

Brad Riffle asked if black vinyl coated was fine. Gasaway stated that it was but in front, particularly on the west end one would want nicer looking....he has a nice looking building. An ornamental...

Motion

Roberto Paredes stated that he would like to make a motion to approve the application as submitted with the condition of adding, if it is visible from the street, an ornamental type railing above the retaining wall. And the addition of a sidewalk.

Neal Gasaway stated that if the applicant approves, they also need to comply with fire department conditions and the sign, if this projects happens the billboard comes down.

Roberto Paredes stated that he concurs with that. Gasaway stated that was a big deal for some people in this project.

John Carruth suggested that the motion include that they are going to incorporate all of the departmental comments including the landscape comments. Roberto Paredes agreed. Carruth added that the trail easement remain subject to negotiation between the applicant and the city of Roswell. Paredes agreed.

Robin Millard seconded the motion. There was no further discussion.

The motion was approved unanimously.

Roberto Paredes added that this is a very nice looking building.

At this time the Board took a five-minute break.

INITIAL APPLICATION

09-0905

DRB09-55

PALMER CJD

11460 Alpharetta Highway

Alex Menoz stated that he was an architect and was representing Palmer Dodge. In this particular case they are calling it Palmer CJD. A few years ago they were able to design part of this building with a new façade, which is the façade that currently exists and he thinks most of the Board is familiar with. Over the last few months Menoz's client has been seeking the ability to turn this particular... it is currently exclusively a Dodge dealership. They are looking into turning the Dodge dealership in a Chrysler, Jeep, Dodge dealership. In an effort to bridge the gaps between Chrysler's needs as a corporate entity and what the building looks like Menoz went through an effort of trying to incorporate the building into their design

criteria. If one will look on the very last page where some photographs are shown on sheet DRB5 that gives one a little bit of insight of what the typical CJD prototype would look like and what the existing building looks like on that corner and as it travels across.

As part of doing this front elevation, to give it its new identity they are also seeking to expand the building as shown on the site plan on page 2. It is a very small expansion, about 3700 square feet. In elevation it really sits on the very back of the building. It is really invisible from the street. The design essentially calls for maintaining the character of the building as it exists in the front, taking the main front element and adding the character of the Chrysler archway. The top of the parapet will remain the same so as to maintain the parapet that they had designed originally on the building. As it turns back, the building essentially stays the same because it is already existing EIFS/Dryvit. There is a section that is currently metal panels that matches the service center in the back. They are planning on adding some windows and some doors to it but also going ahead and blending that with some additional EIFS so that they are carrying that motif a little bit further back. And then on the very end, adding the new building, which would have the same metal panels that would match the existing service center which sits on the very back of the property. Beyond that, Menoz hopes that the elevations are pretty self explanatory.

With regards to comments from staff there was a comment from Public Works, which Menoz wants to address. He spoke to Public Works and they were under the impression that the applicant had somehow expanded the building in 2003 when they did the new façade, which is really not true. The building remains the same size they just fixed the front and really added some landscaping in the front and deleted a parking lot that was immediately adjacent to the building and added some sidewalks and some stamped concrete for display areas. In 2007, the service center, it was an effort that they were going through that never got built. Menoz thinks it came before Design Review Board and it was approved. They were trying to bring that look into that building but that is no longer the case. Public Works was under the impression that Menoz had added 5000 to begin with or almost 5000 and this is the third time that they were coming up with it and they were flagging them saying "you guys may fall under Section 7.2.1.2, which addresses water quality etc. That is not the case. The addition that they are doing right now is less than 5000 square feet so they fall outside of that umbrella.

John Carruth asked if there were any questions or comments from the Board.

John Carruth asked why not do EIFS on all of the front building. Why would Menoz go back with a metal siding look on the back part of it? Menoz state that first of all it was really, really far back from the road. It is a cost sensitive project and in his mind as one takes the existing service center which is already metal panels, he felt that it was okay on that back side to go ahead and do metal

panels. John Carruth asked why he was changing the smaller piece from metal Panels to EIFS. Menoz stated that it was a little closer...one reason, the showroom is expanding on the interior and this is a function of something that the Board is not seeing which is what is happening to the interior in order to accommodate all of Chrysler's needs. There are going to be more cars displayed on the interior. So, on that side they are adding some windows and they are putting in some doors and they are closing some other areas. By they time one does that much work on that small section, they felt like why not just go ahead and add Dryvit to it.

John Carruth stated that he thinks the proposed changes on the front corner are just fine.

Neal Gasaway stated that in an effort to, there has been a lot of flyers about how the Design Review Board is going to be more business friendly from a lot of people he thinks that he agrees with these gentlemen that they need to try to save some money in these tough times and not make them do EIFS in the back. If this were five years ago, one might argue about it more.

John Carruth stated that this was an initial application.

Motion to hear as a final.

Roberto Paredes made a motion to hear this item as a final. Neal Gasaway seconded the motion. The motion passed unanimously to hear this application as a final.

Motion

Roberto Paredes stated that he would like to make a motion to approve this submittal as submitted. Robin Millard seconded the motion. The motion passed, the item was unanimously approved.

INITIAL APPLICATION

09-0907

DRB09-56

HOUSING AUTHORITY OF THE CITY OF ROSWELL

199 Grove Place

John Carruth stated that he was going to recuse himself and he has asked Robin Millard to chair the meeting. Carruth stated that he has a relationship with one of the board members of the housing authority.

Harry Pelfry with the Roswell Housing Authority stated that most people have known him for 65 years as "Butch" so he asked that he be referred to as Butch. They have obtained financing or funding through HUD under the stimulus