of he thinks 60 feet in front. So they are keeping the maximum or minimum requirement for the building fronting Canton Street as at least 60 percent, which they currently do that.

Roberto Paredes stated that this is an interesting thing because it is beginning to test what the new regulations are. But this is not really what the new regulations intended. In terms of the presence of let's say, unit 4, the front door...where is the front door? He has to walk through unit 1, get on the drive and then walk across to get to it? That is not really the intent of the regulation. He is sure the applicant can reduce the footprint of the units and create more of a pedestrian street so to speak so that he can walk the street address from Canton Street and he walks by unit 1 and then sequentially to the other units. And there is a garden wall or something that creates that front door to each unit. Right now it just seems like, and again it is a function of the site plan, not so much of zoning.

Matt Dahlhauser stated that the site is tricky in the fact that it is narrow and it is deep. So it is tough to kind of create...he guessed what Paredes was requesting. Paredes asked if he could not reduce the footprint size; take 10 feet out of each unit. Dahlhauser stated that he could. Paredes suggested they put the porches on one side or something. The applicant stated that the biggest thing is making sure their interior units are laying out properly. They are currently 50 feet deep by 25 wide. They have discussed having to minimize those square footages to kind of create some more, he guessed some walk areas or drive aisles or more landscaping. Paredes thinks that based on the current site plan the applicant is packing them in. There is really no breathing room. And even though the new guidelines sort of encourage that sort of more urbane setting, it is not happening on this one.

Tom Flowers suggests that this at conceptual level is just what it is. That it is concept that it is going to change. That it is very fluid moving forward. He guessed the question to the Design Review Board notwithstanding the particular details of pedestrian gathering spots and does it meet the intent is, for this particular parcel conceptually does the Board agree with this type of new application, new zoning of residential? Whether it is this many units. He is assuming that this density is based on the numbers working for the applicant. And as revisions were made to pedestrian gathering spots, water, storm water management and other types of facilities, that the applicant would be open to those. Is that correct?

Matt Dahlhauser stated that he would be.

Roberto Paredes stated that his concern is this. In the past when the Board has sort of discussed that kind of approach it gets approved by City Council. And then when it comes back to Design Review Board it is like the applicant is entitled to that approval. And there is nothing the Board can do.

Tom Flowers asked if that was correct. He had just asked the developer if he is open to those types of comments, revisions, and edifications from the Design Review Board. Matt Dahlhauser stated that when it is designed if the Board thinks it has to have the pedestrian access in the front, it is also going to depend on what staff's determination of the garages are which will probably change it. So, when the site plan in general accordance may be approved and the of course the zoning is approved. It doesn't mean the building as it is. Unless that is a condition, is approved. So, the applicant could change or make recommendations for changes to the building and site when he comes back here.

Matt Dahlhauser stated to ultimately approve this site in substantial accordance. But not always, so if they did say something like that...Tom Flowers stated that the Board would approve with conditions and then they have to approve...if he grants the seven-foot variance height and other

things, then they work with that. But the Board would love the opportunity of not being blocked to those details. He is concerned the Board is going to spend a lot of time reviewing the actual details only to have it changed 10 times in between now and before it is actually presented.

Roberto Paredes asked what the hardship was about not meeting the height requirement. He does not understand that one. Matt Dahlhauser stated that it was just an aesthetic thing as well. Going from a pitched roof to a flat roof. It allows one three-and-a-half stories but they could obtain that by going to eight-foot ceilings throughout and things like that, by the just does not think that is the type of model that is going to sell in this market. Paredes asked if the rough couldn't be lowered and then do sort of like dormers or sort of an occupied attic space. Dahlhauser guessed that anything could be done. Paredes stated that he is just leery of granting or suggesting that the Board could recommend variances when he really does not see the hardship. Why doesn't he just add another 10 feet to it? In his mind there is really no hardship in meeting the requirements. That is where he has to come up with the right kind of unit, designed to fit within the parameters. If that unit doesn't work, it is maybe not the right unit.

Monica Hagewood stated that this is not the first time that she has heard the issue of the height. A total raw height not allowing to have pitched roofs. Though she thinks that is maybe a tweaking that is going to need to be...

Tom Flowers stated that it is either a zoning issue that they have the wrong height tolerances except for if this is the type product that meets the new code. So they are always having to go and get encrypted variances or if it does fit, and there is no true hardship such as topo or other things that would cause a variance.

