

<b>Project Name</b>	<b>JP Morgan Chase Bank</b>
<b>Property Location</b>	<b>1475-B Holcomb Bridge Road</b>
<b>Owner/Petitioner</b>	<b>Holcomb 400 Improvements, LLC</b>
<b>Representative</b>	<b>Andrew Blakely – Travis Pruitt &amp; Associates</b>
<b>Petitioner's Request</b>	<b>Demolition of current building, and construction of new building</b>

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### **Background**

The subject property is an existing Blockbuster located at the corner of Old Alabama Road and Holcomb Bridge Road. The property is currently zoned C-3 (Highway Commercial District).

### **Site Plan Analysis**

The plan indicates that the existing 6,400 square foot building will be demolished and a new 4,200 square foot building will be built on the site. The parking to the south of the existing building will be removed to provide space for four teller lanes. Parking will be added north of the new building. Additionally, the parking in front of the building facing Holcomb Bridge Road will be connected to the teller lanes and south exits.

### **Landscape Plan Analysis**

The proposed landscaping will include seedless green ash, willow oak, october glory red maple, and pyramidal european hornbeam for trees with carissa and compacta holly, ruby lorapetalum, gulf-stream nandina and dwarf yaupon holly for shrubs.

The site is required to have a tree density of 22.3 units and the plan shows a density of 39.8 units.

### **Elevations**

The existing building will be demolished. The elevations for the new building show a grey stone base with brick around the windows and door to make up the middle section of the building. Above the brick is a beige trim and amber stone above that. The teller canopy is blue on the bottom half with silver on the top. The front doors are glass surrounded by glass windows.

### **Design Guidelines**

The site is subject to the Citywide Design Guidelines as stated in Article 19 of the City of Roswell Zoning Ordinance. The applicant has responded to each of the criteria. Please see attachment for the response.

## Department Comments

### Landscape:

- Revise SDU calculation as follows: 2 – Crape myrtle = 1.0 tdu, Existing Density Units (EDU) = 31.4, Replacement Density Units (RDU) = 5.5, Site Density Units (SDU) = 36.9, Min. Units Required < Units Provided: 22.3 < 36.9

### Engineering:

- Provide flush curbs or level spreaders at all bioretention areas with pea gravel drains and grass filter strips. Provide design calculations, cross sections and limits of drainage areas for each bioretention area.
- Provide soil mixture for bioretention.
- Spot elevations differ between detail and grading plan for handicap parking area.

### Building:

- No comment

### PW:

- Provide details and calculations on bioretention cells. Information on existing pond is also required.

### Fire:

- These plans show a revision to the turning radius that corrects the issue from the original review, however, a fire flow test and all other requirements from original plan review still needs to be completed.

### Transportation:

- After issuance of the Land Disturbance Permit, obtain right-of-way encroachment permit from Transportation Department utility coordinator John Wooten at 770-594-6108 (direct) 6420 (Main)
- RDOT has been investigating a significant safety concern on OAR involving cars using the median opening in front of Kings Lane. Based on 2007 accident analysis, it is the 3rd highest accident location on local roads in the City of Roswell. Any additional traffic at the intersection would adversely impact the safety issue. The most feasible improvement option to address the safety problem and to keep it from getting worse includes extension of the median to the south on OAR. Need for a safety improvement project for this location is being recommended to be added to the next CIP update. The applicant is required to donate 10ft of ROW along their frontage on OAR for future safety improvements to keep the problem from becoming worse.
- Although the redevelopment generates enough trips on an average day and the peak hours to require a Traffic Impact Study, it is determined that a Traffic Impact Study is not needed due to the following reasons:
  - A major portion of the trips will be pass-by trips.
  - It is a redevelopment and the existing facility is already generating some trips.
  - Some trips will be generated from within the shopping center.

**Recommended Conditions**

Staff recommends that this applicant be approved with the following conditions:

- The applicant must dedicate the right-of-way as approved by Roswell DOT before the issuance of the LDP.
- The applicant must comply with all staff comments.

**Attachments**

- DRB application, letter of intent, existing photos and site plan, and proposed elevations and site plan.