Roberto Paredes stated that the two-and-a-half story was to allow variation in roof heights and the possibility then of having certain units or residences that would have big dormers or occupied space on that roof volume. The intent was not, and Paredes only participated on some of the work sessions, the intent was not allow for a full floor. Which Flowers stated is what this is showing.

Matt Dahlhauser stated that they were just trying to create some sort of outdoor space and kind of more of an urban environment. Tom Flowers asked Dahlhauser what makes him able to do that where others cannot if that is the guideline. Dahlhauser stated that it was not really a hardship per se. He guessed that they could lower the roofs and change the architectural treatments and still obtain the same type of...he does not particularly like a flat roof. He thinks water issues are always kind of brought into it when one has no type of pitch.

Tom Flowers clarified that the applicant was asking for a seven-foot vertical encroachment into the....the variance. Matt Dahlhauser stated that he was currently.

Marcus Mello asked the applicant why he wants the reduction in the setback from 10 to five feet. Matt Dahlhauser stated that on the one side facing there is...Mello asked the applicant to point to the site plan. Dahlhauser stated that he could. Tom Flowers stated that it is at three-and-a-half. He doesn't have the dormers in the bonus room.

Dahlhauser stated that there is a parking lot next door to it. Marcus Mello asked why they want a reduction from 10 to five feet. Matt Dahlhauser stated that due to the 100-foot width the city is

requiring, he has got to go up 60 or 70 percent. They have no other, in trying to create the width of the unit and have an interior walkway. They are just asking for it to allow for a size unit.

Marcus Mello clarified that in these five feet, there is the access to the town homes is what it is. Dahlhauser stated they could have the access to the town homes outside, but they are not. They are having an interior corridor inside the units, so that is kind of why they want to have it minimized.

Tom Flowers asked if there were any additional comments from the Board on this. Hearing none, he stated that he thinks the applicant has the flavor that conceptually to Board is in favor of it working within the guidelines and applying the new code and design guidelines to this site. This would be an interesting one.

Matt Dahlhauser stated that while the Board is trying to discuss the walkability and that kind of stuff of the front. Tom Flowers stated that there is a book online that one can share. It is public gathering spots and making it more pedestrian friendly and user friendly. There is also building height applications, facades and what the City of Roswell is specifically looking for within that and applying it. If the applicant is not familiar with it, Flowers highly encouraged him to get on those in the preliminary because that will go a long way in helping his project move straight through now.

Tom Flowers thanked Matt Dahlhauser.

**REZONING REVIEW**  
**RZ2014-03094**  
**FRONTDOOR COMMUNITIES**  
**Coleman Road/120 Tract**

The applicant stated that he has a 45-minute Power Point presentation that he would like to present.

Tom Flowers stated that the good news is the applicant is last on the agenda and the bad news is he is last.

Eric White, 345 Summer Shade Lane, Roswell, GA presented the application for rezoning. He does have a few slides that he wants to put on the screen to kind of help with this presentation. He would like to digress a little bit to give a little background since White has not been in front of the Design Review Board before.

Eric White stated that he is with Frontdoor Communities. Frontdoor Communities is a small privately held, semi-custom builder. They are currently building in four different locations other than Atlanta. They are building in Charleston SC, Naples FL and Orlando FL. They have five communities in Atlanta, two of which are in Roswell. If the Board is not familiar with them they are actually building the back phase of Providence. He has a slide on Providence. If one can see, it is just a little bit cut off, but the picture there shows four town home buildings and then there are three detached buildings off to the right. They are currently building those four units right now. They have sold half of those units. They have only released half of those units. They have had an overwhelming attraction to this site here. They have sold those units of about

\$650,000. That architecture the Board sees there is from a local, Arie Kohn, who actually also did the first phase there too.

Their other project is the Goulding Project. This is at the end of Goulding Street just off Canton Street. This is also a mixture of town homes and single family detached. It is 40 units. They are in the stage of starting a development later this month, and they have again, overwhelming attraction to this site. A lot of interest on this site. The town homes are going to be a mixture of master up and master down and the detached are all master down. These town homes will be in the \$600-\$700,000 range as well as the detached will be in the \$800,000's and up.

The reason Eric White is bringing that up is they are also working with Wakefield-Beasley's outfit, who also designed the Avalon project. And they have also worked with the Historic Preservation Commission on all of these elevations here. They have already been through several meetings with them.

The reason White is bringing this up is the inspiration they are using for the Coleman Road project. Because of what they are seeing from a lot of these buyers, people who are wanting to downsize. They are living in 15-20-year-old homes, 4000 square feet, half-acre lots, all this. The kids are moving on. They are looking for a place. Roswell currently doesn't have many opportunities. In fact, they don't have any opportunities similar to what White is proposing here. There are a couple of projects just outside of Roswell that they had used again for some of their inspiration. White does not know if the Design Review Board has been to any of these.

Heron Pond is located just on the other side of Roswell off of SR 92. These homes are probably ranging in square footage from maybe just under 2000 to close to 3000 square feet and they are selling at a...probably their sweet spot is about \$470 to \$490 thousand. When Eric White was out there the other day, he ran into a couple that was looking at it and they were living in Roswell. The same thing with another project that he went into.

The next screen just shows the kind of product that they are offering. Again, this is not what White is projecting here on Coleman Road; he is just trying to get a flavor of what they are looking for.

Tom Flowers stated that he has a question so that the Board can kind of get to the meat of it here on discussion of what they are here to help comment on. He noticed that the zoning is going from R-30 to R-TH, the townhome. Is the Board here to oversee the single family, or are they there comment on the overall project or just the town homes?

Eric White stated the overall site plan and the town homes. Flowers clarified that they are looking at the overall site, single family and town homes. White stated that was correct.

Roberto Paredes clarified that there is no rezoning involved here. Eric White stated that there will have to be a rezoning, R-30 to R-TH.

Eric White presented the land plan that they will again be going through zoning. One can see Coleman Road off to the right. They are showing 49 total units on this site, 23 of which are the detached homes and then 26 of the attached homes. To the south of them they have the condominiums that are off of SR 120. He thinks it is Lake Pointe condominiums. Off to the left is Moss Point, which D.O.Horton is currently building houses in there right now, which is an RS-30

zoning. And to the north of them they have some undeveloped parcels located over there that Eric White has actually been talking to, negotiating with trying to find some other property to add onto this. But currently, right now they have not secured anything else. This is what they are currently in for.

Roberto Paredes asked Eric White to clarify for him recurrent zoning. Eric White stated that it was R-30 or RS-30. They are asking for an R-TH for the entire parcel although they are not putting town homes on the entire parcel.

Tom Flowers asked if there were any variances to it. Eric White stated that they are not asking for any variances. Flowers asked if he was willing to work within R-TH. White stated that was correct.

White presented a slide of some of the surrounding properties. It shows the proximity close to SR 120. They feel like this is a very low impact development for the location they are mainly based on a couple of things they have talked about as far as the buyer in here. Many of them are either retired or semi-retired or they have gotten to the point in their career where they are consulting or other things. They are not going to be putting 80 cars out the road at 7:30 a.m. dodging school buses. And speaking of school buses these buyers aren't going to be coming with many school-age children, if any that are going to require adding children to the school system. And also the price that they are going to be offering on these town homes is going to be in the \$400,000 range. The detached will for in the \$500,000 and \$600,000 range. It is going to be from a price per square foot, standpoint it is going to be much higher than anything else anywhere near here. They feel like this is a positive impact to this portion of the community and as well, speaking of traffic, they have SR 120 right there with a light at the end of Coleman Road for anybody that will be leaving the community.

Pat O'Leary, 5339 Garnaby Lane, Norcross, GA. This type of development, how they look at it is taking advantage of the new zoning ordinances that they have here in Roswell and that they can get more of the compact product like Eric White was speaking to in that this is where 55 and older and a lot of people like O'Leary, he is the target audience, would like to live. They have really focused their whole area on the pond and having that as becoming their amenity for the development itself. They plan on adding paths and trails and bridges at the end of the pond as one can see and some overlooks as they redo the dam and everything to the pond. It becomes sort of the amenity area for this kind of development in a whole, and they have their buffers all the way around that one can see landscaped. Those are the buffers with the two rows of evergreens and the eight foot wall are part of the program.

Roberto Paredes asked Kevin Turner from the rezoning standpoint, what are the precedents around there? Does this meet the comprehensive plan goals? Kevin Turner stated that they haven't even read the staff report on this yet. He would guess and say it is probably not it is RS-30 but then there is an RS-3 right next to it.

Tom Flowers stated that he would like to digress here for a second. The Board's site plans aren't matching the rendering that O'Leary is showing on the screen whatsoever. He is seeing a very sterile platted type site plan with the water feature, which he sees the slope analysis and the water quality management. But based on the site plan dated 8-5-2014 he sees multiple site plans in here. So he is confused with which one they are going in and when he looks at the site plan in general and even the concept. It is single loaded around the outside. One has stacked

the units to the side. No pedestrian, and it is just a very simplistic site plan which Flowers is assuming that is the density they are moving for and details are to follow.

Pat O'Leary stated that it is more of an urbane sort of look but it is focused more on these types of products are where they maintain all of the landscape is it not like one maintains his own. It is a whole community...consistency. And then they have their big amenity area as their big focal point.

Tom Flowers asked if the Board has a site plan in their packets that matches this particular rendering. Pat O'Leary stated that there are two sets of site plans in their package. They have been actively working with transportation and everybody but tweaking as they go. He thinks the site plan the Board is looking at is a very similar. When they met with transportation they wanted to make it tie into the area to the north. So they had to make a slight....is this what Flowers is looking at? Flowers stated that there are several others dated 8-5-2014 that shows three different...but this is fine. He thinks they have finally gotten into the...O'Leary stated that the concept is basically the same. Transportation asked the applicant to hook up to the northern property to get a potential for two ways out of the community in the future that they would push that through in the future to have connectivity.

Tom Flowers stated that the adjacencies in R-30 to the northeast and R-30 to the south, is that correct current zoning? Pat O'Leary stated that to the south is where the RM-3 is, which is where they have clustered the majority of our town homes. He thinks this...RM-3, RS-30. RS-30 and Civic up top, church property is up above the corridor.

Tom Flowers stated that their rendering shows a split entry boulevard, the site plan shows a singular so he is assuming there are additional details to follow. Is that correct? Eric White and Pat O'Leary stated that was correct. This one is just an engineered solution in order to meet water quality. Eric White stated that the first one was purely zoning data. As they go through it they will be bringing back their landscape and the real plan and everything.

Tom Flowers asked if there was any additional information for the Board. Eric White stated that there were not. Flowers asked if there were any questions from the Design Review Board.

Roberto Paredes stated that he had a question for Kevin Turner. From the standpoint of what they are viewing this or reviewing this today, City Council is going to vote on rezoning the property. So, once that approval is granted in terms of the density basically then is the Board then tied to it has been approved for so many units? He can't remember how many units. Kevin Turner stated that was how they set their approval. Paredes stated that when they come back and the Design Review Board asks if they can create more green space and the applicant says that he has been approved for 50 units or whatever it is, then they don't have any latitude.

Kevin Turner stated that they don't have latitude. One would not be able to remove lots. Flowers stated that they have a rendering showing them split boulevards and then they have a site plan that shows not. Which one is the council approving? Kevin Turner stated that is going to depend on when they get there and what final plan they have.

Tom Flowers stated that he does not see interconnecting walkways making it a feature. Things that they would normally do in density town home settings are not here on this particular site



plan. And if this site plan is approved as is, he is with Roberto Paredes. They would not have much latitude to come back and to introduce design elements whatsoever.

Kevin Turner stated that that the number of units wouldn't change but if they add the boulevard entrance compared to the single road. Flowers clarified that setback and amenity area. Turner stated that was correct. Flowers added buffer zones from the adjacent and he is assuming that if one went R-TH he has heard on the record that there were no variances being requested so they are not restricting buffers. So, they have had normally what they would be entitled to if it goes to R-TH. What they would lose is the density.

Kevin Turner stated that if Council approves them for this number of units...one cannot do that. Tom Flowers stated that was easy, don't approve it for that many units, find some happy medium.

Roberto Paredes stated that the Design Review Board was only making a recommendation to City Council. Kevin Turner stated that they can. It is just review comments so that the Board sees it before it goes to council and before it comes back to the Design Review Board.

Tom Flowers stated that his comment is he thinks it needs some reduction. He thinks it needs some reduction to ensure that the other elements of buffering entryways and amenities for the...Eric White clarified not just the number of units. Flowers stated that if that was it, whether it is a five percent reduction or whatever is needed to make sure that those types...

Tom Flowers stated that he would not say it is 10 percent, he don't think it is less than five percent, but somewhere in that number to ensure that the green space is given too. The density is 4.0, 5 per acre right now and the total units are how many? Eric White stated 49. So, one is talking about possibly using two to three units to gain the acre of needed space. Just even on the entryway element there.

Flowers is assuming that there is a certain percentage that is usable of this space based on the buffer zones from this water. His setbacks? Eric White stated that they have all of the setbacks. They are meeting all of the setbacks. Tom Flowers would say that the site plan needs beyond going to the architectural elements of it that the site plan needs some cleaning up. That would be his comment.

Eric White stated that they are required 40 percent open space and they have 58 percent open space.

Tom Flowers stated that part of that open space is imposed because of the slopes and the water quality he sure on this site as far as usable space.

Eric White stated that they have water quality. The whole pond area around that edge is quite large. It is a large amount of open space.

Roberto Paredes asked if White knows if that 40 percent open is again, that maybe is something that needs to be tweaked on the ordinance. It is really usable like the city of Atlanta has usable open space versus open space. There is no distinction right now.

Kevin Turner stated that he doesn't know if they have. It hasn't even gotten to the planning director yet or staff report on what the interpretation of some of the zoning would be. He is sure that has come up.

Roberto Paredes stated that his only comment would be it seems too dense and he knows seems is kind of a very "loosey-goosey" comment because they do have the pond and that is a nice feature and there are trees around it. But on the other hand, where the town homes are and the single family homes is really pretty tight. At least in Paredes' mind it is kind of hard to tell just from the site plan in terms of what the street scape feels like. Does it feel like, he is just going to pick an example. Let say watercolor or seaside. Or does it feel like Inman Park or Morningside? What is the actual character? Paredes knows there was a series of studies with photographs in terms of setback and distance between homes and all of that, which is in the pattern book. In his mind, Paredes would like to see how this relates to that, to the book.

His first reaction is it seems a little dense. Whether one removes one or two units or three units, it is a matter of just looking at the site plan.

Eric White stated that it was a little hard to tell on this but all of the town homes are rear entry. So they are not going to have all of those garages on the front. So at least the center pod there will have an alley going through the middle, there will be a lot of opportunities for porches, courtyards, this, that and the other on the outside. Whereas on the outer ring, because of the topo and the buffers in that window, they will have frontage with the garages on those. That whole ring around will only have a limited number of driveways shown on there because the town homes will be rear loaded. Likewise on the town homes against the condos.

Roberto Paredes stated that another example is if one is familiar with Glenwood Park off I-20. Pat O'Leary stated that they were part of that design team. Paredes stated that the town homes are used sort of in a more urban wall type of situation and then the single family homes are kind of...one goes through the town homes to get to the single family homes and it is a logical progression. That may be something for the applicant to look at or just go over there and look at it.

Eric White stated that he did want to make note that they do plan on making the pond a usable piece of open space with paths and trails and everything going on.

Tom Flowers stated that he thinks that there is an opportunity at their entry/arrival experience right there. It is certainly a bridge effect that gives like White said, what is it?

Eric Clementi stated that the rendering shows street trees and an alley down through there and a split boulevard. The site plan that they are working off of doesn't show that. It also doesn't show interconnectivity. One looks at that and he starts seeing an alley of street trees and elms. While he does not see a bridge element, one could play a bridge element and some type of access or amphitheater on one upper end by the .... The Board is more in line with the applicant's rendering than they are his site plan. He even shows paved elements and a split entry there.

Eric White stated that the split entryway is a great idea, which is why they showed it. Eric Clementi stated that obviously there may be an engineering plan in terms of impervious or whatever the tolerance is here.

Tom Flowers asked if there were any questions from the Design Review Board or comments. Hearing none Flowers asked if there was any public comment on this one. There was none. Flowers asked the applicant if he had any further questions for the Board. Eric White stated that he did not.

Tom Flowers told Eric White and Pat O'Leary that the Board appreciated their time and good luck with their project.

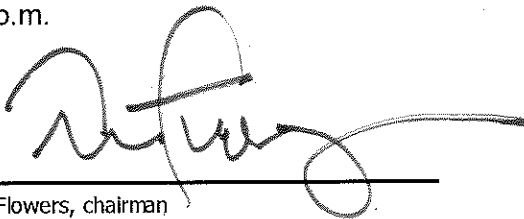
### **APPROVAL OF MINUTES**

Approval of July 1, 2014 minutes.

Eric Clementi made a motion to approve the minutes of the July 1, 2014 meeting of the Design Review Board. Michele Del Monaco seconded the motion. The minutes were approved 4-0-1.

### **ADJOURN**

Tom Flowers adjourned the September 2, 2014 meeting of the Roswell Design Review Board at 8:24 p.m.

X 

Tom Flowers, chairman  
Roswell Design Review Board

